



LEHIGH VALLEY RAILROAD

* * *

TIMETABLE No. 10

In effect 2:01 A. M., Eastern Standard Time
Sunday, August 10, 1975

* * *

R. C. HALDEMAN
TRUSTEE and
CHIEF EXECUTIVE OFFICER

* * *

W. C. WIETERS
Senior Vice President and
Chief Operating Officer

* * *

F. J. JACKSON
Superintendent Transportation

* * *

Division Superintendents:

G. F. BRESSLER
A. G. LAGEMAN, III

Divisions:

NEW YORK
BUFFALO

* * *

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

STOP

Damage to Freight

— By —

HANDLING CARS CAREFULLY

**OUR REVENUE IS AFFECTED
FAVORABLY OR UNFAVORABLY
BY THE TYPE OF SERVICE
WE RENDER THE PUBLIC**

**Overspeed Couplings Cause Damage
To Judge Speed of Car Approaching Coupling**

Sight car with fixed object such as a telegraph pole. Start counting seconds it takes car to pass the fixed object. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passed the fixed object.

TABLE SHOWING SPEED OF CARS IN M.P.H.

| If car passed object in: | It was traveling | | | |
|-----------------------------|------------------|------------|------------|------------|
| | 40 ft. car | 50 ft. car | 60 ft. car | 85 ft. car |
| 4 seconds | 7.0 | 8.7 | 10.3 | 14.6 |
| 5 seconds | 5.6 | 7.0 | 8.2 | 11.6 |
| 6 seconds | 4.7 | 5.9 | 6.9 | 9.7 |
| 7 seconds | 4.0 | 5.0 | 5.9 | 8.3 |
| 8 seconds | 3.5 | 4.4 | 5.2 | 7.3 |
| 9 seconds | 3.1 | 3.9 | 4.6 | 6.5 |
| 10 seconds | 2.8 | 3.5 | 4.1 | 5.8 |
| 11 seconds | 2.5 | 3.2 | 3.8 | 5.3 |
| 12 seconds | 2.3 | 2.9 | 3.5 | 4.9 |
| 13 seconds | | | 3.2 | 4.3 |
| 14 seconds | | | 3.0 | 4.2 |
| 15 seconds | | | 2.8 | 3.9 |
| 16 seconds | | | | 3.6 |
| 17 seconds | | | | 3.4 |
| 18 seconds | | | | 3.2 |
| 19 seconds | | | | 3.1 |
| 20 seconds | | | | 2.9 |

THINK SAFE, ACT SAFE AND BE SAFE

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NOTE — Applies on pages 5 to 19, inclusive.

- X** - Indicates in service continuously.
A - Indicates automatic interlocking.
B - Indicates in service part-time.
R - Indicates remote controlled from.

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from New York | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--|----------------------|---------------|--|------------------------|---|------|------|
| | | | | | East | West | Both |
| JERSEY CITY TO WEST OAK ISLAND | | | | | | | |
| | | | JERSEY CITY (N. Y. Division) | 1.0 | | | |
| | | | JERSEY AVENUE JCT. | 2.4 | Yard | | |
| | | | COMMUNIPAW AVE. | 2.9 | Tracks | | |
| | | | CHAPEL | 4.4 | | | |
| | | | CONSTABLE JCT..... | 5.1 | | | |
| X | X | X | NEWARK BAY DRAW | 7.0 | | | |
| | | | OAK ISLAND JCT..... | 8.6 | Yard | | |
| X | | | WEST OAK ISLAND R-Newark | 10.5 | Tracks | | |
| MAIN LINE — WEST OAK ISLAND TO FRASER | | | | | | | |
| X | | | WEST OAK ISLAND | | | | |
| | | | R-Newark | 10.5 | | | |
| X | X | X | NEWARK | 11.4 | | | |
| | | | HILLSIDE | 12.7 | | | |
| X | | | TOWNLEY | 14.5 | | | |
| | | | R-Newark | 16.0 | | | |
| X | | | ROSELLE PARK | 16.0 | | | |
| | | | R-Newark | 16.9 | | | |
| X | | | ALDENE | 16.9 | | | |
| | | | CRANFORD | 17.9 | | | |
| | | | CLARK | 19.4 | | | |
| | | | GOODMANS | 21.3 | | | |
| X | | | POTTER | 23.2 | | | |
| | | | R-Newark | 24.9 | | | |
| | | | OAK TREE | 24.9 | | | |
| | | | SOUTH PLAINFIELD | 26.5 | | | |
| | | | NEW MARKET | 29.1 | | | |
| | | | MIDDLESEX | 30.8 | | | |
| | | | BOUND BROOK | 33.1 | | | |
| X | | | PORT READING JCT. | | | | |
| | | | R-Easton | 35.8 | | | |
| | | | MANVILLE | 36.4 | | | |
| | | | ROYCE | 38.2 | | | |
| | | | READ VALLEY | 42.0 | | | |
| | | | NESHANIC | 44.7 | | | |
| | | | THREE BRIDGES | 48.6 | | | |
| | | | FLEMINGTON JCT. | 51.0 | | | |
| | | | STANTON | 54.1 | | | |
| | | | LANDSDOWN | 57.7 | | | |
| | | | JUTLAND | 60.7 | | | |
| X | | | PATTENBURG | 62.3 | | | |
| | | | R-Easton | | | | |
| | | | BELLEWOOD (Musconetcong Tunnel) | 64.0 | | | |
| | | | WEST END TUNNEL | 65.2 | | | |
| X | | | WEST PORTAL | 66.2 | | | |
| | | | R-Easton | 68.6 | | | |
| | | | BLOOMSBURY | 68.6 | | | |
| | | | MUSCONETCONG JCT. | 69.9 | | | |
| | | | ALPHA | 73.7 | | | |
| | | | GREENS BRIDGE | 74.6 | | | |
| X | | | PHILLIPSBURG | 76.3 | | | |
| | | | R-Easton | 76.6 | | | |
| | | | PA.-N. J. STATE LINE | 76.6 | | | |
| X | X | X | EASTON | 77.0 | | | |
| | | | SO. EASTON | 77.8 | | | |
| X | | | ABBOTT | 77.9 | | | |
| | | | R-Easton | 78.6 | | | |
| | | | GLENDON | 78.6 | | | |

MAIN LINE — WEST OAK ISLAND TO FRASER

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from New York | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------------------|------------------------|---|------|------|
| | | | | | East | West | Both |
| X | | | RICHARDS R-Easton | 80.7 | | | |
| | | | REDINGTON | 83.0 | | | |
| | | | FREEMANSBURG | 85.8 | | | |
| | | | FLORENCE YARD | 86.1 | | | |
| X | | | BETHLEHEM R-Easton | 88.6 | | | |
| | | | GEISINGERS | 90.7 | | | |
| | | | EAST PENN JCT. | 92.5 | | | |
| | | | ALLENTOWN | 93.3 | | | |
| | | | GAP JCT. | 95.0 | | | |
| | | | FULLERTON | 96.0 | | | |
| X | | | CATASAUQUA R-Easton | 97.0 | | | |
| | | | COPLAY | 99.0 | | | |
| X | | | CEMENTON R-Easton | 100.3 | | | |
| | | | LAURYS | 102.7 | | | |
| | | | TREICHLER | 104.2 | | | |
| | | | SLATINGTON | 109.5 | | | |
| | | | LEHIGH GAP | 111.4 | | | |
| X | | | LIZARD CREEK R-Easton | 114.9 | | | |
| | | | BOWMANSTOWN | 115.7 | | | |
| | | | MAHONING | 117.7 | | | |
| X | | | LEHIGHTON R-Easton | 119.3 | | | |
| X | | | PACKERTON JCT. R-Easton | 121.3 | | | |
| | | | JIM THORPE | 122.7 | | | |
| | | | HETCHEL | 125.6 | | | |
| | | | OX BOW | 127.4 | | | |
| | | | OLD PENN HAVEN | 129.7 | | | |
| | | | M & H JCT. | 130.6 | | | |
| | | | DRAKES CREEK | 135.1 | | | |
| | | | ROCKPORT TUNNEL | 136.8 | | | |
| | | | HICKORY RUN | 141.0 | | | |
| | | | TANNERY | 143.8 | | | |
| | | | WHITE HAVEN | 145.7 | | | |
| X | | | FRASER R-Coxton Int. | 147.1 | | | |

The Direction New York to Fraser is Westward.

L & S AREA — MAIN LINE BETHLEHEM TO LEHIGHTON *

| | | | | | | | |
|---|---|---|------------------------------------|-------|--|--|--|
| X | | | BETHLEHEM R-Easton | 84.3 | | | |
| X | | | JU R-Steel | 84.5 | | | |
| X | X | X | STEEL | 85.5 | | | |
| X | | | VN (No. 1 Track) R-Steel | 86.9 | | | |
| X | | | VN (No. 2 Track) R-Steel | 87.1 | | | |
| X | X | X | R TOWER | 88.2 | | | |
| | | | EAST ALLENTOWN | 88.8 | | | |
| | | | WK | 90.2 | | | |
| | | | CATASAUQUA | 92.5 | | | |
| | | | NORTHAMPTON | 94.5 | | | |
| | | | SIEGFRIED | 95.6 | | | |
| X | | | TREICHLER R-R Tower | 100.0 | | | |
| | | | WALNUTPORT | 104.7 | | | |
| | | | PALMERTON | 108.4 | | | |
| | | | WEST END HAZARD | 110.1 | | | |
| | | | BOWMANSTOWN | 111.0 | | | |
| | | | WEISSPORT | 114.0 | | | |
| X | | | LEHIGHTON R-Easton | 114.7 | | | |

The Direction Bethlehem to Lehigh is Westward.

* Mileage between Bethlehem and Lehigh indicates
L & S Area Mile Posts.

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|----------|---------------|---|------|------|
| | | | | | East | West | Both |

**L & S AREA — ALLENTOWN TERMINAL RAILROAD
R TOWER TO BURN**

| | | | | | | | |
|-------|-------|-------|---------------|-------|-------|-------|-------|
| X | ..... | ..... | R TOWER | *88.2 | ..... | ..... | ..... |
| ..... | ..... | ..... | BURN | 89.1 | ..... | ..... | ..... |

The Direction R Tower to Burn is Westward.
* Mileage between R Tower and Burn indicates L & S Area Mile Posts.

**L & S AREA MAIN LINE
FRASER TO LAUREL RUN ***

| | | | | | | | | |
|-------|-------|-------|--------------------|---------------|-------|-------|-------|-------|
| X | ..... | ..... | FRASER | R-Coxton Int. | 143.8 | ..... | ..... | ..... |
| ..... | ..... | ..... | TUNNEL ..... | ..... | 147.6 | ..... | ..... | ..... |
| X | ..... | ..... | CRESTWOOD .. | R-Coxton Int. | 152.2 | ..... | ..... | ..... |
| ..... | ..... | ..... | PENOBSCOT ..... | ..... | 155.3 | ..... | ..... | ..... |
| X | ..... | ..... | SOLOMONS GAP ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | R-Coxton Int. | 156.5 | ..... | ..... | ..... |
| X | ..... | ..... | LAUREL RUN .. | R-Coxton Int. | 161.2 | ..... | ..... | ..... |

The Direction from Fraser to Laurel Run is Westward.
* Mileage between Fraser and Laurel Run indicates L & S Area Mile Posts.

**MOUNTAIN CUT-OFF
LAUREL RUN TO COXTON INTERLOCKING ***

| | | | | | | | | |
|-------|-------|-------|------------------------|---------------|-------|-------|-------|-------|
| X | ..... | ..... | LAUREL RUN | R-Coxton Int. | 164.1 | ..... | ..... | ..... |
| ..... | ..... | ..... | DEEP HOLLOW ..... | ..... | 165.7 | ..... | ..... | ..... |
| ..... | ..... | ..... | JENKINS ..... | ..... | 172.3 | ..... | ..... | ..... |
| X | ..... | ..... | DUPONT | R-Coxton Int. | 175.5 | ..... | ..... | ..... |
| ..... | ..... | ..... | AVOCA ..... | ..... | 176.2 | ..... | ..... | ..... |
| ..... | ..... | ..... | DURYEA ..... | ..... | 177.5 | ..... | ..... | ..... |
| X | X | X | COXTON INTERLOCKING .. | ..... | 178.9 | ..... | ..... | ..... |

The Direction Laurel Run to Coxton Interlocking is Westward
* Distance from New York.

MAIN LINE - COXTON INTERLOCKING TO BUFFALO

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from New York | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|--|------------------------|---|------|------|
| | | | | | East | West | Both |
| X | X | X | COXTON INTERLOCKING | 185.5 | | | |
| | | | COXTON YARD OFFICE | 186.4 | | | |
| | | | FALLING SPRINGS | 187.3 | | | |
| | | | WELDON | 189.3 | | | |
| | | | RANSOM | 190.6 | | | |
| | | | DIVISION POST (New York Div.- Buffalo Div.) | 191.0 | | | |
| | | | WYOANNA | 193.2 | | | |
| X | | | FALLS | R-Sayre 195.4 | | | |
| | | | WHITES FERRY | 200.0 | | | |
| | | | LAGRANGE | 202.6 | | | |
| | | | TUNKHANNOCK | 207.0 | | | |
| | | | TAGUE'S EDDY | 209.8 | | | |
| | | | VOSBURG TUNNEL | 211.3 | | | |
| | | | CARNEY | 212.7 | | | |
| | | | CHARMIN | 213.0 | | | |
| | | | MEHOOPANY | 214.1 | | | |
| | | | MESHOPPEN | 216.9 | | | |
| | | | MYOBEACH | 219.2 | | | |
| | | | BLACK WALNUT | 221.8 | | | |
| | | | SKINNERS EDDY | 224.1 | | | |
| X | | | LACEYVILLE | R-Sayre 225.1 | | | |
| | | | ROCKY FORREST | 227.4 | | | |
| | | | SUGAR RUN | 232.2 | | | |
| | | | WYALUSING | 234.3 | | | |
| | | | HOMET'S FERRY | 240.1 | | | |
| | | | RUMMERFIELD | 244.0 | | | |
| | | | STANDING STONE | 247.0 | | | |
| | | | WYSOX | 251.1 | | | |
| | | | PRESSWOOD | 252.5 | | | |
| | | | TOWANDA | 254.8 | | | |
| X | | | SUGAR CREEK | R-Sayre 256.3 | | | |
| | | | IRVING | 258.9 | | | |
| | | | ULSTER | 261.5 | | | |
| | | | MILAN | 265.7 | | | |
| X | | | GREENS LANDING | R-Sayre 267.1 | | | |
| X | | | ATHENS | R-Sayre 269.7 | | | |
| | X | X | SAYRE | 271.0 | | | |
| | | | PA.-NEW YORK STATE LINE | 272.4 | | | |
| X | | | STATE LINE | R-Sayre 272.6 | | | |
| | | | EAST WAVERLY | 273.0 | | | |
| | | | LOCKWOOD | 279.0 | | | |
| | | | SHIELDS | 283.6 | | | |
| X | | | VAN ETEN JCT. | R-Sayre 285.8 | | | |
| | | | RODBOURN | 290.0 | | | |
| X | | | CAYUTA | R-Sayre 295.6 | | | |
| X | | | HINMAN | R-Sayre 299.7 | | | |
| | | | ODESSA | 302.2 | | | |
| | | | CANFIELD | 306.9 | | | |
| | | | BURDETT | 309.3 | | | |
| | | | HECTOR | 314.7 | | | |
| | | | VALOIS | 317.2 | | | |
| | | | CAYWOOD | 319.6 | | | |
| | | | LODI | 323.0 | | | |
| X | | | ORDNANCE | R-Sayre 329.3 | | | |
| X | | | KENDAIA | R-Sayre 332.6 | | | |
| | | | REEDER | 335.2 | | | |
| | | | YALE | 337.1 | | | |
| X | | | GENEVA JCT. | R-Sayre 342.1 | | | |
| | | | GENEVA | 344.5 | | | |

MAIN LINE-COXTON INTERLOCKING TO BUFFALO

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from New York | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|---------------------------------|------------------------|---|------|-------------|
| | | | | | East | West | Both |
| X | | | LAKE R-Sayre | 345.0 | | | |
| | | | OAKS CORNERS | 348.4 | | | |
| | | | PHELPS | 350.9 | | | |
| | | | CLIFTON SPRINGS | 354.4 | | | |
| X | | | SENECA R-Sayre | 356.6 | | | |
| | | | MANCHESTER | 359.3 | | | |
| X | | | BLACKSMITH . R-Niagara Jct. | 362.1 | | | |
| | | | FARMINGTON | 364.8 | | | |
| | | | VICTOR | 369.2 | | | |
| | | | MENDON | 374.6 | | | |
| X | | | QUAKER..... R-Niagara Jct. | 378.3 | | | |
| | | | ROCHESTER JCT. | 379.5 | | | |
| X | | | RUSH..... R-Niagara Jct. | 381.9 | | | |
| | | | WADSWORTH | 386.7 | | | |
| | | | MAXWELLS | 389.3 | | | |
| X | | | WHEATLAND . R-Niagara Jct. | 391.7 | | | |
| | | | CALEDONIA | 392.9 | | | |
| X | | | P & L JCT. . . . R-Niagara Jct. | 394.1 | | | |
| | | | NORTH LEROY | 400.3 | | | |
| X | | | STAFFORD . . . R-Niagara Jct. | 406.5 | | | |
| X | | | BATAVIA R-Niagara Jct. | 411.0 | | | |
| | | | ALEXANDER | 412.7 | | | |
| | | | UPTON | 416.1 | | | |
| | | | LONGWOOD | 420.7 | | | |
| | | | CORFU | 422.4 | | | |
| | | | WENDE | 429.6 | | | |
| X | | | WYOMING R-Niagara Jct. | 432.3 | | | |
| | | | LANCASTER | 436.3 | | | |
| | | | DEPEW | 437.7 | | | |
| X | X | X | NIAGARA JCT. | 438.0 | | | |
| | | | UNION ROAD | 440.8 | | | |
| X | | | TIFFT JCT. . . . R-Niagara Jct. | 442.2 | | | |
| X | | | TIFFT JCT. . . . R-Niagara Jct. | 442.2 | | | |
| | | | OGDEN | 443.2 | | | |
| | | | BUFFALO | 443.6 | | | Yard Tracks |

The Direction Coxtan Interlocking to Buffalo is Westward.

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--|----------------------|---------------|---------------------------------|---------------|---|--------|------|
| | | | | | East | West | Both |
| JOHNSTON INDUSTRIAL YARD TRACK * | | | | | | | |
| [New York Division] | | | | | | | |
| X | | | CP05 R-New York, P.C. | 0.0 | | | |
| | | | P.R.R. JCT. | 0.8 | | | |
| | | | NEW JERSEY JCT. | 0.8 | | | |
| | | | JOHNSTON | 1.5 | | | |
| | | | PHILLIPS STREET | 2.3 | | | |
| The Direction CP 05 to Constable Jct. is Westward. | | | | | | | |
| * Distance from CP 05. | | | | | | | |
| NATIONAL DOCKS BRANCH * | | | | | | | |
| [New York Division] | | | | | | | |
| | | | PHILLIPS STREET | 2.3 | | | |
| | | | CONSTABLE JCT. | 4.1 | | | |
| NEWARK BRANCH * | | | | | | | |
| [New York Division] | | | | | | | |
| X | X | X | HUNTER, P.C. | 0.0 | | | |
| X | X | X | NEWARK | 0.6 | | | |
| The Direction Hunter to Newark is Westward. | | | | | | | |
| * Distance from Hunter. | | | | | | | |
| PERTH AMBOY SECONDARY TRACK * | | | | | | | |
| [New York Division] | | | | | | | |
| | | | SOUTH PLAINFIELD | 0.0 | | | |
| | | | VALLEY | 2.8 | | | |
| | | | METUCHEN | 3.4 | | | |
| | | | RARITAN JCT. | 7.3 | | | |
| | | | RARITAN JCT. | 7.3 | | Yard | |
| | | | PERTH AMBOY | 9.6 | | Tracks | |
| The Direction South Plainfield to Perth Amboy is Eastward. | | | | | | | |
| * Distance from South Plainfield. | | | | | | | |
| CLINTON BRANCH * | | | | | | | |
| [New York Division] | | | | | | | |
| | | | LANDSDOWN | 0.0 | | | |
| | | | CLINTON | 1.8 | | | |
| The Direction Landsdown to Clinton is Eastward. | | | | | | | |
| * Distance from Landsdown. | | | | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|----------|---------------|---|------|------|
| | | | | | East | West | Both |

EASTON AND NORTHERN BRANCH *
[New York Division]

| X | X | X | | | | | |
|---|---|---|-----------------------|------|--|--|--|
| | | | EASTON | 0.0 | | | |
| | | | ALTA | 3.2 | | | |
| | | | 18TH STREET | 4.3 | | | |
| | | | 13TH STREET JCT. | 4.8 | | | |
| | | | TATAMY | 9.1 | | | |
| | | | L. & N. E. JCT. | 9.8 | | | |
| | | | STOCKERTOWN | 10.1 | | | |
| | | | BELFAST JCT. | 11.1 | | | |

The Direction Easton to Belfast Jct. is Westward.
* Distance from Easton.

MINSI TRAIL BRANCH *
L & S AREA
[New York Division]

| | | | | | | | |
|--|--|--|-----------------------|-----|--|--|--|
| | | | MINSI TRAIL JCT. | 0.0 | | | |
| | | | END OF TRACK | 1.0 | | | |

The Direction Minsi Trail Jct. to End of Track is Westward.
* Distance from Minsi Trail Jct.

NESQUEHONING BRANCH *
L & S AREA
[New York Division]

| | | | | | | | |
|---|--|--|-----------------------------|------|--|--|--|
| X | | | PACKERTON JCT. . . R-Easton | 0.0 | | | |
| | | | NESQUEHONING JCT. | 2.5 | | | |
| | | | NESQUEHONING | 5.9 | | | |
| | | | HAUTO | 10.0 | | | |
| | | | HAUCKS | 18.0 | | | |
| | | | TAMANEND | 19.2 | | | |

The Direction Packerton Jct. to Tamanend is Westward.
* Distance from Packerton Jct.

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from M & H Jct. | Sidings Assigned Direction | | |
|--|----------------------|---|---|--------------------------|----------------------------|------|--|
| | | | | | Car Capacity 50 ft. cars | | |
| | | | | East | West | Both | |
| ASHMORE SECONDARY TRACK | | | | | | | |
| HAZLETON SECONDARY TRACK | | | | | | | |
| CAMP SECONDARY TRACK | | | | | | | |
| SHIMER SECONDARY TRACK | | | | | | | |
| DELANO SECONDARY TRACK | | | | | | | |
| [New York Division] | | | | | | | |
| ASHMORE SECONDARY TRACK | | | | | | | |
| [New York Division] | | | | | | | |
| | | | M. & H. JCT. | 0.0 | | | |
| | | | HINKLES | 1.3 | | | |
| | | | BLACK CREEK JCT. | 4.3 | | | |
| | | | WEATHERLY | 5.2 | | | |
| | | | HAZLE CREEK JCT. | 6.8 | | | |
| | | | ASHMORE | 10.3 | | | |
| HAZLETON SECONDARY TRACK | | | | | | | |
| [New York Division] | | | | | | | |
| | | | ASHMORE | 10.3 | | | |
| | | | STOCKTON | 12.3 | | | |
| | B | | HAZLETON SHOP | 14.4 | | | |
| | | | LOCUST JCT. | 15.1 | | | |
| | | | HAZLETON JCT. | 15.2 | | | |
| CAMP SECONDARY TRACK | | | | | | | |
| [New York Division] | | | | | | | |
| | | | HAZLETON JCT. | 15.2 | | | |
| | | | ONEIDA JCT. | 16.5 | | | |
| | | | GRAPE RUN JCT. | 17.1 | | | |
| | | | YORK JCT. | 17.7 | | | |
| | | | AUDENRIED | 18.4 | | | |
| | | | SHIMER | 18.8 | | | |
| SHIMER SECONDARY TRACK | | | | | | | |
| [New York Division] | | | | | | | |
| | | | SHIMER | 18.8 | | | |
| | | | AUDENRIED (Tresckow Branch Crossing) | 19.0 | | | |
| | | | McADOO | 20.1 | | | |
| | | | LAUREL JCT. | 26.9 | | | |
| DELANO SECONDARY TRACK | | | | | | | |
| [New York Division] | | | | | | | |
| | | | LAUREL JCT. | 26.9 | | | |
| | | | PINE JCT. | 27.4 | | | |
| | | | DELANO | 27.6 | | | |
| | | | PARK PLACE | 29.5 | | | |
| | | | BARRYVILLE | 31.8 | | | |
| | | | SHENANDOAH | 34.8 | | | |
| | | | KOHINOOR JCT. | 35.9 | | | |
| | | | RAVEN RUN | 39.3 | | | |
| The Direction M & H Jct. to Raven Run is Westward. | | | | | | | |
| * Distance from M & H Jct. | | | | | | | |
| Block Station in Service Part-Time: | | | | | | | |
| Station | | Hours in Service | | | | | |
| Hazleton Shop | | 7:00 A.M., Monday to 7:00 A.M. Saturday | | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--|----------------------|---------------|-----------------------------|---------------|---|------|------|
| | | | | | East | West | Both |
| NEW BOSTON SECONDARY TRACK * [New York Division] | | | | | | | |
| | | | LAUREL JCT. | 0.0 | | | |
| | | | NEWTON..... | 5.2 | | | |
| | | | MOREA COLLIERY | 9.6 | | | |
| The Direction Laurel Jct. to Morea Colliery is Eastward. * Distance from Laurel Jct. | | | | | | | |
| FREELAND BRANCH * [New York Division] | | | | | | | |
| | | | ASHMORE | 0.0 | | | |
| | | | NORTH ASHMORE | 0.2 | | | |
| | | | HAZLE BROOK | 1.0 | | | |
| | | | WEST END JEDDO TUNNEL | 1.4 | | | |
| | | | EAST END JEDDO TUNNEL | 1.7 | | | |
| | | | ECKLEY JCT. | 2.0 | | | |
| | | | PINK ASH JCT. | 3.1 | | | |
| | | | JEDDO | 3.3 | | | |
| | | | DRIFTON | 4.2 | | | |
| The Direction Ashmore to Drifton is Eastward. * Distance from Ashmore. | | | | | | | |
| EBERVALE BRANCH * [New York Division] | | | | | | | |
| | | | HARLEIGH JCT. | 0.0 | | | |
| | | | OAKBUR JCT. | 0.5 | | | |
| | | | JEDDO NO. 7 | 3.4 | | | |
| | | | VEXIT JCT. | 3.9 | | | |
| | | | EBERVALE | 4.8 | | | |
| | | | ELKRAM | 5.8 | | | |
| | | | PINK ASH JCT. | 7.7 | | | |
| The Direction Harleigh Jct. to Pink Ash Jct. is Eastward. * Distance from Harleigh Jct. | | | | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|----------|---------------|---|------|------|
| | | | | | East | West | Both |

**TOMHICKEN BRANCH *
GOWEN SECONDARY TRACK**
[New York Division]

TOMHICKEN BRANCH
[New York Division]

| | | | | | | | |
|--|--|--|---------------------|-----|--|--|--|
| | | | HAZLETON JCT. | 0.0 | | | |
| | | | LOCUST JCT. | 0.0 | | | |
| | | | CRANBERRY JCT. | 0.2 | | | |
| | | | CRANBERRY | 0.6 | | | |
| | | | LONG RUN | 1.7 | | | |
| | | | HARLEIGH JCT. | 3.8 | | | |

GOWEN SECONDARY TRACK
[New York Division]

| | | | | | | | |
|--|--|--|--------------------|------|--|--|--|
| | | | HARLEIGH JCT. | 3.8 | | | |
| | | | CLADER | 4.0 | | | |
| | | | TOMHICKEN | 8.4 | | | |
| | | | GUM RUN | 10.4 | | | |
| | | | GOWEN COLLIERY .. | 13.6 | | | |

The Direction Hazleton Jct. to Gowen Colliery is Eastward.
* Distance from Hazleton Jct.

GRACEDALE SECONDARY TRACK *
[New York Division]

| | | | | | | | |
|---|--|--|----------------------------|-------|--|--|--|
| X | | | FRASER R-Coxton Int. | 147.1 | | | |
| | | | BRADERS | 147.3 | | | |
| | | | BEAR CREEK JCT. | 149.4 | | | |
| | | | APEX | 155.5 | | | |
| | | | GRACEDALE | 158.5 | | | |
| | | | MOUNTAIN TOP | 159.7 | | | |
| | | | LAUREL RUN | 164.1 | | | |

The Direction Fraser to Laurel Run is Westward.
* Distance from New York.

NANTICOKE BRANCH — L & S AREA *
[New York Division]

| | | | | | | | |
|--|--|--|-----------------------------------|-----|--|--|--|
| | | | ASHLEY | 0.0 | | | |
| | | | FRANKLIN BRANCH CROSSING | 1.2 | | | |
| | | | CENTRAL SCRAP IRON .. | 2.6 | | | |

The Direction Ashley to Central Scrap Iron is Westward.
* Distance from Ashley.

FRANKLIN BRANCH — L & S AREA *
[New York Division]

| | | | | | | | |
|--|--|--|------------------------------------|-----|--|--|--|
| | | | FRANKLIN | 0.0 | | | |
| | | | NANTICOKE BRANCH CROSSING | 1.0 | | | |
| | | | WICKES LUMBER | 1.3 | | | |

The Direction Franklin to Wickes Lumber is Eastward.
* Distance from Franklin.

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--|----------------------|---------------|------------------------------|---------------|---|------|------|
| | | | | | East | West | Both |
| WILKES-BARRE SECONDARY TRACK * | | | | | | | |
| [New York Division] | | | | | | | |
| | | | FRANKLIN | 174.0 | | | |
| | | | SOUTH WILKES-BARRE | 174.6 | | | |
| | | | DANA ST., WILKES-BARRE | 175.0 | | | |
| | | | WILKES-BARRE | 176.0 | | | |
| | | | NORTH WILKES-BARRE | 177.2 | | | |
| | | | SHAHER | 178.3 | | | |
| The Direction Franklin to Shafer is Westward. | | | | | | | |
| * Distance from New York. | | | | | | | |
| PLAINS SECONDARY TRACK * | | | | | | | |
| [New York Division] | | | | | | | |
| | | | SHAHER | 178.3 | | | |
| | | | PORT BOWKLEY | 178.9 | | | |
| | | | PLAINSVILLE | 180.3 | | | |
| | | | PITTSTON | 184.0 | | | |
| | | | PITTSTON JCT. | 185.3 | | | |
| X | X | X | COXTON INTERLOCKING .. | 185.5 | | | |
| The Direction Shafer to Coxtion Interlocking is Westward. | | | | | | | |
| * Distance from New York. | | | | | | | |
| WEST PITTSTON BRANCH * | | | | | | | |
| [New York Division] | | | | | | | |
| | | | COXTON YARD OFFICE | 0.0 | | | |
| | | | WYOMING | 3.5 | | | |
| | | | MALBY | 6.8 | | | |
| | | | HARVEY JCT. | 7.2 | | | |
| | | | KINGSTON | 8.2 | | | |
| The Direction Coxtion Yard Office to Kingston is Westward. | | | | | | | |
| * Distance from Coxtion Yard Office. | | | | | | | |
| MONTROSE BRANCH * | | | | | | | |
| [Buffalo Division] | | | | | | | |
| | | | TUNKHANNOCK | 0.0 | | | |
| | | | LAKE CAREY | 6.3 | | | |
| | | | SPRINGVILLE | 14.4 | | | |
| | | | DIMOCK | 18.5 | | | |
| | | | SOUTH MONTROSE | 22.8 | | | |
| | | | MONTROSE | 27.0 | | | |
| The Direction Tunkhannock to Montrose is Westward. | | | | | | | |
| * Distance from Tunkhannock. | | | | | | | |

| Interlocking Station | Block Station | STATIONS | Distance from • | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|-------------------------|------------------|----------|-----------------------|---|------|------|
| | | | | East | West | Both |

STATE LINE & SULLIVAN BRANCH *

[Buffalo Division]

| | | | | | | |
|--|--|-------------------------------------|------|--|--|--|
| | | TOWANDA | 0.0 | | | |
| | | TOWANDA (Washington Street | 1.7 | | | |
| | | MONROETON | 5.5 | | | |
| | | STEVENSON | 12.3 | | | |
| | | NEW ALBANY | 14.0 | | | |
| | | DUSHORE | 21.0 | | | |

The Direction Towanda to Dushore is Eastward.

* Distance from Towanda.

AUBURN BRANCH *
FREEVILLE SECONDARY TRACK
MEAD SECONDARY TRACK

[Buffalo Division]

| | | | | | | |
|--|---|-------------------------------|------|--|--|----|
| | X | SAYRE | 0.0 | | | |
| | | S. C. JUNCTION | 0.5 | | | |
| | | PA.-NEW YORK STATE LINE | 2.1 | | | |
| | | SMITHBORO | 9.0 | | | |
| | | TIOGA CENTER | 13.1 | | | |
| | B | OWEGO | 18.6 | | | 31 |

FREEVILLE SECONDARY TRACK

[Buffalo Division]

| | | | | | | |
|--|---|---------------------|------|--|--|----|
| | B | OWEGO | 18.6 | | | |
| | | FLEMINGVILLE | 22.8 | | | |
| | | NEWARK VALLEY | 28.3 | | | |
| | | WATSON | 28.8 | | | |
| | | BERKSHIRE | 34.0 | | | 26 |
| | | RICHFORD | 37.8 | | | |
| | | MILLS | 41.9 | | | |
| | | NORTH HARFORD | 43.7 | | | |
| | | DRYDEN | 49.9 | | | 19 |
| | | FREEVILLE | 52.7 | | | |

MEAD SECONDARY TRACK *

[Buffalo Division]

| | | | | | | |
|--|--|--|------|--|--|----|
| | | FREEVILLE | 52.7 | | | |
| | | PERUTON | 55.1 | | | |
| | | GROTON | 57.8 | | | |
| | | LOCKE | 64.1 | | | |
| | | MORAVIA | 67.7 | | | |
| | | MEAD | 68.2 | | | 18 |
| | | END OF TRACK (1637 Feet West of M.P. 339) | 68.5 | | | |

The Direction Sayre to End of Track is Westward.

* Distance from Sayre.

Block Station in Service Part-Time as Follows:

| Station | Hours in Service |
|---------|--|
| Owego | 8:00 A.M. to 4:30 P.M. Daily except Saturdays, Sundays, and Holidays, and one hour for lunch between 11:00 A.M. and 1:00 P.M. as relieved. |

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|---|----------------------|---------------|---|---------------|---|------|------|
| | | | | | East | West | Both |
| WAVERLY — ELMIRA BRANCH * [Buffalo Division] | | | | | | | |
| | | X | SAYRE | 0.0 | | | |
| | | | PA.-N. Y. STATE LINE | 1.4 | | | |
| | | | WAVERLY | 2.2 | | | |
| | | | WAVERLY | 2.2 | | | |
| | | | ELMIRA | 19.8 | | | |
| | | | ELMIRA | 19.8 | | | |
| | | | ELMIRA HEIGHTS | 22.2 | | | |
| | | | HORSEHEADS | 24.9 | | | |
| The Direction Sayre to Horseheads is Westward. | | | | | | | |
| * Distance From Sayre. | | | | | | | |
| ITHACA BRANCH * [Buffalo Division] | | | | | | | |
| X | | | VAN ETTEN JCT. R-Sayre | 0.0 | | | |
| | | | VAN ETTEN | 0.8 | | | |
| | | | SPENCER | 3.3 | | | |
| | | | NORTH SPENCER | 7.4 | | | |
| | | | WEST DANBY | 11.6 | | | |
| | | | NEWFIELD | 15.6 | | | |
| | | | M.P. 306 | 20.2 | | | |
| | | | M.P. 306 | 20.2 | Yard | | |
| | | | ITHACA | 21.1 | Tracks | | |
| The Direction Van Etten Jct. to Ithaca is Westward. | | | | | | | |
| * Distance from Van Etten Jct. | | | | | | | |
| EAST ITHACA RUNNING TRACK * CORTLAND SECONDARY TRACK [Buffalo Division] | | | | | | | |
| EAST ITHACA RUNNING TRACK [Buffalo Division] | | | | | | | |
| | | | EAST ITHACA | 0.0 | | | |
| | | | ETNA | 6.1 | | | |
| | | | FREEVILLE | 9.0 | | | |
| CORTLAND SECONDARY TRACK [Buffalo Division] | | | | | | | |
| | | | FREEVILLE | 9.0 | | | 20 |
| | | | McLEAN | 12.9 | | | |
| | | | CORTLAND | 19.4 | | | |
| | | | CORTLAND JCT. | 20.1 | | | |
| | | | END OF TRACK (3960 Feet West of M.P. 71) . | 21.2 | | | |
| The Direction East Ithaca to End of Track is Westward. | | | | | | | |
| * Distance from East Ithaca. | | | | | | | |

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from | Sidings Assigned Direction Car Capacity 50 ft. cars | | |
|--------------|----------------------|---------------|----------|---------------|---|------|------|
| | | | | | East | West | Both |

AUBURN & ITHACA BRANCH *
[Buffalo Division]

| | | | | | | | |
|--|--|--|----------------------|-----|--|--|----|
| | | | ITHACA (Jct.) | 0.0 | | | |
| | | | STATE STREET | 0.0 | | | |
| | | | McKINNEYS | 3.0 | | | |
| | | | PORTLAND POINT | 6.3 | | | |
| | | | LUDLOWVILLE | 7.4 | | | 28 |

The Direction Ithaca to Ludlowville is Westward.
* Distance from Ithaca.

NAPLES BRANCH *
[Buffalo Division]

| | | | | | | | |
|---|--|--|-------------------|------|--|--|----|
| | | | GENEVA | 0.0 | | | |
| | | | PRE-EMPTION | 1.4 | | | 8 |
| | | | REEDS | 3.2 | | | |
| | | | DIXON | 4.7 | | | |
| A | | | STANLEY | 7.5 | | | 11 |
| | | | GORHAM | 9.6 | | | 5 |
| | | | WEST GORHAM | 9.9 | | | 8 |
| | | | GRANGER | 12.5 | | | |
| | | | RUSHVILLE | 15.5 | | | 17 |

The Direction Geneva to Rushville is Westward.
* Distance from Geneva.

ROCHESTER BRANCH *
[Buffalo Division]

| | | | | | | | |
|---|--|--|--|------|--|--------|--|
| | | | END OF TRACK (2746 Feet East of M.P. 385) | 6.3 | | | |
| | | | LIMA | 5.8 | | | |
| | | | HONEOYE JCT. | 2.5 | | | |
| | | | HONEOYE FALLS | 2.8 | | | |
| | | | HONEOYE JCT. | 2.5 | | | |
| | | | ROCHESTER JCT. | 0.0 | | | |
| | | | HENRIETTA | 5.9 | | | |
| A | | | MORTIMER (Junction) | 8.5 | | | |
| | | | CRITTENDEN ROAD | 9.2 | | | |
| | | | CRITTENDEN ROAD | 9.2 | | Yard | |
| | | | RIVER JCT. | 11.3 | | Tracks | |

The Direction End of Track to River Jct. is Westward.
* Distance from Rochester Jct.

TO ALL EMPLOYEES:

Your company, cooperating with the local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Lehigh Valley Railroad Company are designed for your safe guidance — respect them, strictly comply with them.

Live longer and happier by always practicing safety!

F. J. Jackson
Superintendent Transportation

G. F. Bressler
A. G. Lageman, III
Division Superintendents

Approved:
W. C. Wieters
Senior Vice President and
Chief Operating Officer

TO ALL EMPLOYEES:

DRUGS — MEDICINE

There are available and in use numerous medicines containing drugs which may produce in some persons a condition ranging from mere drowsiness to an almost complete inability to remain awake, and in some cases periods of mental confusion. Such drugs are contained in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, treatment for asthma, etc.

Employees, particularly those working on or around moving trains, machinery, etc. are cautioned not to use any of the above preparations while on duty or for a period of at least 12 hours before reporting for duty.

Each employe should ask his personal physician if any medicine he is taking or is given to take contains such a drug.

F. J. Jackson
Superintendent Transportation

G. F. Bressler
A. G. Lageman, III
Division Superintendents

Approved:
W. C. Wieters
Senior Vice President and
Chief Operating Officer

EASTWARD — FIRST CLASS — MONDAYS TO FRIDAYS, INCL., EXCEPT HOLIDAYS

| | | | | | | | | | | | | | | | |
|------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TRAIN | CNJ 5402 A.M. | CNJ 5404 A.M. | CNJ 5406 A.M. | CNJ 5448 A.M. | CNJ 5708 A.M. | CNJ 5802 A.M. | CNJ 5408 A.M. | CNJ 5410 A.M. | CNJ 5910 A.M. | RDG 5600 A.M. | CNJ 5712 A.M. | CNJ 5412 A.M. | RDG 5602 A.M. | CNJ 5414 A.M. | CNJ 5416 A.M. |
| ALDENE INT. | 6:00 | 6:41 | 7:02 | 7:29 | 7:36 | 7:38 | 7:44 | 7:52 | 8:00 | 8:06 | 8:19 | 8:33 | 9:08 | 9:09 | 10:12 |
| ROSELLE PARK ... | S6:03 | S6:44 | S7:05 | ..... | ..... | S7:41 | ..... | ..... | S8:03 | ..... | ..... | S8:36 | ..... | S9:12 | S10:14 |
| NEWARK INT. | 6:07 | 6:49 | 7:11 | 7:39 | 7:43 | 7:47 | 7:52 | 8:03 | 8:09 | 8:13 | 8:26 | 8:40 | 9:15 | 9:18 | 10:18 |
| | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. |
| TRAIN | CNJ 5418 A.M. | CNJ 5420 P.M. | CNJ 5422 P.M. | CNJ 5424 P.M. | CNJ 5726 P.M. | CNJ 5428 P.M. | CNJ 5430 P.M. | CNJ 5932 P.M. | CNJ 5432 P.M. | CNJ 5434 P.M. | CNJ 5436 P.M. | CNJ 5438 P.M. | CNJ 5440 P.M. | | |
| ALDENE INT. | 11:00 | 12:03 | 1:17 | 2:27 | 3:34 | 5:19 | 5:37 | 6:22 | 6:27 | 7:53 | 9:05 | 10:40 | 11:58 | | |
| ROSELLE PARK ... | S11:02 | S12:05 | S1:19 | S2:29 | S3:36 | S5:21 | ..... | ..... | S6:30 | S7:55 | S9:07 | S10:42 | S12:00 | | |
| NEWARK INT. | 11:06 | 12:09 | 1:23 | 2:33 | 3:41 | 5:26 | 5:44 | 6:33 | 6:39 | 7:59 | 9:11 | 10:46 | 12:04 | | |
| | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | A.M. |

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EASTWARD — FIRST CLASS — SUNDAYS AND HOLIDAYS
 Except CNJ 5536, Will Not Run Washington's Birthday

| | | | | | | | | |
|------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| TRAIN | CNJ 5536 A.M. | CNJ 5552 A.M. | CNJ 5554 A.M. | CNJ 5556 A.M. | CNJ 5558 A.M. | CNJ 5560 A.M. | | |
| ALDENE INT. | 12:10 | 6:03 | 6:58 | 8:31 | 9:23 | 11:01 | | |
| ROSELLE PARK ... | S12:13 | S6:05 | S7:00 | S8:33 | S9:25 | S11:03 | | |
| NEWARK INT..... | 12:17 | 6:09 | 7:04 | 8:37 | 9:29 | 11:07 | | |
| | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | | |
| TRAIN | CNJ 5562 P.M. | CNJ 5564 P.M. | CNJ 5566 P.M. | CNJ 5568 P.M. | CNJ 5570 P.M. | CNJ 5572 P.M. | CNJ 5574 P.M. | CNJ 5576 P.M. |
| ALDENE INT. | 12:48 | 3:03 | 4:41 | 5:46 | 7:38 | 8:58 | 10:28 | 11:58 |
| ROSELLE PARK ... | S12:50 | S3:05 | S4:43 | S5:48 | S7:40 | S9:00 | S10:30 | S12:00 |
| NEWARK INT..... | 12:54 | 3:09 | 4:47 | 5:52 | 7:44 | 9:04 | 10:34 | 12:04 |
| | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. |

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SPECIAL INSTRUCTIONS GENERAL RULES

BOOK OF RULES

100A-1 Operating Signal and Interlocking Rules, effective April 26, 1953, revised in part as follows:

Revision of April 25, 1954:

Rule 816, page 92.

Revisions of August 31, 1954:

Rule 809, sixth paragraph, page 88.

Rule 824, annulled. In lieu of sticker coupon, employes must write word "annulled" in ink over Rule 824, pages 95 and 96.

Revisions of January 21, 1958:

Fixed Signals, page 46. Rule 282A, annulled, page 50.

Rule 283, page 50.

Rule 283A (added), page 51.

Rule 284, page 52.

Rule 286 (added), page 54.

Rule 288, page 55.

Rule 295, item 1 of paragraph (b) page 59; paragraph (f) added, page 60.

Revisions of July 1, 1960:

Rule 18, page 16.

Rule 35, page 18, Note added.

Revisions of April 10, 1962:

Definition of Equipped Engine, annulled, page 8.

Rule 295, annulled, pages 59 and 60.

Rule 605, page 69.

Revisions of April 26, 1964:

General Rule R, fourth paragraph changed, page 7.

Definition of Running Track, added, page 10.

Rule 705A and 705B, annulled, page 75.

Revisions of January 1, 1965:

Rule 34, page 18; Rule 35, page 18; Rule S-93, page 26; Rule 99, pages 27 and 28; Rule 152, page 31; Rule 153, page 31; Rule 280, page 47; Rule 503, first paragraph, page 66; Rule 512, page 67; Rule 512a, pages 67 and 68; Rule 514, page 68.

Revisions of March 28, 1965:

Rule 812, page 89; Rule 812a, page 89; Rule 813, first paragraph, page 90.

Revisions of November 14, 1971:

Rule E, page 5.

Rule H, annulled, page 6.

Rule H, new rule, page 6.

Rule J, annulled, page 6.

Rule Q, changed, page 7.

Revision of February 11, 1973:

Rule Q, changed, page 7.

Employes must have Rule revisions pasted over the corresponding Rule, or page, of the Book of Rules as indicated thereon.

TIME TABLES

100A-2. The following will apply to issuance of General Orders and Bulletin Orders:

General Orders will be issued by authority and over the signature of the Division Superintendent.

Bulletin Orders will be issued by authority and over the signature of the Division Superintendent.

New York Division General Orders and Bulletin Orders will include instructions and information for the area between: Jersey City, N. J. to Division Post, (Buffalo Division), M.P. 191, west of Ransom, Pa., including all Branches, Secondary Tracks, Running Tracks and Yards connecting with Main Line and L & S Area Main Line.

Buffalo Division General Orders and Bulletin Orders will include instructions and information for the area between: Division Post, (New York Division), M.P. 191, west of Ransom, Pa. to Buffalo, N. Y., including all Branches, Secondary Tracks, Running Tracks and Yards connecting with Main Line.

100A-3. Trainmen assigned to yard service and their assignment does not contemplate entering or using Main or Secondary tracks, will not be required to carry their time tables with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

PHYSICAL EXAMINATION

100C-1. Conductors, Trainmen, Enginemen and Firemen when off duty for more than 30 days account sickness, or injury, must pass a physical examination before resuming duty.

SAFETY RULES GOVERNING TRANSPORTATION DEPARTMENT EMPLOYEES, TRAIN, ENGINE, MARINE AND OTHER TRANSPORTATION EMPLOYEES.

100M-1. Safety Rules Governing Transportation Department Employees, Train, Engine, Marine and Other Transportation Employees, effective December 1, 1965, revised in part as follows:

Revision of June 20, 1969:

Safety Rule 1058-A, page 7, added.

Revision of August 10, 1975:

Safety Rule 1091, page 10, added.

Safety Rule 1092, page 10, added.

100M-2. Train, Engine and other Transportation Employees (except station employees) are required to know the Safety Rule of the day, which is printed on pages 162 and 163. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their crew also know and fully understand the Rule.

EMPLOYEES PERMITTED TO RIDE ON ENGINES

100 O-1. Referring to Rule O. The following designated employees will be permitted to ride on engines and freight trains.

System and Division Staff Officers and their Assistants.

Rules Examiner.

Maintenance of Equipment Supervisors.

Maintenance of Equipment Mechanics in discharge of their duties.

Chief Engineer, Engineer-Maintenance of Way, Engineer-Track, Engineer-Structures, Engineer-Signals and Communications, Supervisors Signals, Supervisors Track.

Yardmasters in their districts.

Train Dispatchers.

Railroad Police Officers and Claims Department Personnel in discharge of their duties.

Other persons must hold proper transportation issued by Superintendent.

PERSONAL INJURIES

100R-A1. Injuries to persons, or employees, must be reported immediately to the Superintendent, the head of the department and local Claims Agent, followed promptly with a full report by mail on Form T-36.

100R-A2. Equipment, and exact location, involved in personal injury must be reported to inspectors immediately for their inspection and report.

MEDICAL OFFICERS AND SURGEONS

100R-A3. All examinations are performed by appointment only, except in case of emergency. Medical Officers will make pre-employment, periodic, special and return to duty from furlough examination. Each employee notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

NEW YORK DIVISION

| Location | Name and Address | Telephone Number |
|---------------------|--|------------------|
| Bethlehem, Pa. | Charles K. Zug, Chief Surgeon 35 E. Elizabeth Ave. | 691-2010 |
| New York City, N.Y. | E. V. Bizzaro 89 East 42nd St. | 340-2533 |
| Jersey City, N.J. | Joseph Giannasio 2630 Kennedy Blvd. (Eye Specialist) | 333-8169 |
| Union City, N.J. | Michael Avella 4220 Bergenline Ave. | 866-3183 |
| Newark N.J. | Emanuel Liccese 84 Jefferson St. | 344-1166 |
| Belleville, N.J. | R. J. Lorello 50 Newark Ave. | 751-0111 |

| Location | Name and Address | Telephone Number |
|-------------------|--|--------------------------------------|
| Perth Amboy, N.J. | H. D. Slobodien 500 Lawrie St. | 442-7484 |
| | Ralph Siegel (Eye Specialist) 121 Market St. | 826-5159 |
| | William F. Murray 214 Smith St. | 442-2834 |
| Plainfield, N.J. | Ovid Santoro 939 Park Ave. | 756-4222 |
| Somerville, N.J. | Paul E. Peckham 676 Route 202 - 206 North | 725-1536 |
| Easton, Pa. | D. R. Quinn 2030 Lehigh St. (Performs only periodic, or other physical examinations) | 253-0428 |
| | J. C. Reganis 2100 Lehigh St. | 258-9459 or 253-0313 |
| | Donald H. Smith 21st & Fairview Ave. (Does not perform pre- employment or periodical physical examinations) | 252-7353 |
| Bethlehem, Pa. | G. A. Dobosh 1622 W. Broad | 867-5435 If no answer 867-4154 |
| | G. W. Ojers (Eye Specialist) 35 E. Elizabeth Ave. | 865-2725 |
| | Franklin Paul 35 E. Elizabeth Ave. (Does not perform pre- employment or periodical physical examinations) | 865-0331 |
| | Don C. Follmer 1245 Beverly Ave. (Performs only periodic, or other physical examinations) | 866-6813 |
| Allentown, Pa. | R. W. Bachman 301 N. Second St. | 432-0655 |
| | R. K. White 1702 Walnut St. (Orthopedic Specialist - Bone injury) | 434-7133 |
| | Joseph J. Prorok 40 Cedar Crest Blvd. (Does not perform pre- employment or periodical physical examinations) | 439-8818 |
| Palmerton, Pa. | L. A. Erskine 135 Lafayette Ave. | 826-3141 |
| Jim Thorpe, Pa. | C. S. Dizon 332 Center St. | 325-3405 |

| Location | Name and Address | Telephone Number |
|-------------------------|---|--------------------------------------|
| Hazleton, Pa. | J. Kettrick State Hospital | 454-2441 |
| | J. T. Delehanty 10 W. Broad St. | 455-0911 |
| | W. V. Coyle (Eye Specialist) 510 Traders Bank Bldg. | 455-4766 |
| Mahanoy City, Pa. | W. A. Van Saun 422 E. Center St. | 773-3063 |
| Wilkes-Barre, Pa. | John Cavan 30 Wyoming St. | 822-6341 If no answer 822-2962 |
| | L. T. Buckman 26 W. River St. (Eye Specialist) | 823-5218 or 474-6370 |
| | Samuel T. Buckman 70 S. Franklin St. (Eye Specialist) | 822-7321 |
| | Paul J. Andrews 135 Hanover St. (Orthopedic Consultant - Bone injury only) | 824-5451 |
| | Peter J. Andrews 195 E. Main St. | 825-4876 |
| Pittston, Pa. | R. E. Colarusso Penn Park Bldg. | 654-4651 |
| | J. F. Callahan Penn Park Bldg. | 654-4651 |
| Duryea, Pa. | A. J. Horvat 449 Stephenson St. | 457-2683 |
| | | |
| BUFFALO DIVISION | | |
| Tunkhannock, Pa. | A. B. Davenport 74 Elm St. | 836-3270 |
| Towanda, Pa. | E. C. Johnson 12 Walnut St. | 265-6363 |
| | | |

| Location | Name and Address | Telephone Number |
|-----------------------|---|-------------------------|
| Sayre, Pa. | A. M. Murtland Robert Packer Hospital (Orthopedic Specialist - Bone injury) | 888-6666 |
| | D. M. Clough Robert Packer Hospital | 888-6666 |
| | A. B. King Robert Packer Hospital | 888-6666 |
| | John M. Thomas Robert Packer Hospital | 888-6666 |
| | J. M. Flood Robert Packer Hospital | 888-6666 |
| | E. Kulczycki Robert Packer Hospital (Eye Specialist) | 888-6666 |
| | H. D. Rentschler Robert Packer Hospital (Eye Specialist) | 888-6666 |
| | Manley Rockman 220 S. Elmer Ave. | 883-7222 |
| Elmira, N.Y. | C. M. Hower 514 W. Water St. | 734-6986 or 734-8196 |
| Ithaca, N.Y. | E. E. Hart (Eye Specialist) 1301 Trumansburg Rd. | 273-0926 |
| | J. W. Hirschfield Trumansburg Rd. | 273-3161 |
| Cortland, N.Y. | R. P. Higgins, Jr. 20 Court St. | 756-5674 or 756-8953 |
| Auburn, N.Y. | O. E. Gomoll 505 Metcalf Bldg. | 253-6011 or 253-3433 |
| Geneva, N.Y. | K. T. Fairfax (Eye Specialist) 423 Main St. | 789-1555 |
| | Benjamin Eisenberg 79 N. Main St. | 789-5335 |
| Clifton Springs, N.Y. | R. M. Price Clifton Spring Sanitarium (Does not perform pre- employment or periodical physical examination) | 462-2121 |
| Canandaiugua, N.Y. | A. W. Sainsbury 231 Parrish Street | 394-1210 |
| Rochester, N.Y. | Lynn Rumbold 1501 East Ave. | 244-5700 or 271-4600 |
| Honeoye Falls, N.Y. | Jarle Holen 23 Ontario St. | 624-2121 |
| Caledonia, N.Y. | William S. Andalora One Church St. | 538-6250 |

| Location | Name and Address | Telephone Number |
|---------------------|---|----------------------|
| Batavia, N.Y. | G. S. Young 207 Summit St. | 343-5858 |
| Niagara Falls, N.Y. | R. P. Brezing 549 Fourth St. | 284-0444 |
| Buffalo, N.Y. | T. LeWin (Eye Specialist) 112 Linwood Ave. S. Militello 3435 Bailey Ave. | 884-4768 837-7770 |
| Lackawanna, N.Y. | Hari L. Karna 1101 Ridge Rd. | 826-9225 |

NOTE — Medical Officers will not have office hours on Saturdays and Sundays, New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, or on Monday following when any of the named holidays fall on Sunday.

100R-A4. LOCATION OF HOSPITALS

NEW YORK DIVISION

| Location | Name and Address | Telephone Number |
|-------------------|---|------------------|
| New York, N.Y. | Beekman Downtown 170 William St. | 233-5300 |
| | St. Clare's 415 W. 51st St. | 586-1500 |
| Jersey City, N.J. | Christ 176 Palisade Ave. | 653-1220 |
| Newark, N. J. | St. James 155 Jefferson St. | 589-1300 |
| Perth Amboy, N.J. | Perth Amboy General 530 New Brunswick Ave. | 442-3700 |
| Plainfield, N.J. | Muhlenberg Park Ave. & Randolph Rd. | 668-2000 |
| Easton, Pa. | Easton 21st & Lehigh Sts. | 258-6221 |
| Bethlehem, Pa. | St. Luke's St. Luke's Pl. & Ostrum St. | 691-4141 |
| Allentown, Pa. | Allentown 1627 - 47 Chew St. | 821-2121 |
| | Sacred Heart 4th and Chew Sts. | 821-2121 |
| Palmerton, Pa. | Palmerton 135 Lafayette Ave. | 826-3141 |
| Lehighton, Pa. | Gnaden Huetten Memorial Lehighton, Pa. | 377-1300 |
| Hazleton, Pa. | Hazleton State East Broad St. | 454-2441 |
| Wilkes-Barre, Pa. | General N. River & Auburn Sts. | 823-1121 |
| | Mercy 196 Hanover St. | 822-8101 |
| Pittston, Pa. | Pittston Oregon Heights | 654-3341 |

BUFFALO DIVISION

| | | |
|------------|--------------------------------------|----------|
| Sayre, Pa. | Robert Packer South Wilbur Avenue | 888-6666 |
|------------|--------------------------------------|----------|

| Location | Name and Address | Telephone Number |
|-----------------------|---|------------------|
| Waverly, N.Y. | Tioga County General North Chemung St. | 565-2861 |
| Auburn, N.Y. | Memorial 17 Lansing St. | 253-5331 |
| Elmira, N.Y. | Arnot-Ogden Memorial Roe Ave. & Grove St. | 734-5221 |
| Cortland, N.Y. | Memorial 134 Homer Ave. | 756-7525 |
| Ithaca, N.Y. | Tompkins County Trumansburg Road | 272-7480 |
| Geneva, N.Y. | General 198 North St. | 780-4222 |
| Canandaigua, N.Y. | Frederick Ferris Thompson 350 Parrish St. | 394-1100 |
| Clifton Springs, N.Y. | Sanitarium and Clinic | 462-2121 |
| Batavia, N.Y. | Genesee Memorial 127 North St. | 343-6030 |
| Rochester, N.Y. | Highland South Ave. & Belvue Dr. | 473-2200 |
| Niagara Falls, N.Y. | Mt. St. Mary's 515 - 35 Sixth St. | 285-5761 |
| | Niagara Falls Medical Center 691 Tenth St. | 278-4000 |
| Buffalo, N.Y. | The Sisters of Charity 2157 Main St. | 862-2000 |
| | Emergency 108 Pine St. | 854-4850 |
| | Mercy 565 Abbott Road | 822-5000 |

NEW YORK STATE LAW FIRST-AID KITS

100R-A5 — [Buffalo Division] In compliance with New York State Railroad Law, Section 77a, a First-Aid Kit must be carried on locomotives operating in road service within the State of New York, outside of designated yard limits.

First-Aid Kits, meeting the requirement of the law, are located in receptacle on locomotive.

The relevant provision of the law are as follows:

1. First-aid material shall be packed in a suitable metal box or container and be sealed.
2. It shall be unlawful to remove or use any such first-aid kit, or any supplies contained in such kit, for other than first-aid purposes.
3. Violation of provisions of law shall be punishable by a fine of not more than twenty-five dollars.

In the application of this instruction, if the seal on first-aid kit is broken, it will indicate that a personal injury has occurred and Form T-36, Accident And Personal Injury Report, must be prepared and submitted to the Trainmaster, or his representative.

Engineman must note on Form MP 49 that seal on first-aid kit has been broken.

The unauthorized possession of first-aid kit, or removal of contents from first-aid kit, for purposes other than first-aid treatment of injuries is prohibited.

GLASSES AND GOGGLES

100T-1. Referring to Rule T. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited, except that approved colored lens glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of sun.

FEDERAL HOURS OF SERVICE ACT

100Q-1. Federal Hours Of Service Act. Any employe subject to Public Law 91-169 (Federal Hours of Service Act), effective December 26, 1970, will be governed as follows:

He must familiarize himself with Public Law 91-169 (Federal Hours of Service Act). If in doubt as to its application to his service, he must bring it to the attention of the proper authority.

He must give the Train Dispatcher sufficient advance notice when it is apparent he will be unable to complete his trip or tour of duty within the lawful period. If he has been on duty as prescribed by the Law for 8 hours, he must notify the Train Dispatcher as to the time when his hours on duty will amount to 10 hours.

If he has been ordered to report for duty and has not had the required rest period, he must report the fact to the proper authority before going on duty.

Should he be on duty in excess of the hours prescribed by the Law, he must submit a detailed report of delays encountered to the proper authority.

The relevant provisions of Public Law 91-169 are as follows:

Definitions.

"(b) For the purposes of this Act —

"(1) The term 'railroad' includes all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any common carrier operating a railroad, whether owned or operated under a contract, agreement, or lease.

"(2) The term 'employee' means an individual actually engaged in or connected with the movement of any train."

Time On Duty.

"(3) Time on duty shall commence when an employe reports for duty and terminate when the employee is finally released from duty, and shall include:

"(A) Interim periods available for rest at other than a designated terminal;

"(B) Interim periods available for less than four hours rest at a designated terminal;

"(C) Time spent in deadhead transportation by an employee to a duty assignment: Provided, That time spent in deadhead transportation by an employee from duty to his point of final release shall not be counted in computing time off duty;

"(D) The time an employee is actually engaged in or connected with the movement of any train; and

"(E) Such period of time as is otherwise provided by this Act."

Violations.

"Sec. 2. (a) It shall be unlawful for any common carrier, its officers or agents, subject to this Act —

"(1) to require or permit an employee, in case such employee shall have been continuously on duty for fourteen hours, to continue on duty or to go on duty until he has had at least ten consecutive hours off duty, except that, effective upon the expiration of the two-year period beginning on the effective date of this paragraph, such fourteen-hour duty period shall be reduced to twelve hours; or

"(2) to require or permit an employee to continue on duty or to go on duty when he has not had at least eight consecutive hours off duty during the preceding twenty-four hours.

"(b) In determining, for the purpose of subsection (a), the number of hours an employee is on duty, there shall be counted, in addition to the time such employee is actually engaged in or connected with the movement of any train, all time on duty in other service performed for the common carrier during the twenty-four hour period involved."

Wrecking Crews.

"(c) The provisions of this Act shall not apply to the crews of wreck or relief trains.

"(d) The provisions of this section shall not apply to an employee during such period of time as the provisions of section 3 apply to his duty and off-duty periods."

Telegraph Operators, etc.

"Sec. 3. (a) No operator, train dispatcher, or other employee who by the use of the telegraph, telephone, radio, or any other electrical or mechanical device dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements —

"(1) shall be required or permitted to be or remain on duty for more than nine hours, whether consecutive or in the aggregate, in any twenty-four hour period in any tower, office, station, or place where two or more shifts are employed; and

"(2) shall be required or permitted to be or remain on duty for more than twelve hours, whether consecutive or in the aggregate, in any twenty-four hour period in any tower, office, station, or place where only one shift is employed.

"(b) For the purposes of subsection (a), in determining the number of hours an employee is on duty in a class of service, and at a place, described in paragraph (1) or (2) of such subsection, there shall be counted, in addition to the time spent by him on duty in such service at such place, all time on duty in other service performed for the common carrier during the twenty-four hour period involved."

Emergency Provisions.

"(c) Notwithstanding subsection (a) of this section, in case of emergency the employees named in such subsection may be permitted to be and remain on duty for four additional hours in any period of twenty-four consecutive hours of not exceeding three days in any period of seven consecutive days."

100Q-2. Application Of Public Law 91-169, Federal Hours Of Service Act, Effective December 26, 1970. Train and engine service employees subject to Public Law 91-169, Federal Hours Of Service Act, will be governed as follows when traveling to fill vacancies at outlying points, or terminal:

- (1) Time spent traveling by any employee from a designated point to an outlying duty assignment must be counted as time on duty under Hours of Service Law.
- (2) Time spent traveling by an employee from duty assignment is not considered as on duty time, nor may it be used to meet the requirements for off duty time.
- (3) Employees traveling to a duty assignment, which is considered as time on duty under the Hours of Service Law, must report to the Train Dispatcher, at the start of duty assignment, that he has traveling time to be included as on duty time in the Train Dispatchers calculation for expiration of 12 hours.
- (4) When an assignment is for more than one (1) day, for example five (5) days, paragraph (1) will apply only on the first day of that assignment and paragraph (2) will apply only on the last day of the assignment, provided that the same employee remains on the assignment from the beginning to end of assignment.
- (5) Total time on duty, including travel time when applicable, must not exceed 12 hours.
- (6) The following are reasonable travel times between points and will be used in applying travel time as on duty time under Hours of Service Law for employees utilizing automobile transportation:

| Between | And [NEW YORK DIV.] | Hours | Minutes |
|-------------------------------------|---------------------|-------|---------|
| Allentown-Bethlehem-Easton | Oak Island * | 1 | 30 * |
| * When utilizing bus transportation | | 2 | — |
| Easton | Perth Amboy | 1 | 30 |

| Between | And [NEW YORK DIV.] | Hours | Minutes |
|-------------|---------------------|-------|---------|
| Easton | South Plainfield | 1 | — |
| Easton | Manville | 1 | — |
| Easton | Lehighton | 1 | — |
| Easton | Hazleton | 1 | 45 |
| Lehighton | Oak Island | 2 | 30 |
| Lehighton | Perth Amboy | 2 | 30 |
| Lehighton | South Plainfield | 2 | 30 |
| Lehighton | Manville | 2 | — |
| Lehighton | Allentown | — | 45 |
| Hazleton | South Plainfield | 2 | 30 |
| Hazleton | Allentown | 1 | 30 |
| Oak Island | Perth Amboy | — | 45 |
| Perth Amboy | South Plainfield | — | 30 |
| Perth Amboy | Manville | — | 45 |
| Coxton | Lehighton | 1 | 30 |
| Coxton | Allentown | 2 | — |
| Between | And [BUFFALO DIV.] | Hours | Minutes |
| Sayre | Coxton | 2 | — |
| Sayre | Charmin | 1 | 30 |
| Sayre | Geneva | 2 | — |
| Sayre | Ithaca | 1 | — |
| Sayre | Manchester | 2 | 30 |
| Cortland | Ithaca | 1 | — |
| Cortland | Sayre | 1 | 30 |
| Auburn | Geneva | — | 30 |
| Auburn | Ithaca | 1 | — |
| Auburn | Sayre | 2 | — |
| Buffalo | Manchester | 2 | — |
| Buffalo | Niagara Falls | 1 | — |

100Q-3. Employees subject to Public Law 91-169, Federal Hours of Service Act, must not exceed the hours of service without authority of the Division Superintendent or Train Dispatcher.

In the event that it becomes necessary to exceed hours of service, the following order will be used:

"This will be your authority to exceed hours of service, account of (*)_____.

(*) Note — Reason for exceeding hours of service must be stated in order.

This instruction will not apply to crews of wreck or relief trains.

OPERATING RULES

STANDARD TIME

1001-A. Eastern Standard Time applies.

1001-B. The Uniform Time Act of 1966.

- (a) **EFFECTIVE 2:00 A.M., LAST SUNDAY IN APRIL, STANDARD TIME IS ADVANCED ONE HOUR.**
- (b) Standard clocks will be advanced one hour at 2:00 A.M., the time changed to 3:00 A.M., Standard Time. Employees advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher. Offices where standard clocks are located, not open at 2:00 A.M., must advance clocks one hour at time office is opened and compare time with the train dispatcher or block operator.
- (c) Employees who are required by Rule 2, to use reliable watches, and are on duty at 2:00 A.M., must adjust their watches to show 3:00 A.M. instead of 2:00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.
- (d) At the moment the change in this is effective, trains en route will be governed as follows:
 1. Where automatic block signal system rules are in effect, trains will proceed under the rules.
 2. Where automatic block signal system rules are not in effect, all trains will be governed by Train Orders, or timetable Special Instructions.
- (e) **EFFECTIVE 2:00 A.M., LAST SUNDAY IN OCTOBER, STANDARD TIME APPLIES.**
- (f) Standard clocks will be set back one hour at 2:00 A.M., the time changed to 1:00 A.M., Standard Time. Employees setting back standard clocks must, as soon as the change has been made, compare time with the train dispatcher. Offices where standard clocks are located, not open at 2:00 A.M., must set back clocks one hour at time office is opened and compare time with the train dispatcher or block operator.
- (g) Employees who are required by Rule 2, to use reliable watches, and are on duty at 2:00 A.M., must adjust their watches to show 1:00 A.M. instead of 2:00 A.M., and as soon as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.
- (h) At the moment the change in time is effective, trains en route will be governed as follows:
 1. Where automatic block signal system rules are in effect, trains will proceed under the rules.
 2. Where automatic block signal system rules are not in effect, trains will be governed by Train Orders, or timetable Special Instructions.

TIMETABLES

Letters and Characters

1004-A. The following letter and characters in schedule indicate:

S — Regular Stop.

1004-B. Recognized Holidays:

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

HAND, FLAG AND LAMP SIGNALS

1012-A. Rule 12: Conductors, and trainmen, handling wrecking derrick at scene of operation must use green flag by day and green light by night when giving hand signal to effect movement of derrick.

Green flag and lantern will be furnished to conductor by employe in charge of wreck train.

NOTE—The use of a green bulb in standard electric lantern is recognized in compliance.

ENGINE WHISTLE SIGNALS

[New York Division]

1014 [dd] [de]-A1. Rules 14 [dd] (— — — — o) and 14 [de] (— — — — — o) will apply:

| Track | Between | And |
|---------------|---------|--------|
| Newark Branch | Hunter | Newark |

1014 [1]-A. Rule 14 [1] (— — o —). Engineman must sound engine whistle signal, Rule 14 [1], approaching locations where it is known, or observed, that men are at work on tracks, bridges, and other points.

1014 [1]-A1. [New York Division] Rule 14 [1]. (— — o —) Enginemen must sound engine whistle signal Rule 14 [1] approaching following tunnels and prolong or repeat it until tunnel is reached:

Johnston Industrial Yard Track - Waldo Avenue Tunnel
Main Line - Musconetcong Tunnel
Main Line - Rockport Tunnel
L&S Area Main Line - Tunnel, west of White Haven
Freeland Branch - Jeddo Tunnel

1014 [1] - A2. [New York Division, L&S Area Main Line]. Rule 14 [1] (— — o —) When operating on No. 1 track between Steel and VN Interlockings and Receiving Track 4 is occupied, by standing or moving cars, engineman must sound engine whistle signal Rule 14 [1] at frequent intervals.

1014 [1] A3. [Buffalo Division] Rule 14 [1] (— — o —) - Enginemen must sound engine whistle signal Rule 14 [1] approaching following Tunnels and prolong or repeat it until Tunnel is reached:

Main Line - Vosburg Tunnel
Niagara Falls Branch - Airport Runway Tunnel

1014 [m]-A1. [New York Division, Roselle Park Station] - The New Jersey Board of Public Utility Commissioners by Order, dated August 3, 1972, modifying Decision and Order dated January 20, 1972, and Order dated April 27, 1972, Docket Number 7010 - 525, requires that trains or engines, which can sound a horn or whistle, must sound engine whistle signal, Rule 14 [m] (—) approaching a passenger station on a track adjoining a platform during all daylight hours.

During hours of darkness trains or engines will not be required to sound engine whistle signal, except when the engineman observes a person or persons, on or near a station platform.

The sounding of engine whistle signal as prescribed by this instruction does not supersede other engine whistle signal rules that may apply.

TRAIN SIGNALS

1019-A. Night signals will be displayed on rear of trains while passing through tunnels.

1019-B. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads.

1019-C. In the application of Rule 19, authorized flashing type lamps may be used as markers.

1019-D1. [Buffalo Division] Application of Rule 19, State of New York.

In accordance with New York State Law, and in the application of Rule 19, the following instructions are in effect in the State of New York:

1. The last car of passenger, mail work or wreck trains shall be equipped with electric markers of sufficient candle power to be visible for a distance of 3000 feet under normal weather conditions. Battery powered, flashing-type or constant burning markers shall be deemed sufficient compliance with foregoing requirement.
2. The use of reflectorized markers on cabooses is prohibited as follows: Beyond 25 miles of yard limits in State of New York by day or night.

USE OF SIGNALS

1035-A. In the application of Rule 35, the following signals will be used:

Day Signals - A red flag, torpedoes and fusees.

Night Signals - A white light, torpedoes and fusees.

Where the use of a red light is required use of fusee will be recognized as compliance.

FUSEES AND TORPEDOES

1035-B. Minimum number of fusees and torpedoes which must be carried as part of equipment in service indicated:

| | Fusees | Torpedoes |
|--|--------|-----------|
| Road Service - Lead Engine and Cabin Car | 6 | 12 |
| Engines - Light and Yard | 3 | 6 |
| Engine Helper Service | 6 | 6 |
| Highway Rail Cars | 4 | 8 |
| Track Cars | 4 | 8 |
| Self Propelled Cranes | 6 | 12 |
| Crossing Watchmen | 3 | 0 |

NOTE—In event that the supply becomes depleted during the trip, proper advance information must be given in order that the supply may be replenished at convenient point.

HIGHWAY CROSSING PROTECTION

1036-A. Attention is directed to the following extract from an Order issued by the Pennsylvania Public Utility Commission, Commonwealth of Pennsylvania:

"A light shall be displayed on the head end of drafts of railroad cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at times when such crossing is protected either by gates, automatic highway crossing signals, watchmen or train-service employes."

INTERRUPTING OPERATION OF AUTOMATIC HIGHWAY CROSSING PROTECTION AUTOMATICALLY

1036-B. Referring to Rules 36 and 36b: At the following locations apparatus is provided to automatically interrupt the operation of automatic highway crossing protection:

NEW YORK DIVISION

| Location | Crossing | Note |
|--|--------------|-------|
| MAIN LINE: Bound Brook | Cedar Ave. | 2 |
| MOUNTAIN CUT-OFF Duryea | Foote Ave. | 1 - 3 |
| | New St. | 1 - 4 |
| WEST END INDUSTRIAL TRACK: Allentown | Third St. | 1 - 5 |
| ASHMORE SECONDARY TRACK: Weatherly | Main St. | 1 - 6 |
| WILKES-BARRE SECONDARY TRACK: South Wilkes-Barre | Parrish St. | 1 - 7 |
| | Wilkes-Barre | 1 - 8 |

BUFFALO DIVISION

| Location | Crossing | Note |
|---------------------------|---------------------|--------|
| MAIN LINE: Geneva Jct. | Geneva-Waterloo Rd. | 1 - 9 |
| Victor | Maple Ave. | 1 - 10 |

NOTES:

1. In the event a train or engine is delayed, or stops short of crossing after entering annunciating location, highway crossing protection will be automatically interrupted and a flashing amber light mounted on a mast located on the north side of crossing for westward movements and south side of crossing for eastward movements, will commence flashing thus indicating that highway crossing protection is not operating. Train or engine must advance to a point within 70 feet of the crossing and Stop. When the flashing light ceases to operate, movement may then proceed over crossing.

NOTES: [Continued]

2. Trains or engines performing switching movements from No. 2 track to Acetylene Gas Company, will automatically cancel highway crossing protection at Cedar Avenue, located 8289 feet east of Bound Brook. When conditions require an eastward movement over Cedar Avenue on No. 2 track with switch to Acetylene Gas Company reversed, the movement must Stop just east of Signal 312, located 2430 feet east of M.P. 32. When automatic gates have reached the barricade position, movement may proceed over crossing.

When switches at R.B. Dispersions or Chipman's are in the reverse position, automatic gates at Cedar Avenue will remain in the "UP" position. When switching operations are being performed at either of these sidings the switch should be kept in the reverse position, except when necessary to go against train, until movement is ready to proceed over crossing.

3. Automatic interruption occurs when train or engine, on No. 1 or No. 2 track, fails to reach crossing from a point 1400 feet east or a point 977 feet west of Foote Ave. in approximately 4 minutes.
4. Automatic interruption occurs when train or engine, on No. 1 or No. 2 track, fails to reach crossing from a point 977 feet east or a point 1760 feet west of New Street in approximately 4 minutes.
5. Automatic interruption occurs when train or engine fails to reach crossing from a point 300 feet east or a point 321 feet west of Third Street in approximately 4 minutes.
6. Automatic interruption occurs when train or engine fails to reach crossing from a point 1275 feet east or a point 1275 feet west of Main Street in approximately 4 minutes.
7. Automatic interruption occurs when train or engine fails to reach crossing from a point 1000 feet east or a point 1000 feet west of Parrish Street in approximately 3 minutes.
8. Automatic interruption occurs when train or engine fails to reach crossing from a point 1175 feet east or a point 674 feet west of Dana Street in approximately 2 minutes.
9. Automatic interruption occurs when eastward movement on Switching Track fails to reach crossing from a point 2340 feet west of Geneva-Waterloo Road within 4 minutes.

Westward movement receiving "Approach", or more restrictive, indication at signal 3391, east of Geneva Jct., must be prepared to Stop 70 feet east of Geneva-Waterloo Road, to avoid obstructing crossing, in event westward home signal at Geneva Jct. does not display a "Proceed" indication. Gates must then be raised by manual control. After westward home signal is displayed for movement, member of train crew must push "DOWN" button, close and lock door on push-button box, before movement proceeds over crossing.

10. Automatic interruption occurs when train or engine fails to reach crossing from a point 3260 feet east or a point 3086 feet west of crossing in approximately 3 minutes.

Locations Where Push Buttons, Or Switch Key Controllers, Are Not Provided For Manual Operation of Automatic Gates.

1036-C. Referring to Rule 36b: At the following locations push buttons, or switch key controllers, are not provided for manual operation of automatic gates.

NEW YORK DIVISION

| Location | Crossing | Note |
|--|--|------|
| JERSEY CITY YARD: Jersey City | Communipaw Ave. | |
| MAIN LINE: Phillipsburg | Stockton St. | |
| Bethlehem | Access Road Riverside Drive | |
| Allentown | Union St. Walnut St. Hamilton St. Linden St. Front St. | |
| WEST END INDUSTRIAL TRACK: Allentown | Third St. | |

BUFFALO DIVISION

| Location | Crossing | Note |
|-----------------------------|------------|------|
| MAIN LINE: Victor | Maple Ave. | |

HIGHWAY CROSSING PROTECTION ON MAIN TRACKS, BRANCHES, SECONDARY TRACKS, RUNNING TRACKS, YARD, OR OTHER TRACKS.

1036-D. At the following locations, public crossings at grade must be protected as indicated.

Column Table for Public Crossings at Grade

X — Indicates Method of Operation.

COLUMN 1 — Trains or engines must Stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.

Wherever a crossing is to be protected by a member of a crew, he must:

- (a) Station himself in the center of crossing.
- (b) He must use a red flag during daylight hours and a red and white light during night hours. The use of a fusee as a red light will be recognized as compliance.
- (c) He must Stop all vehicular and pedestrian traffic before giving a signal to the engineman to proceed.

COLUMN 2 — Highway crossing protection must be operated manually to protect train movement.

Wherever highway crossing protection is operated manually trains or engines must not obstruct or proceed over the crossing until:

- (a) A member of the crew has manually operated the highway crossing protection.
- (b) Flashing light signals have operated for a minimum of 30 seconds, or gates have reached barricade position.
- (c) Traffic type signals display Stop for highway traffic, and yellow indication for rail movements.
- (d) Vehicular and pedestrian traffic has stopped.

NOTE: Wherever highway crossing protection is operated manually, it must be restored to normal, after movement is completed and control boxes must be closed and locked.

COLUMN 3 — Account rusted rail condition, trains and engines must Stop before obstructing or proceeding over crossing and it must be known that the automatic highway crossing protection has been operating for a minimum of 30 seconds before movement proceeds over crossing.

If automatic highway crossing protection fails to function, a member of the crew must protect the crossing in advance of each movement as required by Column 1.

| NEW YORK DIVISION [Continued] | | | | | | | | | | |
|---|-------------------------|--|--------------------------|---|---|---|---|---|-------|-----|
| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | | |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes | |
| L & S AREA MAIN LINE: Northampton | Main St. | Atlas Branch | X | . | . | . | . | . | . | . |
| | Township Rd. | No. 1, No. 2 | . | . | . | . | . | X | F | 16 |
| Walnutport | Main St. | Industrial Tracks | . | X | . | . | . | . | G | 15 |
| L & S AREA ALLENTOWN TERMINAL RAILROAD: Allentown | Basin St. | Main | . | . | . | . | . | X | G | 30 |
| | Basin St. | L.V. Hole | . | X | . | . | . | . | G | 15 |
| MOUNTAIN CUT-OFF Jenkins | Reilley's Rd. | No. 1 | . | . | . | . | . | X | F | 16 |
| JERSEY CITY YARD: Jersey City | Johnston Ave. | Yard | . | . | . | . | X | . | G | 14 |
| EDGEWATER BRANCH: Jersey City | Jersey Ave. | Main | X | . | . | . | . | . | . | . |
| | Private | U. S. Gypsum | X | . | . | . | . | . | . | . |
| | Private | U. S. Gypsum | X | . | . | . | . | . | . | . |
| CAVEN POINT BRANCH: Jersey City | Linden Ave. | Main | . | . | X | . | . | X | F | 7 |
| | Chapel Ave. | Connecting Track with National Docks Branch | . | . | . | X | . | . | F | 4-7 |
| NATIONAL DOCKS BRANCH: Jersey City | Chapel ave. | Main | . | . | . | . | X | . | F | 4 |
| | Bayonne | Route 169 | Siding, south of Main | . | . | . | . | X | F | 4 |
| | 30th St. | Constable Hook (Eastward movements) | . | . | . | . | X | . | F | 4 |
| | Avenue J | Main | . | . | . | . | X | . | F | 4 |
| | Hook Rd. | Korvette's | . | . | . | . | X | . | F | 3 |
| | Naval Base (Private) | Naval Base Gate | X | . | . | . | . | . | . | . |
| | East 22nd St. | Connection to E.J.R.R. | X | . | . | . | . | . | . | . |
| | Access Rd. | Near Gate 3, Humble Oil Co. | X | . | . | . | . | . | . | . |

NEW YORK DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | | | |
|--|---|---------------------|--------------------------|---|---|---|---|---|-------|---|-----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes | | |
| JERSEY CITY BRANCH NO. 1 Jersey City | Danforth Ave. | Main | X | . | . | . | . | . | . | . | . |
| | Route 440 & Culver Ave. | Main | X | X | . | . | . | . | T | . | 5-6 |
| | Virginia Ave. | Main | X | . | . | . | . | . | . | . | . |
| | Ege Ave. | Main | X | . | . | . | . | . | . | . | . |
| | Private | Concrete Plank | X | . | . | . | . | . | . | . | . |
| | 2-Private | Ryerson Steel | X | . | . | . | . | . | . | . | . |
| | 2-Private | Mallincrodt | X | . | . | . | . | . | . | . | . |
| | Private | Cooper Jarrett | X | . | . | . | . | . | . | . | . |
| Private | Clarke Ave. | X | . | . | . | . | . | . | . | . | |
| KELLOGG BRANCH: Jersey City | Route 440 | Kellogg | X | . | . | . | . | . | . | . | . |
| | Private | Kellogg Plant | X | . | . | . | . | . | . | . | . |
| | Droyer St. | Kellogg | X | . | . | . | . | . | . | . | . |
| BAYSHORE CONNECTING RAILROAD: Newark | Private | Central Drum Co. | X | . | . | . | . | . | . | . | . |
| | Delancey St. | Main | X | . | . | . | . | . | . | . | . |
| | Doremus Ave. | Celanese Co. | X | . | . | . | . | . | . | . | . |
| | Wilson Ave. | Main | X | . | . | . | . | . | . | . | . |
| | Wilson Ave. | Celanese Co. | X | . | . | . | . | . | . | . | . |
| NEWARK AND PASSAIC BRANCH: Newark | Bay Ave. | Main | X | . | . | . | . | . | . | . | . |
| | Wheeler Point Rd. | Main | X | . | . | . | . | . | . | . | . |
| | Avenue I | Main | X | . | . | . | . | . | . | . | . |
| | Stockton | Main | X | . | . | . | . | . | . | . | . |
| MERCHANTS NATIONAL BANK, SOUTH SIDE: Newark | Empire St. | Main | X | . | . | . | . | . | . | . | . |
| | Victoria St. | Main | X | . | . | . | . | . | . | . | . |
| | Private | City Garage | X | . | . | . | . | . | . | . | . |
| NEWARK YARD: Newark | Frelinghuysen Ave. and Peddie St. | Yard Leader | X | X | . | . | . | . | T | . | 5-6 |

NEW YORK DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | | |
|---|--------------------|-----------------------------------|-----------------------|---|---|---|---|---|-------|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes | |
| IRVINGTON BRANCH: Hillside | Private | Kaiser Aluminum | X | | | | | | | |
| | Bristol-Meyers | Main | X | | | | | | | G |
| | Liberty Ave. | Main | X | | | | | | | F |
| | Hillside Ave. | Main | | | | | | | | F 11 |
| | Hillside Ave. | Sidings, north of Main | | | | X | | F | | 4 |
| | Ramsey Ave. | Main, Sidings | X | | | | | | | |
| | Burnett St. | Siding | X | | | | | | | |
| Irvington | Chancellor Ave. | Main | X | | | | | | | F |
| | Lyons Ave. | Main, Magee Fine Lumber Co. | | | | X | | F | | 12-3 |
| | Lyons Ave. | Siding, south of Main | | | | X | | F | | 2 |
| | South 20th St. | Siding | X | | | | | | | |
| | Nye Ave. | N. J. Supply | X | | | | | | | |
| | Woolsey Ave. | Siding | X | | | | | | | |
| RAHWAY VALLEY R. R. CONNEC- TION: Roselle Park | Webster Ave. | Rahway Valley Conn. | X | | | | | | | |
| | | | | | | | | | | |
| BLOODGOOD BRANCH: Clark | Raritan Rd. | Main, Siding | X | X | | | | F | | 13 |
| | Walnut Ave. | Main, Siding | X | | | | | | | |
| SOUTH PLAINFIELD YARD: S. Plainfield | Front St. | Wye Track | X | | | | | | | |
| | Front St. | West Yard Leader | X | | | | | | | |
| | Front St. | Smith Steel | X | | | | | | | |
| | Metuchen Rd. | Perth Amboy Leg Wye | X | | | | | | | |
| | New Market Ave. | Harris Steel | X | | | | | | | |
| PERTH AMBOY SECONDARY TRACK: S. Plainfield | Belmont Ave. | Secondary | | | | X | | G | | 4 |
| | Ceramics | Logan Place | | | | | | | | |
| East of Metuchen | Woodbridge Ave. | Secondary | | X | | | | F | | 23 |
| HIGH STREET BRANCH: Perth Amboy | High St. | Main | X | | | | | | | |
| | Buckingham St. | Main | X | | | | | | | |
| | Private | Union Carbide | X | | | | | | | |

NEW YORK DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | | |
|---|--------------------------------------|--------------|--------------------------|---|---|---|---|---|-------|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes | |
| RARITAN TERMINAL & TRANS- PORTATION INDUSTRIAL TRACK: Perth Amboy | Fayette St. | Main | X | . | . | . | . | . | . | . |
| | Gifford St. | Main, Siding | X | . | . | . | . | . | . | . |
| | Stockton St. | Main | X | . | . | . | . | . | . | . |
| | Smith St. | Main | X | . | . | . | . | . | . | . |
| | Market St. | Main | X | . | . | . | . | . | . | . |
| CAMP KILMER CONNEC- TION: Kilmer Conn. | Amboy Ave. | Main | X | . | . | . | . | . | . | . |
| | Talmadge Rd. | Main | X | . | . | . | . | . | . | . |
| | Durham Rd. | Main | X | . | . | . | . | . | . | . |
| RARITAN CENTER: Industrial Center. | All Crossings Industrial | | X | . | . | . | . | . | . | . |
| RARITAN BRANCH: West of Raritan Jct. | Keasbys | Main | X | . | . | . | . | . | . | . |
| | Hatco | Main | X | . | . | . | . | . | . | . |
| | Carborundum | Main | X | . | . | . | . | . | . | . |
| | Catalin | Main | X | . | . | . | . | . | . | . |
| FLEMINGTON BRANCH: West of Flemington Jct. | Whitehouse - Flemington Rd. | Main, Siding | X | X | . | . | . | . | F | 13 |
| | Clinton Rd. | Main | X | X | . | . | . | . | F | 13 |
| Flemington | North Main St. | Main, Siding | X | . | . | . | . | . | . | . |
| | Park Ave. | Main | X | . | . | . | . | . | . | . |
| | 3 - Private east of Station | Agway | X | . | . | . | . | . | . | . |
| MUSCONET- CONG BRANCH: East of Hughesville | Spring Mills - Warren Glen Rd. | Main | X | . | . | . | . | . | . | . |
| EASTON & NORTHERN BRANCH: Wilson Boro | 17th Street | Main | X | . | . | . | . | . | . | . |
| | Hackett Ave. | Main | X | . | . | . | . | . | . | . |
| 13th St. Jct. West of | Twp. Road No. 517 | Main | X | . | . | . | . | . | . | . |
| Tatamy | Bushkill Dr. (Route 142) | Main | X | . | . | . | . | . | . | . |
| Belfast Jct. | Wind Gap Rd. (Route 115) | Main | X | . | . | . | . | . | . | . |

NEW YORK DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | | |
|--|---------------------------|--------------|--------------------------|---|---|---|---|---|-------|-----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes | |
| SOUTH SIDE INDUSTRIAL BRANCH: Glendon | Main St. | Main | X | | | | | | | |
| | Hellertown Rd. | Main | X | | | | | | | |
| | Hellertown Rd. | Main | X | | | | | | | |
| | Holly St. | Main, Siding | X | | | | | | | |
| L & S AREA ODEN- WELDER INDUSTRIAL TRACKS: Easton | Dock St. | Industrial | X | | | | | | | |
| | Odenwelder | Adamson St. | Industrial | X | | | | | | |
| L & S AREA FREE- MANSBURG INDUSTRIAL TRACK: Freemansburg | Washington St. | Industrial | | X | | | | | F | 15 |
| | Madison St. | Industrial | | X | | | | | G | 15 |
| | Monroe St. | Industrial | | X | | | | | G | 15 |
| L & S AREA MINSI TRAIL BRANCH: Bethlehem | East Market St. | Main | X | | | | | | | |
| | Pembroke Rd. | Main | X | | | | | | | |
| | Washington St. | Main | X | | | | | | | |
| L & S AREA ALLENTOWN TERMINAL INDUSTRIAL TRACK: Allentown | Gordon St. | Main, Siding | X | | | | | | | |
| | Ridge Ave. | Main | X | | | | | | | |
| BARBER QUARRY BRANCH Allentown | Lehigh St. | Main | X | | | | | | | |
| WEST END INDUSTRIAL BRANCH: Allentown | Third St. | Main | | | X | | | | G | |
| | Union St. | Main | | | | X | | | F | |
| | Gordon St. | Main | | | | X | | | G | 3 |
| | Summer Ave. | C. L. Bell | X | | | | | | | |
| | 13th St. & Roth Ave. | Main | | X | | | | | T | 5-8 |
| | North 14th St. | Main | X | | | | | | | |
| | 17th and Tilghman Sts. | Main | | X | | | | | T | 5-9 |
| L & S AREA NESQUE- HONING BRANCH: Nesquehoning | Douglas St. | Main | | | X | | | | F | |
| | Route 54 | Siding | X | | | | | | | |
| | Green Acres Drive | Main, Siding | X | | | | | | | |

NEW YORK DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | Notes | |
|--|---------------------------------|---------------------------|--------------------------|---|---|---|---|---|-------|-------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | | |
| HAZLETON SECONDARY TRACK: Hazleton | Broad & Poplar Sts. | Main | . | . | . | . | . | X | G | 29 |
| | Cedar St. | Main | . | . | . | . | . | X | G | 29 |
| | Pine St. | Main | . | . | . | . | . | X | G | 29 |
| | Wyoming St. | Main | . | . | . | . | . | X | G | 29 |
| | Laurel St. | Main | . | . | . | . | . | X | G | 29 |
| | Church St. | Main | . | . | . | . | . | X | G | 29 |
| | Vine St. | Main | . | . | . | . | X | X | G | 20-29 |
| HAZLETON HEIGHTS BRANCH: Hazleton | Poplar St. | Electric Auto Lite Co. | X | . | . | . | . | . | . | . |
| SHEPPTON BRANCH: West of Grape Run Jct. | State Hwy. Route 309 | Main | . | . | . | . | X | . | F | 4 |
| CAMP SECONDARY BRANCH: Grape Run Jct. | State Hwy. Route 1133 | Main | . | X | . | . | . | . | F | 6 |
| DELANO SECONDARY TRACK: Delano | Delano - Mahanoy City Rd. | Main | . | . | X | . | . | . | F | . |
| Shenandoah | Coal & Emerick Sts. | Main | . | . | X | . | . | . | F | . |
| | Lloyd & Bower Sts. | Main | . | . | X | . | . | . | F | . |
| | Lloyd St. | Sorens | X | . | . | . | . | . | . | . |
| | Center St. | Main | . | . | X | X | . | . | F | 20 |
| | Main St. | Main | . | . | X | . | . | . | F | . |
| Kohinoor Jct. | Route 290 | Main | . | . | X | . | . | . | F | . |
| EBERVALE BRANCH: West of Jeddo 7 | Harleigh Rd. | Main | X | . | . | . | . | . | . | . |
| | State Hwy. Route 309 | Main | X | . | . | X | . | . | F | 3 |
| East of Oakbur Jct. | State Hwy. Route 29 | Main | . | . | . | X | . | . | F | 6 |
| WEST HAZLETON BRANCH: Valmont Ind. Park | Jaycee Drive | Main | X | . | . | . | . | . | . | . |
| | Lions Drive | Main | X | . | . | . | . | . | . | . |
| | Kiwanis Blvd. | Main | X | . | . | . | . | . | . | . |

NEW YORK DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | |
|---|-------------------------|---|-----------------------|-------|-----|----|----|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes |
| WILKES-BARRE SECONDARY TRACK: RINGER YARD TRACK: Wilkes-Barre | Parrish St. | Wilkes-Barre Secondary | ... | X | ... | G | | |
| | Dana St. | Wilkes-Barre Secondary | ... | X | ... | G | | |
| | Dana St. | Ringer Yard | ..... | X | .. | G | 3 | |
| | Hazle St. | Wilkes-Barre Secondary | .... | X | ... | G | | |
| | Hazle St. | Ringer Yard | ..... | X | .. | G | 2 | |
| | Northampton Street | Wilkes-Barre Secondary | .... | X | ... | G | | |
| | Northampton Street | Ringer Yard | ..... | X | .. | G | 25 | |
| | Northampton Street | Leader, north of Wilkes-Barre Secondary Track | ..... | X | .. | G | 2 | |
| | Northampton Street | Meat Hole tracks, south of Wilkes-Barre Secondary Track | ..... | X | .. | G | 27 | |
| | Market St. | Wilkes-Barre Secondary | .... | X | ... | G | | |
| | Market St. | Leader, north of Wilkes-Barre Secondary Track | ..... | X | .. | G | 2 | |
| | Market St. | Station siding | .... | X | .. | G | 2 | |
| Market St. | Canal Track | ..... | X | .. | G | 27 | | |
| WILKES-BARRE CANAL TRACK: Wilkes-Barre | North Pennsylvania Ave. | Main, Siding | X | ..... |  |  |  |  |
| | Jackson St. | Siding | X | ..... |  |  |  |  |
| | N. Washington | Main, Siding | X | ..... |  |  |  |  |

| NEW YORK DIVISION [Continued] | | | | | | | | |
|---|----------------------|---------------------------|-----------------------|-------|-----|---|---|----|
| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes |
| WILKES-BARRE SECONDARY TRACK: North Wilkes-Barre | Conyngham Ave. | Wilkes-Barre Secondary | ... | X | ... | X | F | 16 |
| | Pennsylvania Ave. | Wilkes-Barre Secondary | ... | X | ... | | G | |
| | North Main St. | Wilkes-Barre Secondary | ... | X | ... | | F | |
| WILKES-BARRE SHOPS: North Wilkes-Barre | Conyngham Ave. | All Industrial | X | ..... |  |  |  |  |
| MINERS MILLS BRANCH: Mill Creek | North Main St. | Main, Siding | X | ..... |  |  |  |  |
| L & S AREA WILKES-BARRE YARD TRACKS: Wilkes-Barre | Conyngham Ave. | Yard, Siding | ... | X | ... | | G | |
| Parsons | Mill St. | Yard | ... | X | ... | | G | |
| | George Ave. | Yard | ... | X | ... | | G | |
| | Matson Ave. | Yard, Siding | ... | X | ... | | G | |
| | Austin Ave. | Yard | ... | X | ... | | B | |
| | Gardner Ave. | Yard | ... | X | ... | | B | |
| WEST PITTSTON & EXETER INDUSTRIAL TRACK: West Pittston | Division St. | Industrial, Siding | X | ..... |  |  |  |  |
| | Elm St. | Industrial, Siding | X | ..... |  |  |  |  |
| | Ann St. | Industrial | X | ..... |  |  |  |  |

| BUFFALO DIVISION | | | | | | | | | | |
|--|--------------------------|---------------------------------|--------------------------|------|----------|---|---|-----|-------|------|
| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | | |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes | |
| MAIN LINE: Wysox | Masonite Rd. | No. 1 | ..... |  |  |  |  | X F | 16 | |
| | | No. 2 | ..... |  |  |  |  | X F | 19 | |
| Athens | Elmira St. | No. 1 | ..... |  |  |  |  | X F | 16 | |
| | Elmira St. | Siding, south of No. 2 Track | X..... | | | | | | | |
| Cayuta | Pony Hollow Rd. | Main, Passing Siding | ..... |  |  |  |  | X F | 19 | |
| Hinman | Terry Hill Rd. | Main, Passing Siding | ..... |  |  |  |  | X F | 16 | |
| Gilbert | Old Varick Rd. | Main | ..... |  |  |  |  | X F | 19 | |
| Victor | Maple Ave. | Victor Station | X..... | | | | | | | |
| | Maple Ave. | Industrial | ..... |  |  | X | | | G 1 | |
| | School St. | Industrial | ..... |  |  | X | | | F 1 | |
| Lancaster | Sheldon Ave. | No. 2 | ..... |  |  |  |  | X F | 19 | |
| MONTROSE BRANCH: Tunkhannock | Bridge St. | Main | X..... | | | | | | | |
| | Tioga St. | Main | X..... | | | | | | | |
| Lake Carey | Lake Rd. | Main | X..... | | | | | | | |
| East of Springville | Route 29 | Main | X..... | | | | | | | |
| East of South Montrose | Route 29 | Main | X..... | | | | | | | |
| | Route 29 | Main | X..... | | | | | | | |
| South Montrose | Route 29 | Main | X..... | | | | | | | |
| STATE LINE & SULLIVAN BRANCH: West of Stevenson | Dushore - Towanda Rd. | Main | ..X..... | | | | | | F 13 | |
| | | Monroeton | Powell Rd. | Main | ..X..... | | | | | F 13 |
| | | Monroeton | Monroeton Rd. | Main | ..X..... | | | | | F 13 |
| AUBURN BRANCH: Goodrich Settlement | Goodrich Rd. | Main | ..... |  |  |  |  | X F | 22 | |
| FREEVILLE SECONDARY TRACK: Owego | Delphine St. | Secondary | X..... | | | | | | 17 | |
| | Adaline St. | Secondary | X..... | | | | | | | |
| | Talcott St. | Secondary | X..... | | | | | | | |
| Dryden | Main St. | Secondary | ..... |  |  | X | | | F 3 | |
| Freeville | Railroad St. | Secondary | X..... | | | | | | | |

BUFFALO DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | | |
|--|------------------------|----------------------|--------------------------|---|---|---|---|---|-------|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | Notes | |
| WAVERLY- ELMIRA BRANCH: Sayre | North Lehigh Ave. | Bishop Fuel | X | . | . | . | . | . | . | . |
| | North Elmer Ave. | Stroehmanns | X | . | . | . | . | . | . | . |
| | Bradford St. | Main, Siding | X | . | . | . | . | . | . | . |
| Elmira | East Washington St. | Main, Siding | X | . | . | . | . | . | . | . |
| | Grand Central Ave. | Main | X | . | . | . | . | . | F | . |
| Elmira Heights | McCanns Blvd. | Main | X | . | . | . | . | . | . | . |
| Horseheads | Route 17 | Main | . | . | . | X | . | T | . | 18 |
| | Franklin St. | Main, Siding | X | . | . | . | . | . | . | . |
| | Ithaca St. | Main, Siding | X | . | . | . | . | . | . | . |
| | South Main St. | Siding | X | . | . | . | . | . | . | . |
| ITHACA YARD: Ithaca | Clinton St. | Yard | . | . | X | . | . | F | . | . |
| | State & Seneca Sts. | Yard | X | . | . | . | . | . | . | . |
| EAST ITHACA RUNNING TRACK: East of Etna | State Highway 13 | Running | . | . | X | . | . | F | . | . |
| | Snyders West Rd. | Running | X | . | . | . | . | . | . | . |
| Etna | Hannah Lees Rd. | Running | X | . | . | . | . | . | . | . |
| | Etna Rd. | Running | X | . | . | . | . | . | . | . |
| West of Etna | Dolsons Rd. | Running | X | . | . | . | . | . | . | . |
| East of Freeville | Virgil Creek Rd. | Running | X | . | . | . | . | . | . | . |
| Freeville | Liberty St. | Running | X | . | . | . | . | . | . | . |
| | Railroad St. | Running | X | . | . | . | . | . | . | . |
| | Cook St. | Running | X | . | . | . | . | . | . | . |
| CORTLAND SECONDARY TRACK: McLean | McLean Rd. | Secondary | X | X | . | . | . | F | . | 13 |
| | South Cortland Rd. | Secondary | . | . | X | . | . | F | . | . |
| West of McLean | Homer Rd. | Secondary | . | . | X | . | . | F | . | . |
| | Tompkins St. | Secondary | . | . | X | . | . | F | . | . |
| Cortland | Owego St. | Secondary, Siding | . | . | . | X | . | F | . | 3 |
| | South Main St. | Secondary | . | . | . | X | . | F | . | 3 |
| | Port Watson St. | Secondary | X | . | . | . | . | . | . | . |
| | Elm St. | Secondary | X | . | . | . | . | . | . | . |

BUFFALO DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | Notes | |
|--|--------------------------|---|--------------------------|---|---|---|---|---|-------|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | | |
| GENERAL SERVICES ADMINIS- TRATION AREA: Kendaia | Geneva - Ovid Highway | Siding to Area | X | . | . | . | . | . | . | |
| | Main Road in Area | Siding | X | . | . | . | . | . | . | |
| GENEVA YARD: Geneva | Genesee St. | National Biscuit | X | . | . | . | . | . | . | |
| | Gates Ave. | Siding | X | . | . | . | . | . | . | |
| AUBURN YARD: Auburn | Columbus St. | Siding (former Aurora Secondary Track) | X | . | . | . | . | . | . | |
| | Genesee St. | Main, Siding | X | . | . | . | . | . | . | |
| | Columbus St. | Main, Clapps Coal | X | . | . | . | . | . | . | |
| | Baker Ave. | Main | X | . | . | . | . | . | . | |
| | Orchard St. | Main | X | . | . | . | . | . | . | |
| | Clark St. | Main, Freight House | X | . | . | . | . | . | . | |
| | West St. | Main | X | . | . | . | . | . | . | 21 |
| | Washington St. | Freight House | X | . | . | . | . | . | . | |
| | Wall St. | Main | X | . | . | . | . | . | . | 21 |
| | North Division St. | Main | X | . | . | . | . | . | . | 21 |
| | Aurelius | Main | X | . | . | . | . | . | . | 21 |
| | Frazee St. | Main | X | . | . | . | . | . | . | 21 |
| | Frazee St. | Henry Allen & Crucible Steel | X | . | . | . | . | . | . | |
| | Perrine St. | Main | X | . | . | . | . | . | . | 21 |
| NAPLES BRANCH: East of Dixon | Reeds Crossing | Main | X | . | X | . | . | . | . | F |
| | Stanley | State St. | X | . | . | . | . | . | . | |

BUFFALO DIVISION [Continued]

| LOCATION | CROSSING | TRACK | Refer to Column Table | | | | | | Notes | |
|---|---|---------------|--------------------------|---|---|---|---|---|-------|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | | |
| ROCHESTER BRANCH: East of Lima | Route 5 & 20 | Main, Sidings | X | X | . | . | . | . | F | 13 |
| Honeoye Falls | West Main St. | Siding | X | . | . | . | . | . | . | |
| | Railroad Ave. | Siding | X | . | . | . | . | . | . | |
| | Carriage St. | Siding | X | . | . | . | . | . | . | |
| West of Rochester Jct. | Rush - Mendon Rd. | Main | . | . | X | . | . | . | F | |
| Henrietta | East Henrietta Rd. | Main | . | . | X | . | . | . | F | |
| | Lehigh Station Rd. | Main, Siding | . | . | X | . | . | . | F | |
| | Clay St. | Main | X | . | . | . | . | . | . | |
| East of Mortimer | Mt. Hope Ave. | Main | . | . | X | . | . | . | F | |
| | Route 15, Jefferson Rd. | Main | . | . | . | X | . | . | T | 18 |
| West of Mortimer | Town Line Rd. | Main | . | . | X | . | . | . | F | |
| | Crittenden Rd. | Main | . | . | X | . | . | . | F | |
| NIAGARA FALLS BRANCH: West of Niagara Jct. | | | | | | | | | | |
| | French Rd. | Main | . | . | . | . | X | . | F | 24 |
| | Sugg Rd. | Westinghouse | . | . | . | X | . | . | F | 4 |
| LEHIGH & LAKE ERIE BRANCH: Tift Terminal | | | | | | | | | | |
| | Fuhrmann Blvd. | Beach | X | X | . | . | . | . | T | 23 |
| | Crossing east of Freezer Queen switch | Beach | X | . | . | . | . | . | . | |

NOTES:

1. Trains or engines in either direction must Stop within 30 feet of crossing.
2. Trains or engines in either direction must Stop within 50 feet of crossing.
3. Trains or engines in either direction must Stop within 70 feet of crossing.
4. Stop at STOP signs.
5. Traffic light signals govern both highway and rail movements. Trains and engines must Stop and must avoid obstructing crossing while traffic signals display Green for highway traffic.
6. Stop and Start buttons are located on east and west sides of crossing.
7. A control switch, located on relay case at crossing, is provided for manual operation of highway crossing protection in event it fails to function automatically.
8. Stop and Start buttons are located in control box at southeast corner of crossing.
9. Stop and Start buttons are located in control box at northwest corner of crossing.
10. Stop and Start buttons are located at crossing to avoid unnecessary operation of highway crossing protection.

When movements that will not occupy the crossing are in progress, or when a train or cars that do not obstruct the crossing remain on the announcing circuits, located 440 feet east and west of crossing, a member of the crew must stop operation of crossing protection by pushing Stop button.

Movement must not be made over the crossing after "stopping" operation of highway crossing protection until a member of the crew has pushed the Start button.

11. Westward announcing point for highway crossing protection located 200 feet east of crossing. Trains and engines must not exceed a speed of 5 miles per hour on announcing circuit.

Eastward announcing point for highway crossing protection located 400 feet west of crossing.

12. Eastward movements must first operate hand-operated details.
13. A control switch for manual operation is located on relay case at crossing.
14. Trains or engines in either direction must Stop at Yellow reflectorized markers, located 30 feet east and west of crossing.
15. Switch key controller for manual operation located at crossing.

To Operate:

- (a) Insert switch key in keyhole on controller.
- (b) Turn key, which will cause highway crossing protection to operate. Key must not be turned, or removed, until movement has proceeded over and does not obstruct the crossing.
- (c) To stop operation of highway crossing protection: Turn and remove key from controller.

NOTES: [Continued]

16. Stop and Start buttons are located at crossing to avoid unnecessary operation of highway crossing protection by westward movements.

When westward trains or engines are stopped east of crossing a member of crew must push Stop button.

Westward movements must not proceed over crossing after "stopping" the operation of highway crossing protection, until a member of the crew has pushed the Start button.

17. Crossing must be protected between the hours of 9:00 a.m. and 5:00 p.m. daily.

18. Stop at STOP signs, 75 feet east and west of crossing.

Proceed over crossing when traffic signal governing rail movements display Yellow indication.

19. Stop and Start buttons are located at crossing to avoid unnecessary operation of highway crossing protection by eastward movements.

When eastward trains or engines are stopped west of crossing a member of the crew must push Stop button.

Eastward movement must not proceed over crossing after "stopping" the operation of highway crossing protection, until a member of the crew has pushed Start button.

20. Eastward movements must Stop within 70 feet of crossing to activate highway crossing protection.

21. Members of crew must protect both sides of train until entire train has passed over crossing.

22. Stop and Start buttons are located in telephone box at crossing, to avoid unnecessary operation of highway crossing protection.

Movements must not proceed over crossing after "stopping" operation of highway crossing protection, until a member of the crew has pushed Start button.

23. Control switches for manual operation are located on east and west sides of crossing.

24. Stop and Start buttons are located in control box on southwest side of French Road.

Eastward trains or engines must Stop in excess of 70 feet west of French Road when Stop indication, Rule 292, is displayed on eastward home signal at Niagara Junction Interlocking, and a member of the crew must push Stop button to avoid unnecessary operation of highway crossing protection. When signal to proceed is displayed on eastward home signal at Niagara Junction Interlocking the highway crossing protection must be placed in operation by a member of the crew pushing the Start button, or by train or engine moving to a point within 70 feet of French Road and stopping.

NOTES: [Continued]

25. Westward trains and engines from Ringer Yard Track to Wilkes-Barre Secondary Track after operating hand-operated switch must proceed westward on Wilkes-Barre Secondary Track and Stop between switch and Northampton Street.
26. Westward movements must Stop within 50 feet of crossing.
27. Eastward movements must Stop within 50 feet of crossing.
28. Applies for Westward movements.
29. In the event a train or engine becomes disabled or for any other reason when the automatic gates at any of the public crossing at grade, where this Note applies, are in the barricade position and a train or engine is not occupying, or expected to occupy a crossing a member of the crew must, by use of push button control, raise the gates at the unoccupied crossing or crossings for the movement of pedestrian and highway traffic.
30. Switch key controller is located on relay case on south side of track opposite westward signal, located 2535 feet west of R Tower, to avoid unnecessary operation of highway crossing protection. When westward movements on No. 2 track are waiting to make return movement eastward to R Tower a member of the crew must raise the gates at Basin Street by inserting and turning switch key in controller.

1037-A. Application Of Rule 37. Unless otherwise provided, Advance Speed-limit sign and Speed-limit sign will not display a yellow light by night, and Resume speed sign will not display a green light by night.

Night indication of Advance Speed-limit sign, Speed-limit sign and Resume-speed sign will be displayed by reflectorized material.

SUPERIORITY OF TRAINS

1071-A. On single track Eastward trains are superior by direction to trains of the same class in the opposite direction.

**GENERAL ORDERS — BULLETIN ORDERS
BULLETIN BOARDS — EMPLOYEES' REGISTER
STANDARD CLOCKS**

1075-A. Location of Bulletin Boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employees Register and Standard Clocks.

NOTE — X indicates in service

| Bulletin Boards | Employees' Register | Standard Clocks | Location | Other Divisions and Railroads | Notes |
|----------------------------------|---------------------|-----------------|---|-------------------------------|-------|
| NEW YORK DIVISION | | | | | |
| X | X | .... | Jersey City Washington St. Yard Office | | |
| X | X | .... | East Claremont Yard Office | ..... | .... |
| X | X | X | Oak Island - Enginehouse | ..... | .... |
| X | .... | .... | Oak Island Hump and Transfer Yard Office | ..... | .... |
| Central Railroad of N. J. | | | | | |
| X | .... | .... | Harrison Trainmaster's Office | ..... | .... |
| X | .... | .... | Newark - Crew Dispatcher's Office | ..... | .... |
| X | .... | .... | Elizabethport - Crew Dispatcher's Office | ..... | .... |
| X | .... | .... | Raritan - Engine Terminal Office | ..... | .... |
| X | .... | .... | Bayhead - Yardmaster's Office | ..... | .... |
| Penn Central | | | | | |
| X | .... | .... | Weehawken | ..... | .... |
| X | .... | .... | Waverly Yard Office-WA-4 | ..... | .... |
| X | .... | .... | Waverly - WA5 | ..... | .... |
| X | X | .... | Irvington - Yard Office | ..... | .... |
| X | X | .... | South Plainfield - Yard Office | ..... | .... |
| X | X | X | Perth Amboy - Yard Office | ..... | .... |
| X | X | X | Florence Yard - Office | ..... | .... |
| Reading Co. | | | | | |
| X | .... | .... | Philadelphia Crew Dispatcher's Office | ..... | .... |
| X | .... | .... | Saucon - Yard Office | ..... | .... |
| X | .... | .... | Reading - Crew Disp. Office | ..... | .... |
| X | .... | .... | Rutherford - Crew Dispatcher's Office | ..... | .... |

NEW YORK DIVISION [Continued]

| Bulletin Boards | Employees' Register | Standard Clocks | Location | Other Divisions and Railroads | Notes |
|-----------------|---------------------|-----------------|-----------------------------------|-------------------------------|-------|
| | | | L & S Area | | |
| X | X | X | Bethlehem Engine Terminal | Reading Co. D & H R.R. | .... |
| X | X | X | Allentown Crew Dispatchers Office | Reading Co. D & H R.R. | .... |
| X | X | X | Lehighon Layover Bldg. | Buffalo Div. D & H R.R. | .... |
| X | X | X | Hazleton Diesel Shop | ..... | .... |
| X | X | X | Coxton - Main Yard Office | Buffalo Division | .... |

BUFFALO DIVISION

| | | | | | |
|---|------|------|-----------------------------------|--|------|
| X | X | X | Sayre Station | New York Div. Penn Central Northeastern Region E. L. Railway Co. D & H R.R. | .... |
| X | X | X | Sayre Westbound - Yard Office | New York Div. | .... |
| X | .... | X | Geneva Yard Office | Penn Central Northeastern Region | .... |
| X | .... | .... | Manchester Engine House | ..... | .... |
| X | X | X | Tift Terminal - Yard Office | Penn Central Northeastern Region | .... |
| X | X | X | Suspension Bridge - Yard Office | Penn Central Northeastern Region C & O R.R. C.N.R.R. | .... |
| X | X | X | Ithaca Freight Station | ..... | .... |
| X | .... | .... | Cortland Freight Station | ..... | .... |
| | | | Delaware & Hudson R.R. | | |
| X | .... | .... | Binghamton - Yard Office | ..... | .... |
| X | .... | .... | Binghamton Enginehouse | ..... | .... |

STANDARD CLOCKS

1075-B. Standard Clocks at Other Points: All Block and Interlocking Stations, Train Dispatchers Offices.

GENERAL ORDER and BULLETIN ORDERS

1075-C. General Orders and Bulletin Orders. New York Division General Orders and Bulletin Orders will include instructions and information for the area between:

Jersey City, N. J. to Division Post (Buffalo Division), M.P. 191, West of Ransom, Pa., including all Branches, Secondary Tracks, Running Tracks and Yards connecting with Main Line and L & S Area Main Line.

Buffalo Division. General Orders and Bulletin Orders will include instructions and information for the area between:

Division Post, (New York Division), M. P. 191, west of Ransom, Pa., to Buffalo, N. Y., including all Branches, Secondary Tracks, Running Tracks and Yards connecting with the Main Line.

QUALIFICATIONS CONDUCTOR AND ENGINEMAN

1075-D1. [New York Division] An engineman who has not made a trip in Road Service within a period of 6 months over the portion of railroad on which he is expected to operate within the State of New Jersey must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

A fireman must not operate an engine in the State of New Jersey unless he has qualified on the physical characteristics of the portion of the road to be used in the same manner as prescribed for an engineman. Rule 809 amplified. (This paragraph will not apply to engine crews assigned to yard engines while working within confines of yards).

An engineman who has not made a trip within a period of 12 months either in service or a special trip, for the purpose of remaining qualified on the physical characteristics over any portion of this railroad not within the State of New Jersey, on which he is qualified, will be required to requalify before again running over that portion of the railroad (Industrial Branches excepted). When an engineman makes a trip (not in service) for the purpose of retaining his qualification, he must notify the Superintendent in writing giving necessary details, and must have engineman witness his certification.

Service as a fireman in road service will be recognized in retaining qualifications as an engineman.

The requirements as to qualifications of a conductor who has not made a trip over any portion of this railroad on which he is qualified within a period of one year will be decided by the Superintendent.

Service as a trainman in road service will be recognized in retaining qualifications as a conductor.

1075-E. Conductors, trainmen, enginemen and firemen when absent from duty for more than 30 days must, prior to resuming duty, report to and be examined by a proper officer to ascertain their knowledge and understanding of any changes in Operating Rules and General Orders and Bulletin Orders that became effective during their absence.

1075-F. Lehigh Valley Railroad trains use tracks of other railroads, subject to Rules and Special Instructions of the railroads they are operating on, as follows:

NEW YORK DIVISION

| Railroad | Between |
|--------------|--------------------------|
| Penn Central | CP-05 and Weehawken. |
| L & H R. R. | Easton and Hudson Yard. |
| D & H R. R. | Wilkes-Barre and Hudson. |
| D & H R. R. | Minooka Jct. and Dupont. |

BUFFALO DIVISION

| Railroad | Between |
|----------------|--|
| E - L Rwy. Co. | Owego and Binghamton. |
| D & H. R. R. | E - L Rwy. Station, Binghamton and D & H R. R. "YO" Cabin. |
| E - L Rwy. Co. | Waverly and Elmira. |
| Penn Central | "GY" Interlocking, Geneva, and Auburn. |
| Penn Central | Tonawanda Jct. and Suspension Bridge. |

1075-G Trains of other railroads will use Lehigh Valley Railroad tracks, subject to the Rules and Special Instructions of this company, as follows:

NEW YORK DIVISION

| Railroad | Branches or Between |
|----------------------------------|--|
| C. R. R. of N. J. | National Docks Branch. |
| Penn Central | National Docks Branch. |
| Penn Central | Yard Track - Newark Bay Draw Interlocking and Constable Jct. |
| C. R. R. of N. J. | Newark Branch - Newark and Hunter. |
| C. R. R. of N. J. | Main Line - Newark and Aldene. |
| Reading Co. | Newark Branch - Newark and Hunter. |
| Reading Co. | Main Line - Newark and Aldene. |
| C. R. R. of N. J. | Main Line - Easton and Bethlehem. |
| C. R. R. of N. J. Reading Co. | L & S Area - Main Line Bethlehem and Allentown Yard |
| | L & S Area - Allentown Terminal Railroad R Tower and Burn. |
| D & H R. R. | Mountain Cut-Off - Jenkins and Dupont |

BUFFALO DIVISION

| | |
|----------------|---|
| D & H R. R. | Auburn Branch - Sayre and Owego. |
| E - L Rwy. Co. | Rochester Branch Yard Tracks: Crittenden Road and River Jct. |

OBSERVATION OF TRAINS FOR DEFECTS

HOT JOURNALS - USE OF TEMPILSTIK

1076-A. Conductors whose assignment will require them to operate over areas where Hot Journal or Hot Journal and Dragging Equipment Detectors are located must obtain from Crew Dispatcher and carry with them while on duty 200 degree Tempilstik during months of April to October, inclusive, and 175 degree Tempilstik during the months November to March, inclusive, to assist in determining when a roller bearing journal is overheated.

To determine when a roller bearing journal is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the adapter on rotating cap type roller bearing. If a liquid smear results, temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

1076-B. When a train is stopped after receiving signal indication that hot journal or dragging equipment has been detected in train, under no circumstances will further movement of train be made until an inspection of the suspected car has been made. Movement of train for purpose of making "roll by" inspection is prohibited.

When a train is stopped for dragging equipment indication the train brakes must be released when inspection is made of suspected car.

HOT JOURNAL DETECTOR READ VALLEY, EAST OF

1076-C1. [New York Division]. Apparatus at M.P. 41, east of Read Valley, when actuated will detect hot journals in eastward and westward trains and transmit information to tape recorder equipment at Easton Interlocking Station.

When steady letter H is displayed, or absence of light is observed, on eastward home signal at Port Reading Jct. Interlocking, it will indicate to the engine crew that a hot journal has been detected in train and engineman must brake train in a manner that will permit a gradual stop either at Port Reading Jct., or signal 332 at Bound Brook.

When steady letter H is displayed, or absence of light is observed, on signal 451, west of Neshanic, it will indicate to the engine crew that a hot journal has been detected in train and engineman must brake train in a manner that will permit a gradual stop at signal 481 at Three Bridges.

When a train is stopped under the above circumstances the Conductor or Engineman must report to the Operator at Easton Interlocking Station who will furnish information on the location of journal to be inspected for possible defects, for example "20 cars from head end, south rail, east journal on lead truck."

If no defects are found at suspected journal all journals on same side of car must be inspected. If no defects are found an inspection must be made of journals on two cars east and west of suspected car opening journal box lids, if so equipped, for thorough observation and the Conductor or Engineman must report to the Operator at Easton and notify him of the conditions found, and any corrective action taken, before train proceeds.

Hot journal indication at Port Reading Jct. and signal 451, west of Neshanic, are illustrated in Special instructions 1280-A3 to 1292-A3, page 144, and 1280-A4 to 1292-A4, page 145.

HOT JOURNAL AND DRAGGING EQUIPMENT DETECTOR MYOBEACH

1076-D1 [Buffalo Division]. Apparatus, 1276 feet east of M.P. 219, Myo beach, when actuated, will detect hot journals or dragging equipment in eastward and westward trains and transmit information to tape recorder equipment at Sayre Interlocking Station.

When steady letter **H** is displayed, or absence of light is observed, on signal 2152, east of Meshoppen, it will indicate to the engine crew that a hot journal, or dragging equipment, has been detected in train and engineman must brake train in a manner that will permit a gradual stop at signal 2132, at Charmin.

When steady letter **H** is displayed, or absence of light is observed, on signal 2211, at Black Walnut it will indicate to the engine crew that a hot journal, or dragging equipment, has been detected in train and engineman must brake train in a manner that will permit a gradual stop at westward home signal at Laceyville.

When a train is stopped under the above circumstances the Conductor or Engineman must report to the Operator at Sayre Interlocking Station who will furnish information on the location of Journal to be inspected for possible defects, for example "20 cars from head end, south rail, east journal on lead truck", or location of dragging equipment.

An inspection of the defective car must be made and the following will govern:

Hot Journal Indication - If no defects are found at suspected journal, all journals on same side of car must be inspected. If no defects are found, an inspection must be made of journals on two cars east and west of suspected car opening journal box lids, if so equipped, for thorough observation and the Conductor or Engineman must report to the Operator at Sayre and notify him of the conditions found, and any corrective action taken, before train proceeds.

Dragging Equipment Indication - After correction of defects in train, or if no defects are found, the Conductor or Engineman must report to the Operator at Sayre and notify him of conditions found, and any corrective action taken, before train proceeds.

Hot journal, or dragging equipment, indication at signal 2152, east of Meshoppen, and signal 2211, at Black Walnut, are illustrated in Special Instruction 1280-A4 to 1292-A4, page 145.

HOT JOURNAL AND DRAGGING EQUIPMENT DETECTOR UPTON, EAST OF

1076-D2. [Buffalo Division]. Apparatus, 2285 feet west of M.P. 415, east of Upton, when actuated, will detect hot journals or dragging equipment in eastward and westward trains and transmit information to tape recorder equipment at Niagara Jct. Interlocking Station.

When steady letter **H** is displayed, or absence of light is observed, on signal 4132, east of Upton, it will indicate to the engine crew that a hot journal, or dragging equipment, has been detected in train and engineman must brake train in a manner that will permit a gradual stop at eastward home signal at Batavia Interlocking.

When steady letter H is displayed, or absence of light is observed, on signal 4171, west of Upton, it will indicate to the engine crew that a hot journal or dragging equipment, has been detected in train and engineman must brake train in a manner that will permit a gradual stop at a point 400 feet east of Colby Road, at Longwood.

When a train is stopped under the above circumstances the Conductor or Engineman must report to the Operator at Niagara Jct. Interlocking Station who will furnish information on the location of Journal to be inspected for possible defects, for example "20 cars from head end, south rail, east journal on lead track", or location of dragging equipment.

An inspection of the defective car must be made and the following will govern.:

Hot Journal Indication - If no defects are found at suspected journal, all journals on same side of car must be inspected. If no defects are found, an inspection must be made of journals on two cars east and west of suspected car opening journal box lids, if so equipped, for thorough observation and the Conductor or Engineman must report to the Operator at Niagara Jct. and notify him of conditions found, and any corrective action taken, before train proceeds.

Dragging Equipment Indication - After correction of defects in train, or if no defects are found, the Conductor or Engineman must report to the Operator at Niagara Jct. and notify him of conditions found, and any corrective action taken, before train proceeds.

Hot journal, or dragging equipment, indication at signal 4132, east of Upton, and signal 4171, west of Upton, are illustrated in Special Instructions 1280-A4 to 1292-A4, page 145, and 1280-A5 to 1292-A5, page 146.

TRAIN PARTINGS

1076-E. When a train parting occurs and the obvious reason is a defective coupler, or related defect, the car with the defect will be set out at the first available point to do so.

When a train parting occurs and there is no evidence of a defective coupler, or related defect, the train may recouple and proceed.

If a train parting occurs the second time, between the same cars, both cars must be set out at the first available point to do so.

F.R.A. DEFECTIVE FREIGHT CAR — SECTION 215.9

1076-F. A car found to be defective may be moved for repair only after a Maintenance of Equipment inspector has examined the car and affixed either Form M.P. 33, Revised, "BAD ORDER" card, or Form M.P. 200, Revised, "HOME SHOP" card, to the car. A copy of the form used must also be attached to the waybill which accompanies the car.

If a car is found defective enroute, or at a point where an M. of E. inspector is not on duty, the Conductor will determine if the car is safe to move to the next point where an M. of E. inspector is on duty.

In all instances the Conductor will inform the Engineman, and other members of the train crew, of the maximum speed and other restrictions necessary for safely conducting the movement.

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MOVEMENT OF TRACK CARS

1080-A1. [New York Division] Rockport Tunnel. Track cars must Stop at signals governing movement through Rockport Tunnel and must not proceed through Rockport Tunnel without a train order to do so.

PROTECTION OF TRAINS WHERE WORK ON OR ABOUT THE TRACK OBSTRUCTS THE NORMAL MOVEMENT OF TRAFFIC.

1080-B. Work on or about the track may be performed under traffic by the use of Train Order.

The train order will prescribe the limits of the restricted area in which the work is being performed.

The approach to the restricted area will be indicated by an Approach Work Area Sign, Fig. A-1, located to the right of and adjacent to the track to which it refers.

The beginning of the restricted area will be indicated by a Stop Sign, Fig. B-1, located in the center of the track.

The end of the restricted area will be indicated by a Resume Speed Sign, Fig. C-1, located to the right of and adjacent to the track to which it refers.

RESTRICTED AREA

The restricted area must be prescribed by Train Order and will be used to protect a train moving on a track where the M of W work is being performed.

The following order will be used:

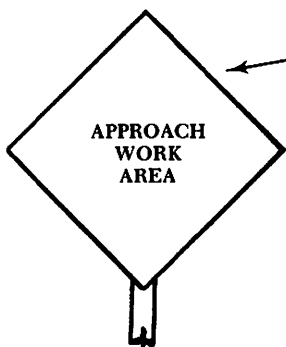
"Single (or No.) track obstructed for maintenance between and from A.M. to P.M. Approach the Stop Sign prepared to Stop and Stop."

On two or more tracks where M of W equipment having exclusive use of one track and the equipment will foul an adjacent track, the restricted area will be designated by Train Order and protected by Approach Work Area Sign, Fig. A-1, Stop Sign, Fig. B-1, and Resume Speed Sign, Fig. C-1 on the adjacent track.

Trains operating on the adjacent track must be governed by those signs and approach the beginning of the restricted area prepared to Stop at the Stop Sign, and must not pass Stop sign without a hand signal to proceed, with a yellow flag, from an M of W employe on the ground.

1080-B (Continued.)

SIGNS

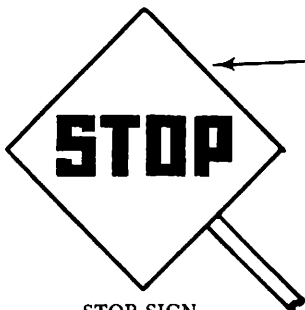


APPROACH WORK
AREA SIGN
FIG. A-1

YELLOW
BACKGROUND WITH
BLACK LETTERS

INDICATION —
PROCEED PREPARED
TO STOP —
STOP AT STOP SIGN.

LOCATION — To the
right of and adjacent
to the track to which
it refers.



STOP SIGN
FIG. B-1

RED BACKGROUND
WITH WHITE
LETTERS

INDICATION — STOP

LOCATION — In center
of track at beginning
of Restricted Area.



RESUME SPEED SIGN
FIG. C-1

GREEN BACKGROUND
WITH WHITE LETTER

INDICATION — END
OF RESTRICTED
AREA. RESUME SPEED
AFTER REAR OF
TRAIN HAS PASSED
THIS POINT, IF
OTHER CONDITIONS
PERMIT.

LOCATION — To the
right of and adjacent
to the track to which
it refers.

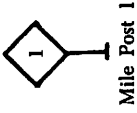
The Stop Sign, Fig. B-1, at the beginning of the restricted area may be removed, in clear view of the Engineman, for the passage of a train, only by an M of W employe after the train has stopped.

Block Signal System and Interlocking Rules remain in effect through the restricted area.

TRACK LOCATION OF SIGNS

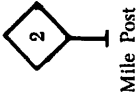
1080-B. (Continued)

Work must not be performed less than 600 feet from the Stop Sign or less than 50 feet from the Resume Speed Sign.



Mile Post 1

RESTRICTED AREA
LIMITS SPECIFIED IN ORDER



Mile Post 2

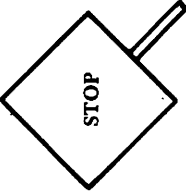


FIG. B-1

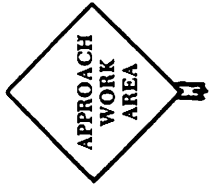


FIG. A-1

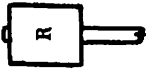
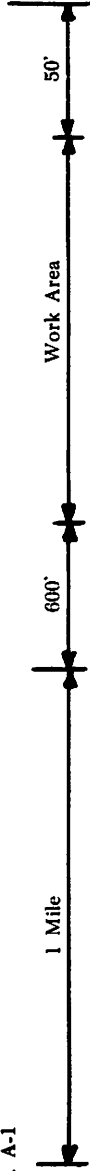


FIG. C-1



Work Area

Signs to be placed at right angles to, and to the right of, and adjacent to the track to be protected.

MOVEMENT OF TRAINS

1083-A. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on Clearance Card Form C, or by train order.

1083-B. Rule D-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on Clearance Card Form C, or by train order.

1091-A. On all Branches and Secondary Tracks, except where automatic block signal system Rules 501 to 516, inclusive, are in effect, absolute block must be provided for freight trains handling special cars or lading of any nature that is accompanied by Government guards.

YARD LIMITS

1093-A. Yard Limits indicated by yard limit boards.

NEW YORK DIVISION

| Track | Between | And |
|----------------------------|---------------------------------|---------------------------------|
| Flemington Branch | Flemington Jct. | Flemington |
| Clinton Branch | Landsdown | 900 feet east of Landsdown |
| Easton and Northern Branch | Easton | 3100 feet west of Easton |
| | 2165 feet east of 13th St. Jct. | 2470 feet west of 13th St. Jct. |
| | L & N. E. Jct. | Belfast Jct. |

BUFFALO DIVISION

| | | |
|------------------------|----------------------------|-----------------------------|
| Auburn Branch | Sayre | 450 feet west of M. P. 272 |
| | 2500 feet west of M.P. 288 | Owego |
| Freeville Secondary | 670 feet west of M.P. 289 | M. P. 291 |
| Waverly-Elmira Branch | Sayre | Waverly |
| Auburn & Ithaca Branch | Ithaca | 1373 feet west of M. P. 308 |
| Naples Branch | Geneva | 673 feet west of M. P. 346 |
| Rochester Branch | Rochester Jct. | 2482 feet west of M. P. 380 |

1093-B1. [Buffalo Division] Auburn Branch, Sayre-Eastward trains, on Auburn Branch, in excess of 20 cars must stop at telephone located on north side of track west of private road crossing for Sayre Shop Area, and must not obstruct, or proceed over the crossing until the Conductor or Engineman has reported to the Yardmaster, and permission has been received to enter Sayre Yard.

1093-B2. [Buffalo Division] Auburn Branch, Owego-Eastward trains and engines from Erie Lackawanna Railway to Auburn Branch, are relieved from obtaining permission to occupy main track within yard limits as prescribed by Rule S-93, and may enter the main track of Auburn Branch and proceed eastward to telephone at Goodrich Road crossing where the Conductor or Engineman must report to the Operator at Sayre for instructions. Telephone number for Operator at Sayre is 1-717-884-6114.

1093-B3. [Buffalo Division] Freeville Secondary Track, Owego-Eastward trains and engines on Freeville Secondary Track must stop at telephone, 4410 feet east of M. P. 290, and the Conductor or Engineman must report to the Operator at Sayre for instructions. Telephone number for Operator at Sayre is 1-717-884-6114.

1093-B4. [Buffalo Division] Waverly-Elmira Branch, Waverly-Eastward trains and engines from Erie Lackawanna Railway to Waverly Elmira Branch must stop at telephone in the vicinity of Spaulding Street bridge, at Waverly, where the Conductor or Engineman must report to the Operator at Sayre for instructions. Telephone number for Operator, at Sayre is 884-6114.

1093-B5. [Buffalo Division] Rochester Branch Yard Tracks, Crittenden Road - Westward trains and engines must stop at telephone located at Crittenden Road and the Conductor or Engineman must report to the Operator at Niagara Jct. for instructions. Telephone number for Operator at Niagara Jct. is 1-683-1430.

1097-A. In the application of Rule S-97, train order will be authority for operation on the following branches:

NEW YORK DIVISION

Easton & Northern Branch
 Nesquehoning Branch (L & S Area)
 Freeland Branch
 Ebervale Branch
 Tomhicken Branch

BUFFALO DIVISION

State Line & Sullivan Branch
 Auburn Branch
 Ithaca Branch
 Naples Branch
 Rochester Branch

1097-B. The assigned crew has operating rights over other trains, except within yard limits, on Branches, Secondary Tracks or Running Tracks, or portions thereof, as herein specified, and are relieved from observing Rule S-83 and S-93; also from obtaining permission to use Secondary Tracks of No Assigned Direction as prescribed by Rule 105a.

NEW YORK DIVISION

| | | |
|---------------------|-------------------------|---|
| Raritan Branch | Switching Crew | 12:01 A.M. to 11:59 P.M. Daily |
| Clinton Branch | Switching Crew | 12:01 A.M. to 11:59 P.M. Daily |
| Musconetcong Branch | Switching Crew | 12:01 A.M. to 11:59 P.M. Daily |
| Ashmore Secondary | Hazleton - Allentown | 7:01 A.M. Saturday to 6:59 A.M. Mon. |
| Hazleton Secondary | Hazleton - Allentown | 7:01 A.M. Saturday to 6:59 A.M. Mon. |

BUFFALO DIVISION

| | | |
|---|---------------------------|---|
| Montrose Branch | Tunkhannock - Montrose | 12:01 A.M. to 11:59 P.M. Daily except Sunday |
| Waverly-Elmira Branch Between Elmira and Horseheads | Sayre-Horseheads | 12:01 A.M. to 11:59 P.M. Daily, except Sunday |
| Auburn & Ithaca Branch Between Ithaca and Ludlowville | Ludlowville-Milliken | 12:01 A.M. to 11:59 P.M. Daily |

1097-C1. [Buffalo Division] Tift Terminal Eastward trains or engines, when ready to depart from Tift Terminal, must obtain permission from Yardmaster before proceeding. Telephones are located approximately where the head end of eastward trains will be after doubling.

1097-C2. [Buffalo Division] Tift Terminal. Westward trains or engines from Penn Central Connections between Ridge Interlocking and Tift Terminal must obtain permission from Yardmaster at Tift Terminal before proceeding westward on Lehigh & Lake Erie Branch yard tracks.

NON-INTERLOCKING RAILROAD CROSSINGS AT GRADE

1098-A. Movement of trains or engines over non-interlocked railroad crossings at grade will be governed as follows:

NEW YORK DIVISION

| Location | Other Railroad or Track | Note |
|---|----------------------------------|------------|
| Main Line: Jersey Ave., Jersey City | C. R. R. of N. J. | 11 |
| National Docks Branch: Bayonne | C. R. R. of N. J. | 2 - 3 |
| National Docks Branch: Phillips St. | C. R. R. of N. J. | 2 - 6 |
| Newark Yard: Frelinghuysen Ave. | Penn Central | 3 |
| Cranford: B & O Hole | B. & O. R. R. | 5 - 6 - 12 |
| Raritan Copper Branch: Perth Amboy | C. R. R. of N. J. | 2 - 4 |
| Easton & Northern Branch: L & N. E. Jet. | L & N. E. Rwy. Co. | 2 - 5 - 12 |
| Audenried: Shimer Secondary Track | Tresckow Branch - L & S Area | 7 - 9 |
| Audenried: L & S Area Tresckow Branch | Shimer Secondary Track | 2 - 9 |
| Wilkes-Barre: Franklin Colliery Branch | Nanticoke Branch - L & S Area | 7 - 9 |
| Wilkes-Barre: L & S Area Nanticoke Branch | Franklin Colliery Branch | 7 - 9 |
| North Wilkes-Barre: Wilkes-Barre Secondary Track | D & H R. R. | 1 |
| West Pittston Branch: Harry E. Crossing | E - L Rwy. Co. | 6 |
| West Pittston Branch: Mill Hollow | E - L Rwy. Co. | 6 |

BUFFALO DIVISION

| | | |
|--|---|-------|
| Freeville: Freeville Secondary Track Mead Secondary Track | Cortland Secondary Track East Ithaca Running Track | 7 - 9 |
| Cortland Jet: Cortland Secondary Track | E - L Rwy. Co. | 10 |

BUFFALO DIVISION [Continued]

| Location | Other Railroad or Track | Note |
|--|-------------------------|-------------|
| Waverly - Elmira Branch: Elmira | Penn Central | 8 - 12 - 13 |
| Waverly - Elmira Branch: Thurston Street, Elmira | E - L Rwy. Co. | 4 - 6 - 13 |
| Auburn Yard: Auburn | Penn Central | 4 - 13 |
| Tift Terminal: West End Yard: Westward Yard Lead Track | Eastward Yard Lead | 3 - 5 - 14 |

NOTES:

- (1) When signal indicates Stop, in addition to complying with Rule 509, Stop indication may be passed only on hand signal from trainman stationed on crossing, who must first observe that derrails on D. & H. R. R. are in derailing position before giving hand signal.
- (2) Stop.
- (3) It must be known the crossing is clear before using.
- (4) Proceed after trainman stationed on crossing has observed that no movement is approaching on other railroad.
- (5) Proceed after trainman has placed signal in "Proceed" position.
- (6) Provide flag protection against movements on other railroad.
- (7) Stop at "STOP" signs.
- (8) Normal position of signal is for Penn Central. Proceed after trainman has placed signal in Stop position for Penn Central movements.
- (9) Proceed over grade crossing under flag protection.
- (10) Normal position of signals is Stop for L.V.R.R. movements and a member of the crew must operate control lever in accordance with operating instructions posted in control box at crossing. When movement is completed, control lever must be restored to normal position and control box closed and locked.

When indication lights are displayed in control box, indicating that an E - L. Rwy. movement is approaching the crossing a member of the crew must report to E - L. Rwy. train dispatcher for instructions.

If, from failure of apparatus, signals governing L.V.R.R. movements cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will, after protecting crossing, pass signal in Stop position and report to Superintendent from first point of communication where the report can be made without delay.
- (11) C. R. R. of N. J. movements must Stop and obtain authority from yard office for movement over crossing.
- (12) Where normal position of signals is for the other railroad, they must be returned to that position when L.V.R.R. movement is completed.
- (13) Stop must be made within not less than 200 feet or more than 800 feet of railroad crossing at grade.
- (14) Normal position of signal - Proceed on westward yard lead track.

MOVEMENT OF TRAINS

1101-A. When a train encounters a severe storm or indication of high water or when conditions may cause slides, train will proceed at Reduced speed looking out for obstructions on track.

1101-A1. [New York Division] Bayonne Branch - Eastward trains and engines must Stop at "STOP" sign, 250 feet west of switch leading to East Claremont Yard and a member of the crew must determine route is clear before giving a signal to the engineman to proceed.

1101-A2. [New York Division] Poinier Street Yard, Newark - Trains and engines must Stop approaching Poinier Street short yard and a member of the crew must be sent ahead to ascertain that trucks and trailers parked along driveway clear tracks, before giving a signal to the engineman to proceed.

1101-A3. [New York Division] Irvington Branch, Hillside - Gates across track at Bristol-Myers Company are located as follows:

Across main track at easterly and westerly limits of Bristol-Myers property.

Across siding serving building on northerly side of main track.

Across siding serving building on southerly side of main track, near Route 22 overhead highway bridge.

Gates are equipped with both L.V.R.R. switch locks and private locks of Bristol-Myers Co.

In event of emergency, Bristol-Myers Co. Plant Guards, or Officials, can be reached at the following telephone numbers:

Gate House - 923-5000 Extension 345 or 460

Power House - 923-8068

Mr. Charles Domina - 373-7028

Mr. Dan Uhl - 352-5626

1101-A4. [New York Division] Tomhicken Branch - Trains and engines must operate at Restricted speed between Locust Jct. and Cranberry Jct. expecting to find cars blocking main tracks or switches not properly lined.

1101-A5 [Buffalo Division] Waverly-Elmira Branch, Horseheads. Manually operated barricades are provided at Corning Glass Works as follows:

West end of Platform G.

Main Office Entrance.

East end of Platform E.

Trains and engines on Track 2 or Track 4 at Corning Glass Works must not pass walkway at west end of Platform G, walkway at Main Office entrance or walkway at east end of Platform E, until a member of crew has placed manual barricades in the "DOWN" position and gives a signal to the engineman to proceed.

Manually operated barricade at Main Office entrance is equipped with a flashing red warning light, operated from a control switch located on west wall of Main Office entrance, and the member of crew placing barricade in "DOWN" position will operate control switch to activate warning light.

When movement is completed, barricades must be placed in "UP" position and control switch operated to stop operation of warning light.

USE OF BACK-UP HOSES COMMONWEALTH OF PENNSYLVANIA

1103-A. On January 5, 1974, the Pennsylvania Public Utility Commission adopted in their Railroad Regulation, Rule 27, referring to Use of Back-Up Hose in Rail Operations which requires in part:

"[A] That the use of back-up hoses in all train operations shall be for emergency stop of the train movement; however, the use of back-up hose for car spotting operations shall be permitted, providing that communication with the engineman is available to insure the safety of the movement."

"[B] That future repairs to or replacement of back-up hoses by any carrier will be to modify the hose to at least one-inch diameter (I.D.) with a maximum overall length not to exceed 10 feet."

The following instructions will apply to Back-Up Hose.

[1] General

The use of back-up hoses is permitted for car spotting operations providing that proper communication is had with engineman to insure safety of the movement to be made. Hoses must be examined prior to each use to see that they are in fit and safe condition.

[2] Testing Prior to Use

Before starting any operation in which back-up hose (or back-up valve, where rear car is so equipped) is to be used to control the spotting of cars, the trainman and engineman must communicate to insure that both understand the moves to be made.

After hose is attached, angle cock opened and brake system charged, brake test must be made before starting movement, as follows:

1. Engineman must cut out brake valve on locomotive.
2. Trainman will partially open the control valve by turning the handle slowly toward a position crosswise of the hose (or pipe) and observe that brakes apply on car.
3. Engineman, after noting brake pipe reduction, will give trainman proper signal and will cut brake valve in.

[3] Car Spotting Operations

Engineman will control movement in accordance with signals from trainman. Promptly after backup movement is started, trainman will make application of the brakes to determine effective braking force. If such application is not observed, engineman must stop movement and ascertain reason.

Service application of brakes is made by slowly opening the control valve until desired braking effect is obtained. Control valve should not be opened more than two-thirds unless emergency application is desired. If desired braking is not obtained by service application, control valve must be moved quickly to fully open position and movement stopped.

Emergency application of brakes is made by opening control valve quickly, so that handle is crosswise of hose (or pipe) and left in this position until movement stops.

Engineman must cut out brake valve of locomotive prior to approaching the vicinity where stop is to be made.

Except as provided in paragraphs (1), (2) and (3), the back-up hose is for the purpose of stopping movement when used on a car which is the leading vehicle of a train and their use for any other purpose except to make emergency stop is prohibited.

[4] Whistle Valves

Where whistle valves are provided on back-up hoses they are to be used only for the purpose of providing a warning when a car is the leading vehicle of the train, and their use for any other purpose is prohibited.

NOTE: This instruction is adopted for system practice and applies to employees using back-up hoses in State of New Jersey and State of New York.

1103a-A1. [New York Division] Wilkes-Barre — City Ordinance prohibits blocking highway crossing in excess of 3 minutes. Members of train and engine crews must take necessary precautions to avoid violation of Ordinance.

HAZARDOUS MATERIAL REGULATION

1103d-A. In compliance with Federal Railroad Administration Emergency Order No. 5, D.O.T. specification tank cars 112A and 114A that are not equipped with head shields and transporting flammable compressed gas requiring "DANGEROUS" placards shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any D.O.T. 112A or 114A tank car containing flammable compressed gas placarded "DANGEROUS", that is not equipped with head shields, nor shall any such car be coupled into with any more force than is necessary to complete the coupling.

The shipping papers required by Section 174.510 of the Hazardous Material Regulation for loaded tank cars containing flammable compressed gas placarded "DANGEROUS" must carry the notations: "DOT 112A" or "DOT 114A" and "must be handled in accordance with FRA E.O. No. 5."

Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of Emergency Order No. 5.

NOTICE TO TRAIN AND ENGINE CREWS OF PLACARDED CARS IN TRAIN

1103d-B. At all terminals where trains are made up by crews other than road crew accompanying outbound movement of cars Form HM 174.589 (f) "Notice To Train And Engine Crews Of Placarded Cars In Train" will be furnished to Conductor and Engineman.

At points where train or engine crews are changed the notice must be transferred to relieving crew.

Conductors and Enginemen must show notice of placarded cars in train to other members of the crew.

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HAND-OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCKS

1104-A. The following switches are equipped with electric locks: permission to unlock must be obtained from Operator. When authorized to use electric locks, employees will be governed by instructions posted in lock case.

NEW YORK DIVISION

| Location | Switch | Operator in Charge | Note |
|-------------------------|---|--------------------------|------|
| MAIN LINE: | | | |
| Newark, West of | East end of Siding 3 | Newark | 1 |
| Newark, West of | Crossover between No. 1 Track and Siding 3 | Newark | 1 |
| Hillside | Crossover between No. 1 Track and Siding 3 | Newark | 1 |
| Hillside | Crossover between No. 1 and No. 2 Tracks | Newark | 1 |
| Hillside | Crossover between No. 2 Track and Siding 4 | Newark | 1 |
| Hillside | Station | Newark | 1 |
| Hillside, West of | West End of Siding 3 | Newark | 1 |
| Hillside, West of | General Motors | Newark | 1 |
| Townley, East of | Schering Co. | Newark | 1 |
| Townley | Crossover between No. 2 Track and Track leading to Reisen Lumber Co., Borden Metal Products and A. B. Murray Tube Co. | Newark | 1 |
| Townley | Elizabeth Ironworks | Newark | 1 |
| Townley | Switch leading to Schaefers and Elizabethtown Consolidated Gas Co. | Newark | 1 |
| Townley, West of | Freight Service | Newark | 1 |
| Royce, West of | West End No. 3 Secondary | Easton | |
| Royce, West of | East End Read Valley Switching | Easton | |
| Read Valley, West of | West End Read Valley Switching | Easton | |
| Flemington Jct. | Flemington Branch | Easton | |
| Landsdown | Clinton Branch | Easton | |
| Musconetcong Jct. | East End Run Around | Easton | |
| Musconetcong Jct. | West End Run Around | Easton | |
| Musconetcong Jct. | Musconetcong Branch | Easton | |
| Glendon | South Side Industrial Branch | Easton | |
| | Derail, east of Freemansburg Rd. | Easton | 2 |
| Bethlehem, West of | East End Bethlehem Fabricators | Easton | |
| Bethlehem, West of | West End Bethlehem Fabricators | Easton | |
| Cementon, East of | Whitehall Cement Co. | Easton | |

NEW YORK DIVISION [Continued]

| Location | Switch | Operator in Charge | Note |
|---------------------------------|---|--------------------------|------|
| L & S Area MAIN LINE: | | | |
| Walnutport | Walnutport Industrial | R Tower | |
| Palmerton | East End Hazard Industrial | R Tower | |
| West End Hazard | West End Hazard Industrial | R Tower | |
| West End Hazard | New Jersey Zinc Co. | R Tower | |
| Laurel Run | Laurel Run Siding | Coxton | |
| Wilkes-Barre Secondary Track | | | |
| North Wilkes-Barre | Track 3, leading to Wilkes-Barre Secondary Track | Coxton | |
| BUFFALO DIVISION | | | |
| Tunkhannock, West of | East End Run Siding | Sayre | |
| Tunkhannock, West of | West End Run Siding | Sayre | |
| Carney | East end of crossover between Single track and Charmin Paper Co. Leader | Sayre | |
| Charmin | Crossover, east of Robinsons Crossing, between Single Track and Charmin Paper Co. Leader | Sayre | |
| Charmin | Crossover, west of Robinsons Crossing, between Single Track and Charmin Paper Co. Leader | Sayre | |
| Mehoopany, West of | West End Charmin Paper Co. Leader | Sayre | |
| Meshoppen, East of | Kintner Mill | Sayre | |
| Skidders Eddy, West of | Siding 3 | Sayre | |
| Seneca Ordnance | East End Seneca Ordnance | Sayre | |
| Seneca Ordnance | West End Seneca Ordnance | Sayre | |
| Geneva Jct., West of | Crossover between Single Track and Passing Siding | Sayre | |
| Geneva Jct., West of | Lyons Track | Sayre | |
| Geneva | East End Siding, North of Main Track | Sayre | |
| Geneva | West End Siding, North of Main Track | Sayre | |
| Victor | East End Victor Industrial | Niagara Jct. | |
| Victor | West End Victor Industrial | Niagara Jct. | |

BUFFALO DIVISION [Continued]

| Location | Switch | Operator in Charge | Note |
|----------------|---|------------------------------|------|
| Rochester Jct. | Crossover between Single Track and Siding North of Single Track | Niagara Jct. | |
| Rochester Jct. | Crossover between Single Track and Passing Siding | Niagara Jct. | |
| Rochester Jct. | Rochester Branch Derail on Rochester Branch Main Track | Niagara Jct. Niagara Jct. | 2 |
| Batavia | Sylvania Products | Niagara Jct. | |
| Batavia | Crossover between Single Track and Passing Siding | Niagara Jct. | |

NOTES:

1. Permission to operate electric switch lock must be obtained from Operator before unlocking or opening door of electric lock.
2. Switch stand operated derail equipped with electric switch lock. Instructions posted in lock box.
3. Equipped with pipe connected derail.

HAND-OPERATED SWITCHES WHERE TRAINS OR ENGINES MUST NOT CLEAR

1104-B. At the following locations, trains and engines are prohibited from clearing Main Track or, Passing Siding. In the event that trains or engines are required to clear Main Track or Passing Siding, due to emergency, the authority to do so must be given by train order. Train Dispatcher will be responsible for placing speed restrictions of 20 miles per hour in effect for other movements over the switch.

NEW YORK DIVISION

| Track | Location | Switch |
|----------------|----------------------------|--|
| Main Line | 4800 feet west of M.P. 39 | Aeropress Corp. |
| Main Line | 3843 feet west of M.P. 44 | Shurts Feed Co. |
| Main Line | 1600 feet west of M.P. 51 | Thos. J. Lipton Co. |
| Main Line | 76 feet west of M.P. 61 | Agrico |
| Passing Siding | 181 feet west of M.P. 63 | Cripple Track |
| Main Line | 3950 feet west of M.P. 68 | Bloomsbury Station |
| Main Line | 4313 feet east of M.P. 74 | Alpha Siding |
| Main Line | 500 feet east of M.P. 76 | Siding, east of Stockton St., Phillipsburg |
| Main Line | 560 feet east of M.P. 80 | Lehigh Valley Chemical |
| Main Line | 1900 feet east of M.P. 110 | Team Delivery |
| Main Line | 3350 feet east of M.P. 111 | Keystone Co. |
| Main Line | 2667 feet east of M.P. 112 | C. K. Williams |
| L & S Area | | |
| Main Line | 5180 feet west of M.P. 110 | Bowmanstown Station |
| L & S Area | | |
| Main Line | 1100 feet west of M.P. 114 | Strauby's Feed Mill |

BUFFALO DIVISION

| | | |
|---------------------------|----------------------------|-----------------------|
| Main Line | 350 feet east of M.P. 207 | Track 4 |
| Main Line | 4630 feet east of M.P. 225 | Whipple Lumber |
| Main Line | 2632 feet west of M.P. 261 | Ulster Station |
| Main Line | 1423 feet east of M.P. 296 | Cayuta Station |
| Passing Siding | 2224 feet west of M.P. 298 | Cripple Track |
| Main Line | 4749 feet east of M.P. 303 | Odessa Station |
| Main Line | 4695 feet east of M.P. 310 | Burdett Station |
| Main Line | 3932 feet west of M.P. 319 | E. G. Porter |
| Main Line | 4809 feet west of M.P. 326 | Gilbert Station |
| Main Line | 5000 feet west of M.P. 364 | Farmington Station |
| Main Line | 3520 feet west of M.P. 365 | Lancaster Homes |
| Main Line | 4740 feet west of M.P. 370 | Whitmer Jackson |
| Main Line | 4025 feet west of M.P. 374 | Mendon Station |
| Main Line | 1790 feet east of M.P. 398 | General Crushed Stone |
| Main Line | 280 feet west of M.P. 410 | Batavia Waste Paper |
| Passing Siding | 2900 feet west of M.P. 410 | Batavia Station |
| Passing Siding | 4480 feet west of M.P. 410 | Batavia Water Works |
| Main Line | 4550 feet east of M.P. 423 | Corfu Station |
| Lehigh & Lake Erie Branch | 2760 feet west of M.P. 445 | McCaskey Lumber |
| | 317 feet west of M.P. 449 | Grossmans |
| Niagara Falls Branch | 1300 feet west of M.P. 440 | Westinghouse |
| | 1700 feet west of M.P. 441 | Twin Coach |
| | 2875 feet west of M.P. 442 | Williamsville Station |
| | 4200 feet west of M.P. 442 | Amherst Builders |

NORMAL POSITION OF SWITCHES

1104-C1. [New York Division] Oak Island — Eastward trains and engines entering Receiving Yard must Stop before reaching first switch and a member of crew must line switches for proper track. Permission must be obtained from Yardmaster at Hump Yard Office before entering ladder track at east end of yard.

1104-C2. [New York Division] Perth Amboy Secondary Track — Kilmer Connection extends westward Valley to Kilmer. Yard speed must be observed and all members of crew will be responsible for the use and protection of all switches used for movement on Kilmer Connection.

Trains or engines must report clear of, and obtain permission to occupy Perth Amboy Secondary Track. Normal position of switch at west leg of Wye at Valley is for movement on Perth Amboy Secondary Track.

TRACK ASSIGNMENTS

1151-A. SINGLE TRACK

NEW YORK DIVISION

| Track | Between | And |
|-----------------------------------|---|-----------------|
| Main Line | Port Reading Jct. | Phillipsburg |
| | Bethlehem | Catasaugua |
| | Cementon | Lizard Creek |
| L & S Area Main Line | Bethlehem, Connection with Main Line | JU Interlocking |
| | Treichler | Lehighton |
| | Fraser | Crestwood |
| | Solomons Gap | Laurel Run |
| National Docks Branch | Phillips Street | Constable Jct. |
| Newark Branch | Hunter (PC) | Newark |
| Flemington Branch | Flemington Jct. | Flemington |
| Clinton Branch | Landsdown | Clinton |
| Musconetcong Branch | Musconetcong Jct. | Hughesville |
| Easton & Northern Branch | Easton | Belfast Jct. |
| L & S Area Nesquehoning Branch | Packerton Jct. | Tamanend |
| Freeland Branch | Ashmore | Drifton |
| Ebervale Branch | Harleigh Jct. | Pink Ash Jct. |
| Tomhicken Branch | Hazleton Jct. | Harleigh Jct. |
| West Pittston Branch | Coxton | Kingston |

BUFFALO DIVISION

| | | |
|---------------------------------|----------------|----------------|
| Main Line | Falls | Laceyville |
| | Sugar Creek | Greens Landing |
| | State Line | Seneca |
| | Blacksmith | Wyoming |
| Montrose Branch | Tunkhannock | Montrose |
| State Line & Sullivan Branch | Towanda | Dushore |
| Auburn Branch | Sayre | Owego |
| Waverly-Elmira Branch | Sayre | Waverly |
| | Elmira | Horseheads |
| Ithaca Branch | Van Etten Jct. | Ithaca |
| Auburn & Ithaca Branch | Ithaca | Ludlowville |
| Naples Branch | Geneva | Rushville |
| Rochester Branch | Rochester Jct. | Rochester |
| | Rochester Jct. | Lima |
| Niagara Falls Branch | Niagara Jct. | Tonawanda Jct. |
| Lehigh & Lake Erie Branch | Clinton Street | Ridge |

1151-B. Two or More Tracks

Current of Traffic as Follows:

NEW YORK DIVISION

| Between: Main Line | No. 2 Track | No. 1 Track |
|---|-------------|-------------|
| West Oak Island and Port Reading Jct. | East'd | West'd |
| Phillipsburg and Bethlehem | East'd | West'd |
| Catasauqua and Cementon | East'd | West'd |
| Lizard Creek and Fraser | East'd | West'd |
| L & S Area Main Line | | |
| JU Interlocking and Treichler | East'd | West'd |
| Crestwood and Solomons Gap | East'd | West'd |
| Allentown Terminal Railroad | | |
| R Tower and Burn | East'd | West'd |
| Mountain Cut-Off | | |
| Laurel Run and Coxtan Interlocking | East'd | West'd |
| Main Line | | |
| Coxtan Interlocking and Division Post (Buffalo Division) | East'd | West'd |
| Tomhicken Branch | | |
| Locust Jct. and Cranberry | East'd | West'd |

BUFFALO DIVISION

| Between: Main Line | No. 2 Track | No. 1 Track |
|---|-------------|-------------|
| Division Post (New York Division) and Falls | East'd | West'd |
| Laceville and Sugar Creek | East'd | West'd |
| Greens Landing and State Line | East'd | West'd |
| Seneca and Blacksmith | East'd | West'd |
| Wyoming and Tift Jct. | East'd | West'd |
| Lehigh & Lake Erie Branch | | |
| Tift Jct. and Clinton Street | East'd | West'd |

NOTE: Tracks are numbered south to north.

1151-C. Secondary Tracks of No Assigned Direction.

In the application of Rule 105a, movements on Secondary Tracks will be governed as follows:

Conductor or engineman receiving permission to occupy track must repeat instructions to Operator and receive confirmation as to correctness, except when authority is received by message.

When verbal permission is received by the conductor, he must personally give it to the engineman, when such permission is received by the engineman, he must give it to other members of the crew, when practicable.

Authority for movement of a train or engine will be recorded on Dispatcher's Record of Movement of Trains.

NEW YORK DIVISION

| Track | Between | And | Controlled By | Note |
|------------------|-------------------|---------------------|---------------|-----------|
| Track 4 (W) | Potter | S. Plainfield | Newark | 1-2-3 |
| Track 4 (W) | S. Plainfield | New Market | Newark | 1-2-3 |
| Perth Amboy (E) | S. Plainfield | Raritan Jct. | Newark | 1-2-3 |
| Track 3 (W) | Port Reading Jct. | West End Track 3 | Easton | 1-3-5 |
| Ashmore (W) | M & H Jct. | Ashmore | Hazleton | 1-2-3-4 |
| Hazleton (W) | Ashmore | Hazleton Jct. | Hazleton | 1-2-3 |
| Camp (W) | Hazleton Jct. | Shimer | Hazleton | 1-3-4 |
| Shimer (W) | Shimer | Laurel Jct. | Hazleton | 1-3-4 |
| Delano (W) | Delano | Raven Run | Hazleton | 1-3-4 |
| New Boston (E) | Laurel Jct. | Morea | Hazleton | 1-3-4 |
| Gowen (E) | Harleigh Jct. | Gowen | Hazleton | 1-3-4 |
| Gracedale (W) | Fraser | Laurel Run | Coxton | 1-3-6 |
| Wilkes-Barre (W) | Franklin | Shafer | Coxton | 1-2-3-4 |
| Plains (W) | Shafer | Coxton Interlocking | Coxton | 1-2-3-4-7 |

BUFFALO DIVISION

| | | | | |
|---------------|-----------|-----------|-------|-------|
| Freeville (W) | Owego | Freeville | Owego | 1-3-8 |
| Mead (W) | Freeville | Mead | Owego | 1-3 |
| Cortland (W) | Freeville | Cortland | Owego | 1-3 |

[E] [W] indicates timetable direction from point first named.

NOTE 1 - Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by Superintendent. Authority for movement of passenger extras must be in writing, and Manual Block Signal System Rules will be in effect for such movements.

NOTE 2 - Trains or engines entering or leaving this track at intermediate points must obtain permission and report clear, except when clearing at an Interlocking or Block Station.

NOTES: [Continued]

NOTE 3 - Track car extras must not be permitted to enter and proceed on this track until authorized by the Superintendent and then only when the portion of the track to be used is clear of opposing trains and track car extras and block protection is provided until track car extra reports clear. Signals governing opposing and following movements, where provided, must display Stop and their levers blocked with standard blocking devices.

NOTE 4 - Only one train at any one time is to be operated between these points. In event of an emergency requiring operation of a train, or engine, to assist a train disabled between these points, the movement must not be operated at a speed in excess of Restricted speed.

NOTE 5 - Signal indication at Port Reading Jct. is authority for westward movement.

NOTE 6 - Only one train at any one time is to be operated between these points. In event of emergency requiring operation of more than one train between these points. Manual Block must be established and maintained until movements are completed.

NOTE 7 - Signal indication at Coxton Interlocking is authority for eastward movement.

NOTE 8 - Trains or engines leaving Freeville Secondary at Freeville must report clear to Operator at Owego.

1151-D. Running Tracks Of No Assigned Direction.**NEW YORK DIVISION**

| Track | Between | And | Controlled By | Note |
|---------------|---------------|--------------------|--------------------------|------|
| Running 3 (W) | Oak Island | West Oak Island | Yardmaster at Oak Island | 1-2 |
| PA 5 (E) | S. Plainfield | S. Plainfield Yard | Operator at Newark | 1-2 |
| Running 3 (W) | Florence | Bethlehem | Yardmaster at Florence | 1-2 |

BUFFALO DIVISION

| | | | | |
|-----------------|-------------|-----------|-------------------|-----|
| East Ithaca (W) | East Ithaca | Freeville | Operator at Owego | 1-2 |
|-----------------|-------------|-----------|-------------------|-----|

[E] [W] Indicates time table direction from point first named.

NOTE 1 - Permission must be obtained to use this track from employee controlling track.

NOTE 2 - When movement has been completed it must be reported clear except when clearing at an interlocking.

1153-A. Rule 153 in effect as follows:

NEW YORK DIVISION

| Track | Between | And |
|--------------------------------|---------------------|---|
| Main Line | West Oak Island | Fraser |
| | Coxton Interlocking | Division Post, M.P. 191 (Buffalo Division) |
| L & S Area Main Line | JU Interlocking | Lehighton |
| | Fraser | Laurel Run |
| Allentown Terminal Railroad | R Tower | Burn |
| Mountain Cut-Off | Laurel Run | Coxton Interlocking |

BUFFALO DIVISION

| | | |
|------------------------------|--|----------------|
| Main Line | Division Post, M.P. 191 (New York Division) | Tiftt Jct. |
| Niagara Falls Branch | Niagara Jct. | Tonawanda Jct. |
| Lehigh & Lake Erie Branch | Tiftt Jct. | Ridge |

1156-A. USE OF SAND.

Light engines operating where automatic block signal system Rules 501 to 516, inclusive, or Interlocking Rules 605 to 672, inclusive, are in effect must not, except for actual emergency, use sand account possibility of interference with track circuits controlling signal apparatus.

SPEED RESTRICTIONS

1157-A. SPEED TABLE

| Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour |
|---------------|------|----------------|---------------|------|----------------|
| Min. | Sec. | | Min. | Sec. | |
| 0 | 36 | 100 | 1 | 12 | 50 |
| 0 | 38 | 95 | 1 | 20 | 45 |
| 0 | 40 | 90 | 1 | 30 | 40 |
| 0 | 42 | 85 | 1 | 43 | 35 |
| 0 | 45 | 80 | 2 | 00 | 30 |
| 0 | 48 | 75 | 2 | 24 | 25 |
| 0 | 51 | 70 | 3 | 00 | 20 |
| 0 | 55 | 65 | 4 | 00 | 15 |
| 1 | 00 | 60 | 6 | 00 | 10 |
| 1 | 05 | 55 | 12 | 00 | 5 |

SPEEDS

1157-B. Maximum Speeds, Unless Otherwise Specified.

NEW YORK DIVISION

| PASSENGER TRAINS | | Miles Per Hour | | | |
|---|--|-----------------|----------------|----------------|----------------|
| MAIN LINE Between: | | No. 1 Track | No. 2 Track | | |
| Newark and Aldene | | 30 | 30 | | |
| FREIGHT TRAINS | | Miles Per Hour | | | |
| MAIN LINE Between, or At: | | Single Track | No. 1 Track | No. 2 Track | Other Track |
| West Oak Island and easterly limits of Newark Interlocking | | | 10 | 10 | |
| Newark and Lehighton | | 50 | 50 | 50 | |

Except as follows:

Note: Freight trains symbolled Apollo 1 and Apollo 2 are authorized to operate at maximum speed of 60 miles per hour on Main Line between Aldene and Lehighton unless otherwise specified.

NEW YORK DIVISION [Continued]

| FREIGHT TRAINS MAIN LINE Between, or At: | Miles Per Hour | | | |
|--|-----------------|----------------|----------------|----------------|
| | Single Track | No. 1 Track | No. 2 Track | Other Track |
| Newark and Aldene ..... | ..... | 25 | 25 | ..... |
| South Plainfield and Bound Brook ..... | ..... | 40 | ..... | ..... |
| Bound Brook and M.P. 35 ..... | ..... | 25 | ..... | ..... |
| Aldene and Port Reading Jct. .... | ..... | ..... | 40 | ..... |
| Port Reading Jct. Railroad Crossing at Grade | 40 | ..... | ..... | ..... |
| M.P. 52.5, west of Flemington Jct. and M.P. 64 | 40 | ..... | ..... | ..... |
| Passing Siding between Pattenburg and West Portal ..... | ..... | ..... | ..... | 25 |
| East and west ends of Musconetcong Tunnel | 25 | ..... | ..... | ..... |
| West Portal and M.P. 68, east of Bloomsbury | 40 | ..... | ..... | ..... |
| Stockton Street, Phillipsburg | 30 | ..... | ..... | ..... |
| Easton Station Platform ..... | ..... | 10 | ..... | ..... |
| Easterly limits of Richards Interlocking and westerly limits of Bethlehem Interlocking ..... | ..... | 40 | 25 | ..... |
| Signal 911 and a point 1000 feet east of Union Street, Allentown | 20 | ..... | ..... | ..... |
| 1000 feet east of Union Street, Allentown, and a point 1000 feet west of Front Street, Allentown | 10 | ..... | ..... | ..... |
| L & S AREA MAIN LINE Between, or At: | | | | |
| Bethlehem Connection with Main line and JU Interlocking | 10 | ..... | ..... | ..... |
| JU Interlocking and R Tower ..... | ..... | 10 | 10 | ..... |

NEW YORK DIVISION [Continued]

| FREIGHT TRAINS MAIN LINE Between, or At: | Miles Per Hour | | | |
|---|-----------------|----------------|----------------|----------------|
| | Single Track | No. 1 Track | No. 2 Track | Other Track |
| L & S AREA — ALLENTOWN TERMINAL RAILROAD Between: | | | | |
| R Tower and Burn | | 10 | 10 | ..... |
| L & S AREA MAIN LINE Between: | | | | |
| R Tower and WK | | 10 | 10 | ..... |
| WK and M.P. 99 | | 30 | 30 | ..... |
| M.P. 99 and Treichler | | 10 | 30 | ..... |
| Treichler and Lehighton | 40 |  |  | ..... |
| Lehighton Interlocking Limits | 10 |  |  | ..... |
| MAIN LINE Between: | | | | |
| Lehighton and Fraser | | 40 | 40 | ..... |
| Except as follows: | | | | |
| Easterly limits of Lehighton Interlocking and west end of Bridge 121 | | 10 | 10 | ..... |
| Rockport Tunnel | | 30 | 30 | ..... |
| M.P. 139 and M.P. 140 | | 25 |  | ..... |
| White Haven Borough Limits, M.P. 145.2 and Fraser | | 30 | 30 | ..... |
| L & S AREA MAIN LINE Between, or At: | | | | |
| Fraser and Solomons Gap | 30 | 30 | 30 | ..... |
| Solomons Gap and Laurel Run | 25 |  |  | ..... |

NEW YORK DIVISION [Continued]

| FREIGHT TRAINS MOUNTAIN CUT-OFF Between or At: | Miles Per Hour | | | |
|---|-----------------|----------------|----------------|----------------|
| | Single Track | No. 1 Track | No. 2 Track | Other Track |
| Laurel Run and Coxton Interlocking Except as follows: | | 25 | 25 | ..... |
| M.P. 165 and M.P. 167 | | 10 | ..... | ..... |
| M.P. 169 and M.P. 171 | | 10 | ..... | ..... |
| M.P. 169 and M.P. 172 | | | 10 | ..... |
| M.P. 177 and Coxton Interlocking | | | 10 | ..... |
| MAIN LINE Between: | | | | |
| Coxton Interlocking and Falling Springs | | 10 | 10 | ..... |
| Falling Springs and M.P. 191, Division Post (Buffalo Division) | | 50 | 50 | ..... |

BUFFALO DIVISION

| FREIGHT TRAINS MAIN LINE Between or At: | Miles Per Hour | | | |
|---|-----------------|----------------|----------------|----------------|
| | Single Track | No. 1 Track | No. 2 Track | Other Track |
| Division Post, M.P. 191 (New York Division) and State Line | 50 | 50 | 50 | ..... |
| Except as follows: | | | | |
| Vosburg Tunnel | 30 | ..... | ..... | ..... |
| Laceyville and M.P. 234 . . . . . | ..... | 40 | ..... | ..... |
| M.P. 250 and M.P. 252 . . . . . | ..... | ..... | 30 | ..... |
| Westward movements between M.P. 268.9 and Athens . . . . . | ..... | 30 | 30 | ..... |
| Athens and State Line . . . . . | ..... | 10 | 10 | ..... |
| State Line Interlocking Limits | 10 | 10 | 10 | ..... |
| State Line and Tift Jct. | 40 | 40 | 40 | ..... |
| Except as follows: | | | | |
| State Line and Cayuta | 25 | ..... | ..... | ..... |
| Passing Siding between Cayuta and Hinman . . . . . | ..... | ..... | ..... | 25 |
| Gilbert Station switch and Ordnance | 25 | ..... | ..... | ..... |
| Passing Siding between Ordnance and Kendaia . . . . . | ..... | ..... | ..... | 10 |
| Kendaia and M.P. 347 | 25 | ..... | ..... | ..... |
| Passing Siding between Geneva Jct. and Lake . . . . . | ..... | ..... | ..... | 10 |
| M.P. 347 and Seneca | 25 | ..... | ..... | ..... |
| Signal 3591 and a point 3100 feet west of M.P. 361 . . . . . | ..... | 10 | ..... | ..... |

BUFFALO DIVISION [Continued]

| MAIN LINE Between, or At: | Miles Per Hour | | | |
|---|-----------------|----------------|----------------|----------------|
| | Single Track | No. 1 Track | No. 2 Track | Other Track |
| Seneca and Blacksmith | | | 25 | |
| M.P. 367 and M.P. 375 | 25 | | | |
| M.P. 376.5 and M.P. 377.5 | 25 | | | |
| Passing Siding between Quaker and Rush | | | | 20 |
| M.P. 386.5 and M.P. 391 | 25 | | | |
| Passing Siding between Wheatland and P & L Jct. | | | | 20 |
| M.P. 397 and General Crushed Stone switch at North Leroy | 25 | | | |
| Passing Siding between Stafford and Batavia | | | | 25 |
| M.P. 418 and M.P. 423 | 10 | | | |
| M.P. 435 and Niagara Jct. | | | 25 | |
| Niagara Jct. and Tiftt Jct. | | 25 | | |
| Niagara Jct. and M.P. 439.5 | | | 10 | |
| M.P. 439.5 and Tiftt Jct. | | | 25 | |

1157-C MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED.

BRANCHES - NEW YORK DIVISION
Between, or At:Miles
per
Hour

| | |
|--|----|
| National Docks Branch Phillips Street and Constable Jct. | 10 |
| Newark Branch Hunter, Penn Central, and Newark | 30 |
| Raritan Branch Raritan Jct. and End of Track | 10 |
| Flemington Branch Flemington Jct. and Flemington - Prepared to stop short of obstruction, not exceeding | 10 |
| Clinton Branch Landsdown and Clinton | 10 |
| Musconetcong Branch Musconetcong Jct. and Hughesville..... | 10 |
| Easton & Northern Branch Easton and Belfast Jct. | 10 |
| Wilson Borough: South 25th Street | 5 |
| Palmer Twp: Freemansburg Avenue | 5 |
| Palmer Twp: William Penn Highway | 5 |
| Wilson Borough: Northampton Street | 5 |
| Tatamy: Bushkill Drive | 5 |
| Stockertown: Bushkill Street | 5 |
| Stockertown: Center Street | 5 |
| Nesquehoning Branch Packerton Jct. and Tamanend | 10 |
| Freeland Branch Ashmore and Drifton | 10 |
| Jeddo Tunnel - Prepared to stop short of obstruction, not exceeding | 10 |
| Ebervale Branch Harleigh Jct. and Pink Ash Jct. | 10 |
| Tomhicken Branch Hazleton Jct. and Harleigh Jct. | 10 |
| Locust Jct. and Cranberry Jct. - Prepared to stop short of obstruction or switches not properly lined, not exceeding .. | 10 |

1157-C. MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED.

| BRANCHES — BUFFALO DIVISION Between, or At: | Miles per Hour |
|--|----------------------|
| Montrose Branch Tunkhannock and Montrose | 10 |
| State Line & Sullivan Branch Towanda and Dushore | 10 |
| Auburn Branch Sayre and Bridge L-273, 1200 feet west of M.P. 273 | 10 |
| Bridge L-273 and Owego | 25 |
| Waverly - Elmira Branch Sayre and Waverly | 10 |
| Elmira and Horseheads | 10 |
| Elmira, Grand Central Avenue | 4 |
| Ithaca Branch Van Etten Jct. and M.P. 306 | 25 |
| Ithaca Yard: Knights Crossing, Teers Road and Old Stone Quarry Crossings, prepared to Stop, not exceeding | 5 |
| Auburn & Ithaca Branch Ithaca and Ludlowville | 10 |
| Ithaca: State Street, Seneca Street, Buffalo Street, Third Street, Willow Avenue and Stewart Park crossings, prepared to stop, not exceeding | 5 |
| McKinneys, West Of: Between M.P. 310 and a point 1056 feet west of M.P. 313, prepared to stop short of obstruction, not exceeding | 10 |
| Naples Branch Geneva and Rushville | 10 |
| Geneva, Pre-Emption Road | 5 |
| Rochester Branch Rochester Jct. and Rochester | 10 |
| Rochester Jct. and Lima | 10 |
| Honeoye Falls: Monroe Street, High Street, Lehigh Street, West Main Street, Railroad Avenue crossings | 5 |
| Niagara Falls Branch Niagara Jct. and Tonawanda Jct. | 10 |
| Williamsville: Station Track Turnout — Prepared to stop short of switch not properly lined, not exceeding | 10 |
| Lehigh & Lake Erie Branch Tift Jct. and Ridge | 20 |

SECONDARY TRACKS — RUNNING TRACKS

1157-D. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED.

NEW YORK DIVISION SECONDARY TRACKS

| Track: | Miles per Hour | Note |
|---|----------------------|------|
| No. 4 Secondary Track — Between Potter and South Plainfield | 10 | |
| No. 4 Secondary Track — Between South Plainfield and New Market | 10 | |
| Perth Amboy Secondary Track — Between South Plainfield and Raritan Jct. | 10 | 1 |
| No. 3 Secondary Track — Between Port Reading Jct. and West End No. 3 Secondary Track | 10 | |
| Ashmore Secondary Track — Between M & H Jct. and Ashmore | 10 | |
| Hazleton Secondary Track — Between Ashmore and Hazleton Jct. | 10 | |
| Westward trains and engines between a point 220 feet east of Broad & Poplar Streets and Broad & Poplar Streets crossing | 5 | |
| Wye Track between Hazleton Jct. and Locust Jct. | 5 | |
| Camp Secondary Track — Between Hazleton Jct. and Shimer | 10 | |
| Shimer Secondary Track — Between Shimer and Laurel Jct. | 10 | |
| Delano Secondary Track — Between Laurel Jct. and Raven Run | 10 | |
| Delano — Mahanoy City Road crossing | 5 | 2 |
| Shenandoah — Approaching Coal and Emerick Streets, Lloyd & Bower Streets, Center Street and Main Street crossings | 5 | 2 |
| 3rd Curve west of M.P. 170 | 5 | 2 |
| Kohinoor Jct. — Approaching Route 290 crossing | 5 | 2 |
| New Boston Secondary Track — Between Laurel Jct. and Newton | 10 | |
| Between Newton and Morea Colliery | 10 | |
| Gowen Secondary Track — Between Harleigh Jct. and Gowen Colliery | 10 | |
| Movements over Bridge east of M.P. 154 | 5 | |
| Between Bridge east of M.P. 154 and Gowen Colliery | 5 | |
| Gracedale Secondary Track — Between Fraser and Laurel Run | 25 | |
| Curves between M.P. 160.5 and 160.7 | 10 | |
| Wilkes-Barre Secondary Track — Between Franklin and Shafer | 10 | |
| South Wilkes-Barre — Parrish Street crossing | 10 | 2 |
| Plains Secondary Track — Between Shafer and Coxton Interlocking | 25 | |

SECONDARY TRACKS — RUNNING TRACKS**1157-D MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED.****[Continued]****NEW YORK DIVISION RUNNING TRACKS**

| Track | Miles Per Hour | Note |
|---|----------------------|------|
| Running 3 — Between Oak Island Jct. and West Oak Island..... | 10 | |
| PA5 — Between South Plainfield and South Plainfield Yard | 5 | |
| Running 3 — Between Florence and Bethlehem | 10 | |

- NOTES: 1. Prepared to stop short of obstruction or switch not properly lined, not exceeding 10 miles per hour.
2. Reduced speed, prepared to stop short of obstruction not exceeding speed indicated in miles per hour.

SECONDARY TRACKS — RUNNING TRACKS
1157-D MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED.

[Continued]

BUFFALO DIVISION — SECONDARY TRACKS

| Track | Miles Per Hour | Note |
|---|----------------------|------|
| Freeville Secondary Track — Between Owego and Freeville | 10 | |
| Richford: Catskill Turnpike crossing | 5 | |
| Mead Secondary Track — Between Freeville and End of Track | 10 | |
| Groton: Spring Street and Mill Street crossings | 5 | |
| Cortland Secondary Track — Between Cortland and Freeville | 10 | |
| Cortland: Tompkins Street, Delaware Avenue, Owego Street, South Main Street, Pendleton Street, Port Watson Street, Central Avenue, Elm Street, Cleveland Street and River Street crossings | 5 | |

BUFFALO DIVISION RUNNING TRACKS

| Track | Miles Per Hour | Note |
|--|----------------------|------|
| East Ithaca Running Track — Between Freeville and M.P. 51 | 10 | |
| M.P. 51 and East Ithaca | 10 | 1 |

NOTES: 1. Prepared to stop short of obstruction or switch not properly lined, not exceeding 10 miles per hour.

| | |
|---------------------------------------|-----------------------|
| SPEED RESTRICTIONS [Continued] | Miles per Hour |
|---------------------------------------|-----------------------|

1157-E. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified:

| | |
|----------------------------------|----|
| MAIN LINE: | |
| Passenger | 45 |
| Freight | 35 |
| L & S AREA MAIN LINE: | |
| Passenger | 30 |
| Freight | 30 |

1157-F. Wreck and Work Trains. Work trains without crane may operate at speed authorized for freight trains, unless otherwise restricted.

NOTE — Where speed of freight trains is slower than speeds shown in this instruction, the freight train speeds must not be exceeded:

| | Miles per Hour | | | |
|--|----------------|------|--------------|------|
| | Boom Trailing | | Boom Forward | |
| | Wreck | Work | Wreck | Work |
| Main Line | 30 | 20 | 30 | 20 |
| Mountain Cut-Off | 25 | 20 | 25 | 20 |
| Branches | 25 | 20 | 25 | 20 |
| Work trains — All curves | | *20 | | *20 |
| Work trains handling Burro cranes moving on own wheels | | *10 | | *10 |

* Applies to wrecking derricks equipped with approved tie down devices, on front and rear, or cranes properly anchored.

| | |
|-----------------------------|-----------------------|
| Main Line + | Miles per Hour |
| 1157-G. Circus Trains | + 35 |

1157-H. Military Trains.

Speed restrictions applying to freight trains will also apply to military trains consisting entirely of freight equipment, or mixed freight and passenger equipment. Military trains consisting entirely of passenger equipment will be governed by the speed authorized for passenger trains.

1157-I. ROCKING ACTION OF CARS

When speed of train cannot be maintained at or above 20 miles per hour the speed must be reduced to 10 miles per hour.

| SPEED RESTRICTIONS [Continued] | Miles per Hour |
|--|----------------------|
| 1157-J. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, power shovels, etc., moving on own wheels, refer to Rules 818 and 819. — on straight track — on curves | + 30 + 20 |
| 1157-K. Symbolled freight trains moving wrecking crane No. 96550 are authorized to operate at speed indicated in this instruction unless otherwise restricted. Boom Trailing Boom Forward | + 30 + 30 |
| 1157-L. Freight trains with 10 or more cars of ore NOTE — When handling such trains, conductors must know that enginemen have been so advised. | + 35 |
| 1157-M. Unit Coal Trains | + 40 |
| 1157-N. Freight trains handling Scale Test cars NOTE — When handling these cars, conductors must know that enginemen have been so advised. Cars must be handled directly ahead of Cabin Car. | + 35 |
| 1157-O. Snow Plows in service Snow Flangers in service Passing station platforms, all highway grade crossings and trains on adjacent tracks | + 25 + 20 + 5 |
| NOTE — + When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above. | |

MAXIMUM AUTHORIZED SPEED ON INDUSTRIAL BRANCHES AND OTHER TRACKS, NOT OPERATED BY BLOCK SIGNAL RULES, TRAIN ORDERS OR TIME TABLE AUTHORITY.

1157-P. Trains and engines must not exceed the speed indicated and must be prepared to stop short of other movements, obstructions, or switch not properly lined.

NEW YORK DIVISION

| Track: | Miles per Hour |
|---|----------------------|
| Johnston Industrial Yard — Between CP-05 and Phillips Street | 5 |
| Bayonne — Between Bayonne and End of Track | 10 |
| Irvington — Between Hillside and Irvington | 10 |
| Perth Amboy Yard — Between Raritan Jct. and Perth Amboy | 10 |
| Bloodgood — Between Clark and End of Track | 10 |
| Raritan Road and Walnut Avenue Crossings | 5 |
| Bushkill — Between 13th Street Jct. and End of Track | 10 |
| South Side Industrial — Between Glendon and End of Track | 10 |
| Allentown — Between Allentown and Gap Jct. | 10 |
| Barber Quarry — Between Union Street, Allentown and End of Track | 10 |
| West End — Between Allentown and End of Track | 10 |
| Between a point 400 feet west of M.P. 95 and a point 515 feet west of M.P. 95 | 5 |
| Odenwelder, L & S Area — Between Easton and Odenwelder | 10 |
| Freemansburg, L & S Area — Between Freemansburg and JU Interlocking | 10 |
| Minsi Trail, L & S Area — Between Minsi Trail Jct. and End of Track | 10 |
| Hazleton Shaft Colliery — Between Hazleton Shaft Switches and End of Track | 10 |
| Sheppton — Between Oneida Jct. and End of Track | 10 |
| Humboldt Industrial Park — Between Harwood Jct. and Humboldt Industrial Park | 10 |
| West Hazleton — Between West Hazleton and Valmont Industrial Park | 10 |
| Eckley — Eckley Jct. and End of Track | 10 |
| Nanticoke, L & S Area — Between Ashley and End of Track at Central Scrap Iron | 5 |
| Ashley Yard, L & S Area — Between Ashley and Franklin .. | 10 |
| Franklin, L & S Area — Between Franklin and End of Track | 10 |
| Wilkes-Barre Yard, L & S Area — Between Market Street, Wilkes-Barre and a point 2940 feet west of M.P. 175 ... | 10 |
| Canal — Between Wilkes-Barre and End of Track | 10 |
| Miners Mills — Between North Wilkes-Barre and Miners Mills | 10 |
| NOTE — Due to mining conditions, Conductor and Engineman must know that track is in safe condition for movement between a point 200 feet east of Park Siding and a point 400 feet west of Park Siding. | |

NEW YORK DIVISION [Continued]

| Track | Miles per Hour |
|---|----------------|
| West Pittston and Exeter — Between West Pittston and Stanton | 10 |
| West Pittston — Between Coxtan and Kingston - Forty Fort. | 10 |
| NOTE — Due to mining conditions, Conductor and Engineman must know that track is in safe condition for movement at the following locations: | |
| Wyoming — Between M.P. 190.5 and Sweatland Lane crossing. | |
| Maltby — Between M.P. 191 and M.P. 192. | |
| Bowmans Creek — Between Kingston — Forty Fort and Luzerne | 10 |
| Kingston — Forty Fort and River Street, Forty Fort..... | 10 |

BUFFALO DIVISION

| Track | Miles per Hour |
|---|----------------|
| Ludlowville - Milliken — Between Ludlowville and Milliken. | 10 |
| NOTE — Trains and engines must be prepared to stop short of obstruction between M.P. 316 and a point 1100 feet west of M.P. 317, account condition of embankment. | |

CROSSOVERS AND TURNOUTS

| | Miles per Hour |
|---|----------------------|
| 1157-Q. MAXIMUM SPEEDS | |
| Spring Switches: | |
| Trailing — Springing Switch through turnout | 10 |
| Facing movement | 10 |
| Hand-Operated Crossovers and Turnouts unless otherwise specified | |
| | 10 |
| Interlocked Crossovers and Turnouts, unless otherwise specified | |
| | 10 |

1157-Q1. MAXIMUM SPEED — HAND-OPERATED CROSSOVERS AND TURNOUTS

NEW YORK DIVISION

| | Miles per Hour |
|--|----------------------|
| Jersey City — Turnouts Jersey Ave. Jct. Wye | 5 |
| South Plainfield — Turnouts South Plainfield Wye | 5 |

1157-R. MAXIMUM SPEED — INTERLOCKED CROSS- OVERS AND TURNOUTS

NEW YORK DIVISION

| | Miles per Hour |
|---|----------------------|
| Main Line: | |
| Newark — Turnout to Newark Branch | 30 |
| Newark — Crossover between Nos. 1 and 2 tracks west of Newark Interlocking Station | 30 |
| Townley — Crossovers | 30 |
| Roselle Park — Crossover and Turnouts | 30 |
| Aldene — Crossovers | 30 |
| Aldene — Turnout to C. R. R. of N. J. Connection | 20 |
| Port Reading Jct. — Turnout from Single Track to No. 2 Track | 30 |
| Pattensburg — Turnout | 25 |
| West Portal — Turnout | 25 |
| Phillipsburg — Turnout from Single Track to No. 1 Track .. | 30 |
| Richards — Crossovers and Turnouts | 20 |
| Bethlehem — Turnout from No. 1 Track to L & S Area Connection | 10 |
| Turnout from No. 1 or No. 2 Track to Single Track | 40 |
| Catasauqua — Turnout from Single Track to No. 2 Track .. | 20 |
| Cementon — Turnout from No. 1 Track to Single Track ... | 30 |
| Lizard Creek — Turnout | 30 |

NEW YORK DIVISION [Continued]

| | Miles per Hour |
|---|----------------------|
| L & S Area Main Line: | |
| JU Interlocking — Crossovers and Turnouts | 10 |
| Steel — Crossovers and Turnouts | 10 |
| VN Interlocking — No. 1 Track, Turnout | 10 |
| VN Interlocking — No. 2 Track, Turnout | 10 |
| R Interlocking — Crossovers and Turnouts | 10 |
| Treichler — Crossover | 30 |
| Fraser — Turnout from Single Track to No. 2 Track | 30 |
| Turnout from Gracedale Secondary Track to No. 2 Track | 10 |
| Crestwood — Turnout | 30 |
| Solomons Gap — Turnout from Single Track to No. 2 Track | 25 |
| Turnout from No. 2 Track to No. 2 Yard Track | 10 |
| Laurel Run — Turnout from Single Track to Mountain Cut-Off | 25 |
| Mountain Cut-Off | |
| Laurel Run — Turnout from No. 2 Track to No. 1 Track .. | 25 |
| Dupont — Crossover between Nos. 1 and 2 Tracks | 20 |
| Turnout from No. 2 Track to D & H Connection | 20 |

BUFFALO DIVISION

| | |
|--|----|
| Main Line: | |
| Falls — Turnout | 50 |
| Laceyville — Turnout | 50 |
| Sugar Creek — Turnout | 25 |
| Greens Landing — Turnout | 30 |
| Athens — Crossover and Turnouts | 10 |
| State Line — Crossover and Turnouts | 10 |
| Cayuta — Turnout | 25 |
| Hinman — Turnout | 25 |
| Ordnanee — Turnout | 10 |
| Kendaia — Turnout | 10 |
| Lake — Turnout | 10 |
| Seneca — Turnout | 25 |
| Blacksmith — Turnout | 25 |
| Quaker — Turnout | 20 |
| Rush — Turnout | 20 |
| Wheatland — Turnout | 20 |
| Stafford — Turnout | 25 |
| Batavia — Turnout from Passing Siding to Single Track | 25 |
| Wyoming — Turnout | 40 |
| Niagara Jct. — Turnouts Niagara Jct. Wye | 10 |
| Tiff Jct. — Crossovers and Turnouts | 25 |
| L & LE Branch: | |
| Clinton Street — Turnout | 20 |
| Ridge — Turnout | 20 |

1157-S. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, CURVES.

RESTRICTIONS APPLY TO SINGLE OR DOUBLE TRACK, UNLESS OTHERWISE SPECIFIED.

| MAIN LINE: NEW YORK DIVISION | Miles Per Hour |
|--|----------------------|
| Curve M.P. 27.6 to M.P. 27.9 | 55 |
| Curves between M.P. 43.3 and M.P. 44 | 55 |
| Curves between M.P. 46 and M.P. 47.3 | 55 |
| Curve between M.P. 54.4 and M.P. 54.8 | 55 |
| Curve between M.P. 58.0 and M.P. 58.2 | 55 |
| Curves between M.P. 63.6 and M.P. 65.9 | 45 |
| Curves between M.P. 69.9 and M.P. 70.5 | 45 |
| Curves between M.P. 70.5 and M.P. 72.1 | 50 |
| Curves between M.P. 73.8 and M.P. 75.1 | 55 |
| Curves between M.P. 75.1 and M.P. 76 | 50 |
| Curves between M.P. 76 and M.P. 78.4 | 30 |
| Curves between M.P. 78.4 and M.P. 79.5 | 35 |
| Curves between M.P. 81.4 and M.P. 83 | 50 |
| Curves between M.P. 83 and M.P. 83.7 | 45 |
| Curves between M.P. 83.7 and M.P. 86.7 | 50 |
| Curves between M.P. 87.1 and M.P. 88.2 | 55 |
| Curves between M.P. 98.3 and M.P. 99.5 | 40 |
| Curves between M.P. 103.3 and M.P. 109.3 | 50 |
| Curves between M.P. 109.3 and M.P. 109.6 | 45 |
| Curves between M.P. 111.5 and M.P. 115.4 | 50 |
| Curves between M.P. 115.4 and Lehighton | 40 |
| L & S AREA MAIN LINE: NEW YORK DIVISION | Miles Per Hour |
| Curve between M.P. 102.5 and M.P. 102.7 | 35 |
| Curves between M.P. 107.7 and M.P. 108.3 | 25 |
| Curves between M.P. 112.7 and M.P. 112.9 | 25 |

NEW YORK DIVISION [Continued]

| MAIN LINE: NEW YORK DIVISION | Miles Per Hour |
|---|-------------------------------|
| Curves between M.P. 121.3 and M.P. 122.8 | 25 |
| Curves between M.P. 122.8 and M.P. 124.7 | 35 |
| Curves between M.P. 124.7 and M.P. 126.1 | 30 |
| Curves between M.P. 126.1 and M.P. 128.5 | 25 |
| Curves between M.P. 128.5 and M.P. 130.8 | 35 |
| Curves between M.P. 130.8 and M.P. 131 | 25 |
| Curves between M.P. 131 and M.P. 133.3 | 35 |
| Curve between M.P. 133.3 and M.P. 133.8 | 25 |
| Curve between M.P. 133.8 and M.P. 134 | 30 |
| Curves between M.P. 134 and M.P. 135.6 | 35 |
| Curves between M.P. 135.6 and M.P. 136.7 | 40 |
| Curve between M.P. 136.7 and M.P. 137.2 (Rockport Tunnel) | 30 |
| Curves between M.P. 137.2 and M.P. 138.6 | 40 |
| Curves between M.P. 138.6 and M.P. 139.3 | 30 |
| Curves between M.P. 139.3 and M.P. 144.0 | 45 |
| Curves between M.P. 144.0 and M.P. 144.8 | 40 |
| Curves between M.P. 144.8 and M.P. 145.2 | 25 |
| MOUNTAIN CUT-OFF: NEW YORK DIVISION | Miles Per Hour |
| Curves between westerly limits of Dupont Interlocking and M.P. 177.3 | 20 |
| Curves between M.P. 178.7 and M.P. 178.9 | 10 |

| MAIN LINE: BUFFALO DIVISION | | Miles Per Hour | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Curves between M.P. 206.6 and M.P. 206.8 | 45 | | | |
| Curves between M.P. 211 and M.P. 212.8 | 30 | | | |
| Curve between M.P. 224 and M.P. 224.5 | 40 | | | |
| Curve between M.P. 252.8 and M.P. 253.8 | 45 | | | |
| Curves between M.P. 253.8 and M.P. 254 | 30 | | | |
| Curves between M.P. 254 and M.P. 255.1 | 35 | | | |
| Curves between M.P. 260.9 and M.P. 261.8 | 40 | | | |
| Curves between M.P. 268.9 and Athens | 30 | | | |
| 1157-T. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED — BRIDGES | | | | |
| Column Table — Class of Engines 1. ES6, ES8, ES9, ES10, ES12, ES66, ESM8, ESM9, ESM12. 2. ARSM15, ARSM18, ARSM20, ERSM18, ERSM20, GFM22, AFM27. 3. Wrecking Crane 96550 [250 Ton]. 4. Wrecking Cranes 96532, 96533 and 96534 [150 Ton]. | Class Of Engines | | Wrecking Cranes | |
| | Refer to Column Table | Refer to Column Table | Refer to Column Table | Refer to Column Table |
| NEW YORK DIVISION | 1 | 2 | 3 | 4 |
| Main Line: | Miles per Hour | | | |
| 144A — 0.72 Mile E. of White Haven | 25 | 25 | 25 | 25 |
| 145 — 0.61 Mile E. of White Haven | 25 | 25 | 25 | 25 |
| 185 — 0.19 Mile W. of Pittston Jct. | 25 | 25 | 25 | 25 |
| Mountain Cut-Off: | | | | |
| C178A — 0.68 Mile E. of Coxton Interlocking | 10 | 10 | 10 | 10 |
| 178B — 0.50 Mile E. of Coxton Interlocking | 25 | 25 | 25 | 25 |
| BUFFALO DIVISION | | | | |
| Main Line: | | | | |
| 254 — Susquehanna River, Towanda | 30 | 30 | 30 | 30 |
| 269 — 0.50 Mile E. of Athens | 20 | 20 | 20 | 20 |
| Lehigh & Lake Erie Branch: | | | | |
| All Bridges | | | 20 | 20 |

**1157-U. MAXIMUM SPEEDS,
UNLESS OTHERWISE RESTRICTED — ENGINES**

| ENGINES | MILES PER HOUR | | | |
|--|----------------|-------|-----------------|------|
| | With Train | Light | Other Movements | Note |
| 115 | 35 | 35 | 30 | 1 |
| 118 to 130, inclusive, 180 to 185, inclusive..... | 40 | 40 | 30 | 1 |
| 210 to 219, inclusive..... | 50 | 50 | 35 | 1 |
| 220 to 224, inclusive, 250 to 276, inclusive, 280 to 292, inclusive..... | 40 | 40 | 30 | 1 |
| 300 to 325, inclusive..... | 60 | 50 | 35 | 1-2 |
| 400 to 415, inclusive..... | 60 | 50 | 35 | 1-2 |
| 501 to 512, inclusive..... | 60 | 50 | 35 | 1-2 |
| 625 to 641, inclusive..... | 40 | 40 | 35 | 1-2 |
| 7640 to 7644, inclusive and 7648..... | 60 | 50 | 35 | 1-2 |

- NOTES: 1. Engines operating as lead unit will be considered running forward regardless of which end of unit is leading.
2. Speed shown for "Other Movements" will apply to engines operated from rear unit or other than leading end for direction of movement.

1157-V. MAXIMUM SPEEDS. DEAD ENGINES IN TRAIN.

In addition to complying with the requirements of Special Instruction 1158-K, trains hauling engines of this company must not exceed speed indicated.

| ENGINES | Miles per Hour |
|-----------------------------|----------------|
| 115 | 35 |
| 118 to 130, inclusive | 40 |
| 180 to 185, inclusive | 40 |
| 220 to 292, inclusive | 40 |

FREIGHT TRAIN OPERATION

RULES AND INSTRUCTIONS FOR INSPECTION, TESTING AND OPERATION OF LOCOMOTIVE AND CAR EQUIPMENT.

1158-A. Rules And Instructions For Inspection, Testing And Operation Of Locomotive And Car Equipment, issued December 1, 1968, revised in part as follows:

Revision of May 3, 1970:

Paragraph (1) of Rule 1002 moved to page 13.

Rule 1003, revised, page 14.

Rule 1004, moved to page 15.

Revision of October 6, 1971:

Rule 1003, revised, page 14.

Revision of March 15, 1972:

Contents, revised in part, page 5.

Rule 1012, revised in part, page 29.

Rule 1013, added, page 30.

Rule 1013-A, added, page 31.

Rule 1301, changed, page 36.

Revision of August 10, 1975:

Rule 1009, changed, page 22.

INSTRUCTIONS FOR PREPARATION AND HANDLING OF FREIGHT TRAINS ON GRADES

ENGINE NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING

1158-B. The following instructions, supplementary to Rules and Instructions for Inspection Testing and Operation of Locomotive and Car Equipment on handling freight trains on grades will apply when engine is not equipped with operative dynamic brake and/or pressure maintaining feature, or when dynamic brake or pressure maintaining feature or both become inoperative. Trains having 40 percent or more loaded cars in train will be considered loaded trains; less than 40 percent loaded cars will be considered empty trains. Trains having 40 percent or more of the cars loaded with mineral or grain will be considered a mineral freight train and all instructions pertaining to mineral freight trains will apply.

On all mineral freight trains, the retaining valves should be turned to high pressure position on the number or percentage of cars shown on pages 123 and 124 of the timetable. High pressure position will not be used on empty cars.

On all trains of empty cars, retaining valves should be turned up in slow direct exhaust position on the number or percentage of cars shown on pages 123 and 124 of the timetable.

When engineman is notified as to the condition of the brakes, he should also be notified as to the number of retaining valves set up in slow direct exhaust position.

Minimum running time shown in Special Instruction 1158-D must be complied with. When, in the judgement of the engineman, the use of additional retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor or member of crew.

When using retaining valves of the three-position type, place handle in high pressure position on loaded cars and low pressure position on empty cars.

On all grades where retaining valves are used, either in the slow direct exhaust position or in high pressure position, engineman must operate the brake valve in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on loaded freight trains.

Where trains are doubled on any grade, after entire train has been coupled together, a test of the brakes on the cars which have been left standing must be made and it must be known that brakes apply and release on rear car of train.

Before descending the following grades, engineman will adjust brake pipe pressure between 95 and 100 lbs. Main reservoir pressure must be a minimum of 130 lbs. Enginemen must operate the brake valve in such a manner as to maintain a brake pipe pressure of not less than 70 pounds.

On trains of empty cars, the brake pipe pressure must be the standard 80 lbs.

NEW YORK DIVISION

| Between | And | Kind of Train | Retaining Valves To Be Turned Up |
|--------------------------------------|------------|---------------|---|
| Gracedale Secondary: Gracedale | Fraser | Mineral | 50 percent-Retainer |
| Main Line: Fraser | Tannery | Mineral | 50 percent-Retainer |
| Tannery | Packerton | Mineral | 70 to 94 Cars - 15 Retainers 95 Cars or More - 20 Retainers |
| Gracedale Secondary: Gracedale | Fraser | | 25 to 50 Cars - 10 Retainers 51 to 75 Cars - 15 Retainers |
| Main Line: Fraser | Tannery | Loaded | 76 to 85 Cars - 20 Retainers 86 to 100 Cars - 25 Retainers 101 Cars or More - 35 Retainers |
| Gracedale Secondary: Gracedale | Fraser | | 50 to 75 Cars - 10 Retainers 76 to 100 Cars - 15 Retainers |
| Main Line: Fraser | Tannery | Empty | 101 Cars or More - 20 Retainers |
| Tannery | Packerton | Empty | 75 Cars or More - 10 Retainers |
| Gracedale Secondary: Gracedale | Laurel Run | Mineral | 75 percent - Retainers |
| Mountain Cut-Off Laurel Run | Coxton | Mineral | 75 percent - Retainers |

NEW YORK DIVISION [Continued]

| Between | And | Kind of Train | Retaining Values To Be Turned Up |
|--------------------------------------|-------------|---------------|------------------------------------|
| Gracedale Secondary: Gracedale | Laurel Run | | 25 to 50 Cars - 10 Retainers |
| | | | 51 to 75 Cars - 15 Retainers |
| Mountain Cut-Off Laurel Run | Coxton | Loaded | 76 to 100 Cars - 20 Retainers |
| | | | 101 Cars or More - 20 Retainers |
| Gracedale Secondary: Gracedale | Laurel Run | | 50 to 75 Cars - 10 Retainers |
| | | | 76 to 100 Cars - 15 Retainers |
| Mountain Cut-Off Laurel Run | Coxton | Empty | 101 Cars or More - 20 Retainers |
| | | | |
| Ashmore Secondary: Ashmore | M & H Jct. | Mineral | 90 percent - Retainers |
| Ashmore | M & H Jct. | Loaded | 75 percent - Retainers |
| Ashmore | M & H Jct. | Empty | 75 percent - Retainers |
| Delano Secondary: Delano | | Empty | 50 to 75 Cars - 15 Retainers |
| | | | |
| Kohinoor Jct. | Raven Run | Loaded | 75 percent - Retainers |
| Eckley Branch: Eckley | Eckley Jct. | Mineral | 50 percent - Retainers |

BUFFALO DIVISION

| | | | |
|---|-----------|---------|------------------------|
| State Line and Sullivan Branch: Dushore | Monroeton | Mineral | 90 percent - Retainers |
| Ithaca Branch: North Spencer | Ithaca | Mineral | 90 percent - Retainers |
| North Spencer | Ithaca | Loaded | 75 percent - Retainers |
| North Spencer | Ithaca | Empty | 75 percent - Retainers |
| Naples Branch: Stanley | Geneva | Mineral | 75 percent - Retainers |
| Stanley | Geneva | Loaded | 75 percent - Retainers |

ENGINE EQUIPPED WITH OPERATIVE DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE.

1158-C. Diesel engines ESM-8, engines 256 to 273, inclusive, ERSM-18, ARSM-18, ARSM-20, CFM-22 and AFM-27 are equipped with dynamic brake.

Diesel engines ERSM-18, ARSM-18, ARSM-20, CFM-22 and AFM-27 are equipped with pressure maintaining brake valve.

Freight trains will be operated on the following descending grades without the use of retainers when hauled by engine equipped with pressure maintaining feature properly tested and known to be in working order in addition to operative dynamic brake on all units. Minimum running times shown in Special Instruction 1158-D must be complied with. In the event of failure of the dynamic brake or pressure maintaining feature, or both enroute, or if for any reason engineman is unable to control speed of train as desired, train will be brought to a stop and secured by use of hand brakes, before train brake is released. After train is recharged, Special Instruction 1158-B for engine not equipped with dynamic brake and pressure maintaining will apply.

MINIMUM RUNNING TIMES AND SPEEDS ON DESCENDING GRADES - FREIGHT TRAINS.

1158-D. The following minimum running times for freight trains between points on descending grades are established:

NEW YORK DIVISION

| Between | And | Distance Miles | Average Miles Per Hr. | Mins. |
|-----------------------|------------|-------------------|-----------------------------|-------|
| Main Line: Tannery | M & H Jct. | 13.0 | 35.45 | 22 |
| M & H Jct. | Packerton | 10.1 | 30.30 | 20 |

BUFFALO DIVISION

| | | | | |
|---------------------------------|-----------|------|-------|----|
| Ithaca Branch: North Spencer | M. P. 306 | 12.8 | 25.00 | 31 |
|---------------------------------|-----------|------|-------|----|

Note: In case of delay enroute, the number of minutes delayed must be added to the minimum time.

ENGINES EQUIPPED WITH DYNAMIC BRAKE.

1158-E. Diesel engines, ESM-8, engines 256 to 273 inclusive, ERSM-18, ARSM-18, ARSM-20, GFM-22 and AFM-27 are equipped with dynamic brakes. When descending grades where the dynamic brake is in use, the dynamic brake will be used, supplemented by the necessary automatic air brake applications to control the speed of the train.

When consist of the train is such that in the opinion of the engineman he may be unable to control run out of slack when releasing train brake, such as when train is made up predominately of heavy loads on head portion of train and large block of empty cars on rear end of train, he may instruct conductor or other member of the train crew, to apply sufficient retainers on head portion of train to prevent runout of slack as head end releases. Slow direct exhaust position must be used for this purpose.

When trains are doubled on any grade, after entire train has been coupled together a test of the brakes on the cars which have been left standing must be made and it must be known that brakes apply and release on rear car of train.

PUSHER ENGINES COMMONWEALTH OF PENNSYLVANIA

1158-F. On March 28, 1966, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 18, requiring that the operation of a pusher engine or engines behind an occupied cabin or caboose car, in train, shall be subject to the following conditions:

When the horsepower to be used by pusher engine or engines behind a cabin car or caboose exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the cabin car and occupy the pusher engine or a cabin car or a caboose behind the pusher or pusher engines, and the train shall be brought to a stop before the pusher engine or engines are detached.

The practice of "cutting off on the fly" pusher engines behind occupied cabin cars shall be limited to those instances in which the horsepower used by the pusher locomotive does not exceed 3,500 horsepower.

USE OF LOCOMOTIVE POWER

1158-G. Operative locomotive power consist on the head end of freight trains shall not exceed a total of five 4 axle or four 6 axle units. Any combination of 4 and 6 axle operative units must not exceed twenty-four axles.

The starting tractive effort of a locomotive consist of twenty-four axles exceeds the normal strength of couplers and draft gear on certain cars and extreme care must be used in starting train. The independent brake may be held applied and released gradually to cushion the starting of train and avoid repeated opening and closing of the throttle.

When operating with maximum permissible head end locomotive power consist of twenty-four axles tonnage of train will be restricted to not more than seventy-five percent of the maximum rated tonnage to permit speed of train to remain high enough to avoid excessively high tractive effort at low speed on ascending grades.

USE OF HELPER LOCOMOTIVES

1158-H. The use of helping locomotives on rear of train shall not exceed twelve axles and in no case exceed that of the hauling locomotive consist. When two 6 axle or three 4 axle locomotives are used on rear of train, throttle must not be advanced beyond No. 6 position except on solid unit coal trains, full throttle may be used.

Helper locomotives in multiple unit control must be equipped with alignment control couplers or coupler restricting blocks.

USE OF DYNAMIC AND INDEPENDENT BRAKE

1158-I. When using dynamic brake, extreme care must be used to avoid harsh slack action and excessive retarding force, making certain that a time delay of at least ten seconds occurs between the placing of the throttle in idle and the movement to dynamic braking position, increasing braking amperage gradually to avoid sudden buildup of braking force. The independent brake may be used to gradually bunch the slack, but in no circumstance should dynamic brake and independent brake be used together. High buff forces occur in dynamic braking that increase when the number of braking units increases and also increase as the speed decreases. Peak buff forces occur between eighteen and twenty-four miles per hour, depending on manufacturer and model of locomotive unit. High buff forces in certain types of couplers transmit a high lateral force against the rail which can result in derailment under certain conditions.

When locomotive consist exceeds eighteen axles, maximum dynamic braking effort shall not exceed 500 amperes at speeds below 25 M.P.H.

When locomotive consist exceeds eighteen axles and independent brake is used in lieu of dynamic brake, brake cylinder pressure will be limited to one-half of maximum pressure.

When approaching crossovers or turnouts regardless of the number of operative units, dynamic brake will be reduced so as not to exceed 500 amperes or independent brake, when used, shall be reduced to one half of maximum brake cylinder pressure beginning 500 feet before entering crossover or turnout and will not be increased until 1500 feet beyond the crossover or turnout.

USE OF DYNAMIC BRAKE AND INDEPENDENT BRAKE PROHIBITED**L & S AREA MAIN LINE [NEW YORK DIVISION]
SOLOMONS GAP - LAUREL RUN**

1158-J. Use of dynamic brake independently of or in conjunction with the automatic train brake to control speed of train between Solomons Gap Interlocking and Laurel Run Interlocking is prohibited.

Use of independent brake valve to control speed of train between Solomons Gap Interlocking and Laurel Run Interlocking is prohibited.

Speed of train between Solomons Gap Interlocking and Laurel Run Interlocking must be controlled exclusively by use of automatic train brake.

DEAD LOCOMOTIVES IN TRAIN

1158-K. Locomotives except ERS-18, ERS-20, ARS-18, ARS-20, GFM-22 and AFM-27 series, are not equipped with alignment control couplers or coupler restricting blocks, and not more than one such unit may be hauled dead, or inoperative, next to the hauling locomotive consist. Any additional dead, or inoperative, units must be separated by at least one loaded car.

Not more than one foreign locomotive unit may be hauled dead, or inoperative next to the hauling locomotive consist. Any additional dead, or inoperative units must be separated by at least one loaded car.

All dead, or inoperative, units must be hauled not to exceed 20 car lengths from hauling locomotive consist.

RAILROAD CROSSINGS AT GRADE

1158-L. When operating at speeds exceeding 25 M.P.H., the throttle of diesel engines must be reduced to RUN 4 position before passing over railroad crossing at grade. If operating diesel engines in RUN 4, or lower, throttle should be placed in next lower position. Throttle must not be advanced until all engine units in consist have passed over crossing.

NEW YORK DIVISION [Continued]

| LOCATION | Class of Engines | | | Other Equipment | | |
|--|------------------|---|---|-----------------|---|------|
| | 1 | 2 | 3 | 4 | 5 | Note |
| MOUNTAIN CUT-OFF | | | | | | |
| BRANCHES AND OTHER TRACKS | | | | | | |
| JERSEY CITY YARD: | | | | | | |
| Float Bridges 1 and 1A | | | B | B | | 1-8 |
| West End Upper No. 1 | | C | C | B | B | 8 |
| Under Bridge ND2E | | | | | | 3-8 |
| NATIONAL DOCKS BRANCH | | | | B | | 8 |
| Waldo Avenue Tunnel | | | | B-D | | 8 |
| NATIONAL STORAGE BRANCH | | | | B | | 8 |
| NEW JERSEY JCT. BRANCH | | | | B | | 8 |
| CLAREMONT TERMINAL TO CONSTABLE JCT. | | D | D | B | | |
| JERSEY CITY BRANCH NO. 1, KELLOGGS | | B | B | B | | 8-10 |
| BAYSHORE CONNECTING RAILROAD | | D | D | B | | |
| NEWARK & PASSAIC BRANCH | | D | D | B | | |
| IRVINGTON BRANCH | | C | C | B | | |
| West Leg of Wye | | C | C | B | | 6 |
| PERTH AMBOY YARD: "A" — "B" — and "Y" Tracks in New Yard | | | R | R | | |
| RARITAN BRANCH | | | | B | | 8 |
| FLEMINGTON BRANCH | | | | B | | 8 |
| CLINTON BRANCH | | | | | | 8 |
| Fox & Milligan Co. Track | B | B | B | B | B | 11 |
| MUSCONETCONG BRANCH | | | | B | | 8 |
| EASTON & NORTHERN BRANCH | | | | B | | 8 |
| SOUTH SIDE INDUSTRIAL BRANCH | | | C | B | | |
| Moss Coal Co. Trestle | B | B | B | B | | |
| BARBER QUARRY BRANCH | | B | B | B | | |
| WEST END INDUSTRIAL BRANCH | | C | C | C | | |
| L & S AREA | | | | | | |
| ODENWELDER | | | | | | |
| INDUSTRIAL TRACK: | | | | | | |
| Easton and Odenwelder | | | | | | 8 |
| Dock Street Track, Easton | | | | R | R | 8 |
| Ingersoll Rand Track, Odenwelder | | | | R | R | 8 |
| L & S AREA | | | | | | |
| FREEMANSBURG | | | | | | |
| INDUSTRIAL TRACK: | | | | | | |
| Freemansburg and JU Interlocking | | | | | | |
| L & S AREA | | | | | | |
| MINSI TRAIL | | | | | | |
| INDUSTRIAL TRACK: | | | | | | |
| Minsi Trail Jct. and End of Track | | | | R | | 8 |
| Air Reduction Co. Track | | | | R | | 8 |
| L & S AREA | | | | | | |
| ALLENTOWN TERMINAL | | | | | | |
| RAILROAD | | | | | | |
| L & S AREA | | | | | | |
| NESQUEHONING BRANCH: | | | | | | |
| Packerton Jct. and Tamanend | | | | R | | 8 |

| NEW YORK DIVISION [Continued] | | | | | | |
|--|------------------|----|----|-----------------|----|-------------|
| LOCATION | Class of Engines | | | Other Equipment | | |
| | 1 | 2 | 3 | 4 | 5 | Note |
| ASHMORE SECONDARY TRACK: | | | | | | |
| Power House Tracks | D | D | D | D | D | ..... |
| Weatherly Foundry Track | | | C | C |  | ..... |
| HAZLETON: | | | | | | |
| All Industrial Tracks | | CD | CD | CD | CD | ..... |
| HAZLETON JCT. WEST OF: | | | | | | |
| All Industrial Tracks | | CD | CD | CD | CD | ..... |
| HAZLETON HEIGHTS BRANCH: | | | | | | |
| Oliver United Filters Track | | CR | CR | CR | CR | ..... |
| DELANO SECONDARY TRACK: | | | | | | |
| Park Place to Raven Run | | | | R |  | ..... |
| SHENANDOAH: | | | | | | |
| Sorens Track | | C | C | C | C | ..... |
| Reed's Track | | C | C | C | C | ..... |
| KOHINOOR JCT., WEST OF: | | | | | | |
| Weston Loaded Car Track, over Bridge WT 169 | B | B | B | B | B | ..... |
| FREELAND BRANCH | | | | | | |
| Jeddo Tunnel | | | | B | D | ..... |
| EBERVALE BRANCH | | | | | | |
| | | | | B |  | ..... |
| HIGHLAND NO. 5 BRANCH | | | | | | |
| Beyond point of switch leading to central loaded car tracks | | | DR | B |  | ..... |
| | | | C | C |  | ..... |
| WEST HAZLETON BRANCH | | | | | | |
| | B | BC | BC | B | B | 12 |
| SHEPPTON BRANCH | | | | | | |
| Hazleton Brick Co. Track | | CR | CR | CR | CR | ..... |
| BEAVER BROOK COLLIERY BRANCH | | | | | | |
| Beyond point designated by sign | R | R | R | R | R | ..... |
| NEW BOSTON SECONDARY TRACK | | | | | | |
| Locust Valley Coal Co. Tracks | | | R | B |  | ..... |
| | | | D | D | D | 13-14 15 |
| RAVEN RUN COLLIERY BRANCH | | | | | | |
| Mammoth Colliery Unloading Pit | D | D | D | D | D | ..... |
| Crossover at west end of south yard to Ramp Track | C | C | C | C | D | ..... |
| GRACEDALE SECONDARY TRACK | | | | | | |
| L & S AREA | | | | | | |
| NANTICOKE BRANCH: | | | | | | |
| Ashley and End of Track at Central Scrap Iron | | | | R | R | 8 |
| L & S AREA | | | | | | |
| Ashley Yard | | | | R |  | ..... |
| Ashley Shop Track, Franklin to Ashley | | | | R | | 8 |
| L & S AREA | | | | | | |
| FRANKLIN BRANCH: | | | | | | |
| Franklin and End of Track | | | | | | 8 |
| L & S AREA | | | | | | |
| WILKES-BARRE YARD TRACKS: | | | | | | |
| Conyngham Ave., Wilkes-Barre and a point 2940 feet west of M.P. 175 ..... |  |  |  |  |  | ..... |
| WILKES-BARRE: | | | | | | |
| Addy Asphalt Co. Track | D | D | D | D | D | 16 |
| J & H Concrete Co. Track | B | B | B | B | B | 9 |
| WILKES-BARRE CANAL TRACK | | | | | | |
| City Steam Co. Track, at Washington St. | B | BC | BC | BC | BC | 9 |

NEW YORK DIVISION [Continued]

| LOCATION | Class of Engines | | | Other Equipment | | |
|---|------------------|---|---|-----------------|---|-----------|
| | 1 | 2 | 3 | 4 | 5 | Note |
| MINERS MILLS BRANCH Wilkes-Barre Milling Co. Track | | C | C | B | | |
| WEST PITTSSTON & EXETER INDUSTRIAL | | | | B | | 8 |
| WEST PITTSSTON BRANCH | | | | B | | 8 |
| BOWMANS CREEK TRACK: Forty Fort to Luzerne | | | C | B | | |
| MILL HOLLOW BRANCH | | | C | B | | |
| LOCATION BUFFALO DIVISION | | | | | | |
| MAIN LINE: LACEYVILLE: Floyd Vandervort Hopper | B | B | B | B | B | |
| ATHENS: Athens Feed Co. Track Ingersoll-Rand Track Loomis Track Hair Coal & Lumber Co. Track | | | C | C | C | |
| SAYRE: Bishop Coal Co. Track Leader Tracks to Agway, Inc. | | | C | C | C | |
| CAYWOOD: E. G. Porter Track | | D | D | D | D | 17 |
| KENDAIA: Interchange Tracks to Seneca Ordnance Depot | | R | R | R | R | 18 |
| GENEVA: Platform Track Federal Warehouse Track Geneva Forge Co. Track Vogt Coal Co. Track | | | C | C | C | |
| VICTOR: J. Hungerford Smith Track Whitmer Jackson Co. Track | | | C | C | C | 8 8 |
| NORTH LEROY: 2nd track, south of No. 2 Track, under crusher at General Crushed Stone Co. Stocking Track at General Crushed Stone Co. B. & O. R. R. Connection at General Crushed Stone Co. | | D | D | D | D | |
| | R | R | R | R | R | |
| | | C | C | C | C | 19 |
| BATAVIA: Water Works Track | | | C | C | | 8 |
| BUFFALO: Darling Co. Track Central Steel Construction Co. Track | | C | C | C | C | |
| | | C | C | C | C | |
| BRANCHES AND OTHER TRACKS MONTROSE BRANCH Lathrop Trestle, at Montrose | B | B | B | B | B | 24 |
| STATE LINE & SULLIVAN BRANCH: Towanda to Monroeton Monroeton to Dushore | B | B | B | B | B | 9 9-20 |
| WAVERLY-ELMIRA BRANCH Upper siding at R & E Pattern and Foundry Corp., at Sayre | | C | C | C | C | |
| AUBURN BRANCH: Bridge L-271 | | | | | | 22 |

| BUFFALO DIVISION [Continued] | | | | | | |
|---|------------------|----|---|-----------------|---|-------|
| LOCATION | Class of Engines | | | Other Equipment | | |
| | 1 | 2 | 3 | 4 | 5 | Note |
| MEAD SECONDARY TRACK: | | | | | | |
| West End Station Track, at Groton | | CD | C | C | C | 23 |
| Finger Lakes Honey Track, at Groton | | | C | C | C | ..... |
| CORTLAND SECONDARY TRACK: | | | | | | |
| Brewer Titchener Pocket Siding | D | D | D | D | D | 25 |
| ITHACA BRANCH: | | | | | | |
| VanEtten Station Track | R | R | R | R | R | ..... |
| Spencer Agway Track | | | R | R | R | 26 |
| AUBURN & ITHACA BRANCH | | | | | | |
| Cayuga Cement Co. Track, at Portland Point | | | | B |  | ..... |
| | | | C | C |  | ..... |
| AUBURN YARD TRACKS: | | | | | | |
| Columbia Rope Track 6 | | B | B |  |  | ..... |
| ALCO East Shop Track | | C | C | C |  | ..... |
| ALCO West Shop Track | | C | C | C |  | ..... |
| Spaceco Track | | B | B | | | 27 |
| Clapp's Hole Track | | C | C | C |  | ..... |
| Clapp's Coal Co. Track ..... |  |  |  |  |  | ..... |
| Firth Carpet Co. Track | | C | C | C |  | ..... |
| Eagle Wagon Works Track | | C | C | C |  | ..... |
| Clark Street Track | | | C | C | | 28-29 |
| NAPLES BRANCH | | | | | | |
| | | | | B |  | ..... |
| ROCHESTER BRANCH | | | | | | |
| | | | | | | |
| LEHIGH AND LAKE ERIE BRANCH | | | | | | |
| | | | | | | |
| NIAGARA FALLS BRANCH: | | | | | | |
| Track Pit - Airport Greenhouse, at Williamsville | B | B | B | B | B | 18 |

NOTES:

- Maximum gross weight must not exceed 350,000 pounds.
- Maximum gross weight must not exceed 100,000 pounds, including car and contents.
- Cars exceeding height of 17 feet 3 inches must not be handled under bridge on Yard Track 1 or Yard Track 2. Cars exceeding height of 17 feet 2 inches must not be handled under bridge on Wye Track.
- Cars exceeding 50 feet in length must be handled one at a time due to curvature.
- Engines prohibited from entering building.
- Cars exceeding height of 15 feet 9 inches must not be handled under overhead bridge on west leg of Wye at Hillside.
- Operation of engines prohibited on all tracks, except Track 10 and Leader Track.
- Class AFM 27 engines prohibited.
- Class ES6 and ES66 engines permitted.
- Class ES6 and ES66 engines permitted on Jersey City Trestle No. 1 and Jersey City Trestle No. 2.
- Engines must hold sufficient cars to avoid operating on trestle.
- Class ES6, ES8, ES12, ES66, ESM8 and ESM12 permitted.

NOTES (Continued)

13. Engines or cars must not pass Sign located 875 feet east of Morea Colliery Loaded Car Switch.
14. Engines are prohibited from passing under Breakers and must exercise care when passing Loading Chutes, Tipples and Ramps where close clearance exists.
15. Engines, box cars and other high equipment prohibited account close clearance.
16. Engines must not pass over track hopper on Addy Asphalt Co. track.
17. Engines may be operated only on the first 800 feet of E. G. Porter Track. Engines are prohibited from passing over Coal Hopper.
18. Engines must not use track beyond point designated by sign.
19. Engines are prohibited from moving beyond the switch points of the first switch east of road crossing.
20. Engines prohibited from operating on Humphrey Mfg. Co. Trestle at Dushore.
21. Class ARSM15 engines permitted.
22. Class ARSM15, ARSM18, ARSM20, ERSM18, ERSM20, GFM22 and AFM27, engines must avoid starting, stopping or slipping on Bridge L-271.
23. Class ARSM15 engines permitted. Movement of cars in excess of 52 feet in length prohibited account bridge clearance.
24. Cars with combined weight in excess of 220,000 pounds, weight of car and lading are prohibited account rail conditions.
25. Equipment exceeding height of 16 feet must not be moved under overhead steam line at Brewer Titchener Pocket Siding.
26. Class AFM27 engines prohibited.
27. Engines prohibited from operating west of Bent No. 9 on Spaceco Track.
28. Class ARSM18, ARSM20, ERSM18 engines permitted.
29. Class ARSM15 engines must be operated as single units.
30. Through movements of trains or engines are prohibited on No. 2 Yard Track between Glen Summit and Penobscot.
When picking up or setting off cars at Glen Summit or Penobscot engines may operate on No. 2 Yard Track only the distance required to make pick up or set off of cars.
31. Operation of engines coupled is prohibited on No. 2 Yard Track between Penobscot and Solomons Gap Interlocking.
32. When picking up or setting off cars on No. 2 Yard Track at Solomons Gap Interlocking, or when pusher engines are clearing interlocking limits, engines may be operated a sufficient distance eastward on No. 2 Yard Track to permit observation of interlocking signal indication governing westward movements on No. 2 Yard Track.

1160-B CLASS OF ENGINES — DESIGNATION CODE

| | | |
|--------------|---|--------------------|
| Letters | } | A - ALCO |
| | | E - E.M.D. |
| | | G - C.E. |
| | | S - Switcher |
| | | RS - Road Switcher |
| | | F - Road Freight |
| M - Multiple | | |

| Numbers | Horsepower |
|---------|------------|
| 6 | 600 |
| 66 | 660 |
| 8 | 800 |
| 9 | 900 |
| 10 | 1000 |
| 12 | 1200 |
| 15 | 1500 |
| 16 | 1600 |
| 18 | 1800 |
| 20 | 2000 |
| 22 | 2250 |
| 27 | 2750 |

MOVEMENT OF NON-REVENUE CARS

1160-C LVRR cars bearing non-revenue series numbers used for the transportation of employes or for the handling of company material, camp cars, work cars, tool cars and idlers for cranes, must be kept on the rear of other freight trains directly ahead of cabin, except:

- LV Dry sand cars 90000 to 90009 and 90100 to 90104.
- LV Tie cars 93200 to 93230.
- LV Scrap material cars 93250 to 93302.
- LV Wheel cars 93514, 93515, 93525 and 93600 and 93615.

OVERHEAD CLEARANCE

1163-A. Train and engine service employes must not occupy the roof of a locomotive, freight car, or caboose, under any circumstance. Other employes whose duties require them to occupy the roof of a locomotive, freight car, or caboose, may do so only when equipment is standing.

1163-A1. [New York Division] Hillside, West Leg Wye — Cars, loads or other equipment higher than 15 feet 9 inches are prohibited under overhead bridge on West Leg of Wye.

1163-B Close overhead clearance exists at various locations. Employes must use care and take precautions necessary to protect against injuries.

1163-C. Conductors and enginemen must know that they have proper clearance before moving or placing engines, cars, open loads or derricks on any track at industries, sidings or station tracks.

1163-D. When shifting cars at freight stations, station platforms, coal operations and industrial tracks, employes must use care and take precautions to protect against injuries from overhead obstructions.

SIDE CLEARANCE

1163-E. Close side clearance exists at various locations. Employes must use care and take precautions necessary to protect against injuries from side obstructions.

1163-E1. [New York Division] Roselle Park - Close side clearance exists along south side of No. 1 track and north side of Gauntlet Track at Roselle Park Station Island Platform and will not clear a man on side of car, engine or other equipment.

1163-E2. [New York Division] Roselle Park - Due to close side clearance at Roselle Park Station Island Platform, excess dimension cars must not be moved on No. 1 track between Townley and Aldene Interlockings. All excess dimension cars must be moved on No. 2 track between Townley and Aldene Interlockings.

ELECTRICAL OPERATION

1167-A1. Following tracks are equipped for AC electrical operation of Penn Central trains and engines:

NEW YORK DIVISION

MAIN LINE: No. 1 and No. 2 tracks between the easterly and westerly limits of Newark Bay Draw Interlocking.

NEWARK BRANCH Hunter and Frelinghuysen Ave. Bridge.

Supporting wires for Penn Central catenary system extend over No. 1 and No. 2 tracks between Greenville Sub-Station and the easterly limits of Newark Bay Draw Interlocking.

1167-A2. Power Director for Penn Central is located at New York. Telephones are located at home signals at easterly and westerly limits of Newark Bay Draw Interlocking for communication with the Power Director.

Employees working near energized wires must obtain permission and proper protection from Power Director. Permission must be obtained from the Power Director when the operation of wrecking cranes, locomotive cranes, or Maintenance of Way equipment equipped with booms, is necessary under or near catenary system.

Rails, frogs, switches or splices must not be changed, bonds or connections broken, unless temporary bonds have been placed and permission obtained from the Power Director. Loose or broken impedance bond connections in the track must be regarded as energized (live) and reported immediately to the Superintendent and the Power Director.

When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be protected immediately. Employees must not touch dangling wires, nor attempt to move them by any means, but must report their location immediately to the Superintendent and should, if possible, leave someone to warn other persons of danger until such wires are removed. When catenary wires are noticed to be shaking violently, unusually heavy arcing occurring, or it is believed that electrical trouble exists the Power Director must be advised of the conditions immediately.

1167-A3. Bridge warnings, "tell tales", will not be used above tracks equipped with catenary system. When working in electrified territory, employees are prohibited from getting upon, riding, or working on the roof of any car, engine, or other high equipment or lading. Employees must not allow their bodies, material or equipment of any kind to come within 8 feet of transmission wires or within 3 feet of catenary system and power wires.

1167-A4. Conductors and Enginemen are responsible, for knowing that crew members and Foremen are responsible for knowing that their men understand and comply with these instructions.

When inexperienced employees are required to work in electrified territory, the experienced employees must call their attention to the danger.

TRAIN DISPATCHERS

1201-A. Location of Train Dispatchers

Train Dispatchers in charge as follows:

BETHLEHEM, PA. — NEW YORK DIVISION

Main Line: West Oak Island to Fraser

L & S Area Main Line: Bethlehem, connection with Main Line.
JU Interlocking to Lehighon
Fraser to Laurel Run

Mountain Cut-Off: Laurel Run to Coxtan Interlocking

| Branches: | Secondary Tracks: |
|---|-------------------|
| Johnston Industrial Yard Track between Phillips Street and CP-05 | Perth Amboy |
| Newark | Gracedale |
| Flemington | Wilkes-Barre |
| Clinton | Plains |
| Musconetcong | Ashmore |
| Easton & Northern | Hazleton |
| Nesquehoning (L & S Area) | Camp |
| Freeland | Shimer |
| Ebervale | New Boston |
| Tomhicken | Gowen |

NIAGARA JCT., DEPEW, N. Y. — BUFFALO DIVISION

Main Line: Coxtan Interlocking to Tift Jct.

| Branches: | Secondary Tracks: |
|-----------------------|-----------------------|
| West Pittston | Freeville |
| Montrose | Mead |
| State Line & Sullivan | Cortland |
| Auburn | |
| Waverly - Elmira | |
| Ithaca | |
| Auburn & Ithaca | Running Track: |
| Naples | East Ithaca |
| Rochester | |
| Niagara Falls | |
| Lehigh & Lake Erie | |

1201-B. Train Dispatcher Telephone Numbers

Bethlehem, Pa. (New York Division)

L.V. Dial System Ext. 326

Bell Telephone: 8:00 A.M. to 5:00 P.M.
Area Code 215-868-1461

5:00 P.M. to 8:00 A.M.
Area Code 215-866-4504

Niagara Jct., Depew, N. Y. (Buffalo Division)

L.V. Dial System Ext. 56

Bell Telephone: Area Code 716-681-3424

SIGNAL RULES

1250-A. Movement of Trains By Block Signal System Rules.

X - Indicates Rules in Effect.

COLUMN 1 - Movement of Trains in the same direction with the current of traffic by Block Signals.
Rules 251, 253 and 254.

COLUMN 2 - Opposing and following movement of trains by Block Signals.
Rules 261, 262, 263 and 264.

COLUMN 3 - Manual Block Signal System.
Rules 305 to 373 inclusive, except Rule 318.

COLUMN 4 - Manual Block Signal System.
Rule 318 for movements against the current of traffic.

COLUMN 5 - Automatic Block Signal System.
Rules 501 to 516, with current of traffic and on Single track.

NEW YORK DIVISION

| BETWEEN | AND | TRACK | Rules in Effect [See column Description] | | | | | | | Note |
|---|-----------------|---|--|----|----|----|---|----|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| W. Oak Island | Newark | Nos. 1 and 2 | .. | .. | .. | .. | X | X | .. | |
| Newark | Aldene | Nos. 1 and 2 | .. | X | .. | .. | X | .. | .. | |
| Aldene | Port Rdg. Jct. | Nos. 1 and 2 | .. | .. | .. | .. | X | X | .. | |
| Port Rdg. Jct. | Pattensburg | Single | .. | X | .. | .. | X | .. | .. | |
| Pattensburg | West Portal | Single and Passing Sdg. | .. | X | .. | .. | X | .. | .. | |
| West Portal | Phillipsburg | Single | .. | X | .. | .. | X | .. | .. | |
| Phillipsburg | Richards | Nos. 1 and 2 | .. | X | .. | .. | X | .. | .. | |
| Richards | Bethlehem | Nos. 1 and 2 | .. | .. | .. | .. | X | X | .. | |
| Bethlehem | Catasauqua | Single | .. | X | .. | .. | X | .. | .. | |
| Catasauqua | Cementon | Nos. 1 and 2 | .. | X | .. | .. | X | .. | .. | |
| Cementon | Lizard Creek | Single | .. | X | .. | .. | X | .. | .. | |
| Lizard Creek | Lehighton | Nos. 1 and 2 | .. | .. | .. | .. | X | X | .. | |
| Lehighton | Packerton Jct. | No. 1 | .. | .. | .. | .. | X | X | .. | |
| Lehighton | Packerton Jct. | No. 2 | .. | X | .. | .. | X | .. | .. | |
| Packerton Jct. | Fraser | Nos. 1 and 2 | .. | .. | .. | .. | X | X | .. | |
| Bethlehem Connection with Main Line | JU Interlocking | L & S AREA MAIN LINE | | | | | | | | |
| | | Single | .. | X | .. | .. | X | .. | .. | |
| JU Interlocking | R Tower | Nos. 1 and 2 | .. | X | .. | .. | X | .. | .. | |
| R Tower | Treichler | Nos. 1 and 2 | .. | .. | .. | .. | X | X | .. | |
| Treichler | Lehighton | Single | .. | X | .. | .. | X | .. | .. | |
| R Tower | Burn | L & S AREA ALLENTOWN TERMINAL RAILROAD | | | | | | | | |
| | | No. 1 | .. | .. | .. | .. | X | X | .. | |
| Burn | R Tower | No. 2 | .. | X | .. | .. | X | .. | .. | |

NEW YORK DIVISION

| BETWEEN | AND | TRACK | Rules in Effect [See column Description] | | | | | | | Note |
|----------------------------|---------------------------------|--|--|---|-----|---|-----|-----|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Fraser | Crestwood | L & S AREA MAIN LINE | | | | | | | | |
| | | Single | .. | X | ... | X | ... | | | |
| Crestwood | Solomons Gap | Nos. 1 and 2 | ... | | | X | X | ... | | |
| Solomons Gap | Laurel Run | Single | .. | X | ... | X | ... | | | |
| Laurel Run | Coxton Inter. | MOUNTAIN CUT-OFF | | | | | | | | |
| | | Nos. 1 and 2 | ... | | | X | X | ... | | |
| Coxton Inter. | Division Post (Buffalo Div.) | MAIN LINE | | | | | | | | |
| | | Nos. 1 and 2 | ... | | | X | X | ... | | |
| Hunter (Penn Central) | Newark | NEWARK BRANCH | | | | | | | | |
| | | Single | .. | X | ... | X | ... | | | |
| Signal 1472. at Braders | Fraser | GRACEDALE SECONDARY TRACK | | | | | | | | |
| | | Secondary | ... | | | | X | ... | | 1 |

NOTE 1 — Eastward movements only.

BUFFALO DIVISION

| BETWEEN | AND | TRACK | Rules in Effect [See column Description] | | | | | | | Note |
|----------------------------------|----------------|----------------------------|--|---|-----|---|-----|-----|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Division Post (N.Y. Division) | Falls | MAIN LINE | | | | | | | | |
| | | Nos. 1 and 2 | ... | | | X | X | ... | | |
| Falls | Laceyville | Single | .. | X | ... | X | ... | | | |
| Laceyville | Sugar Creek | Nos. 1 and 2 | ... | | | X | X | ... | | |
| Sugar Creek | Greens Landing | Single | .. | X | ... | X | ... | | | |
| Greens Landing | State Line | Nos. 1 and 2 | .. | X | ... | X | ... | | | |
| State Line | Cayuta | Single | .. | X | ... | X | ... | | | |
| Cayuta | Hinman | Single and Passing Sdg. | .. | X | ... | X | ... | | | |
| Hinman | Ordnanee | Single | .. | X | ... | X | ... | | | |
| Ordnanee | Kendaia | Single and Passing Sdg. | .. | X | ... | X | ... | | | |
| Kendaia | Geneva Jct. | Single | .. | X | ... | X | ... | | | |
| Geneva Jct. | Lake | Single and Passing Sdg. | .. | X | ... | X | ... | | | |
| Lake | Seneca | Single | .. | X | ... | X | ... | | | |
| Seneca | Blacksmith | Nos. 1 and 2 | ... | | | X | X | ... | | |
| Blacksmith | Quaker | Single | .. | X | ... | X | ... | | | |
| Quaker | Rush | Single Passing Sdg. | .. | X | ... | X | ... | | | |

BUFFALO DIVISION [Continued]

| BETWEEN | AND | TRACK | Rules in Effect [See column Description] | | | | | | | Note |
|-----------------------------------|----------------|---------------------------------|--|-----|-----|-----|-----|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Rush | Wheatland | Single | .. | X | ... | X | ... | | | |
| Wheatland | P & L Jct. | Single and Passing Sdg. | .. | X | ... | X | ... | | | |
| P & L Jct. | Stafford | Single | .. | X | ... | X | ... | | | |
| Stafford | Batavia | Single and Passing Sdg. | .. | X | ... | X | ... | | | |
| Batavia | Wyoming | Single | .. | X | ... | X | ... | | | |
| Wyoming | Tiftt Jct. | Nos. 1 and 2 | .. | ... | X | X | ... | | | |
| Signal I 2872, East of Spencer | Van Etten Jct. | ITHACA BRANCH | | | | | | | | |
| | | Single | .. | ... | X | ... | | | 1 | |
| Niagara Jct. | Tonawanda Jct. | NIAGARA FALLS BRANCH | | | | | | | | |
| | | Single | .. | X | ... | X | ... | | | |
| Tiftt Jct. | Clinton Street | LEHIGH & LAKE ERIE BRANCH | | | | | | | | |
| | | Nos. 1 and 2 | .. | ... | X | X | ... | | | |
| Clinton Street | Ridge | Single | .. | X | ... | X | ... | | | |

NOTE 1 - Eastward movements only.

LETTERS ASSOCIATED WITH SIGNAL NUMBERING

1250-B. Letter A preceding signal number designates signals governing movements on Passing Sidings.

1250-C. Letter R preceding signal number, where Rules 261 to 264, inclusive are in effect, designates signals governing movements against the assigned current of traffic.

APPLICATION OF NOTE TO RULE 261

1261-A. In the application of Note to Rule 261, authority to pass an interlocking signal indicating stop which governs movement to any track where Rule 261 is in effect must be given by train order, except as authorized by Clearance Card Form C when a signal cannot be displayed for an engine returning to its train.

1261-B1. [New York Division] Newark Branch. In the application of Note to Rule 261, the Note following Rule 261 will not apply for movements between Hunter and Newark Interlockings. Signal indicating Stop may be passed when authorized by Clearance Card Form C.

1280-A1 to 1292-A-1. (New York Division) Signal aspects not in conformity with the typical aspects, in service:

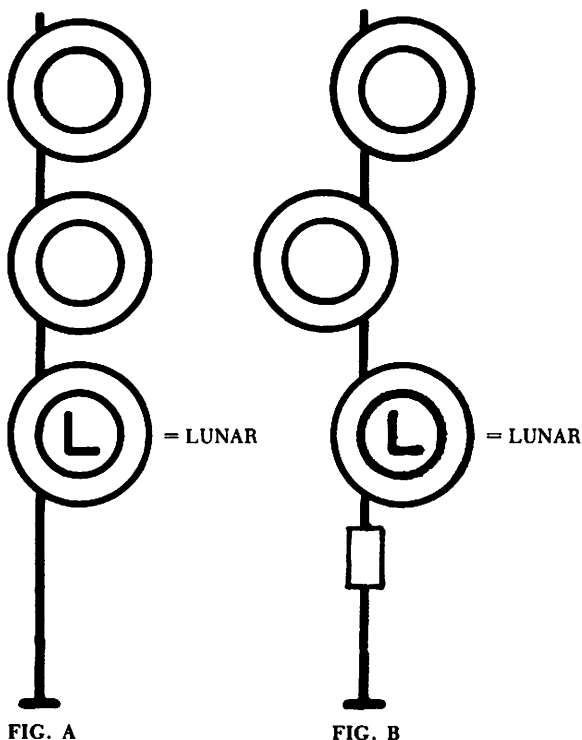


FIG. A

FIG. B

INDICATION—Route is lined for passenger trains.

NAME: Passenger Train Signal

NOTE—Lunar light displayed below a signal indication permitting a train to proceed indicates that route is lined for train. Signal must not be accepted by any trains, except passenger trains.

In service between Newark and Aldene Interlockings.

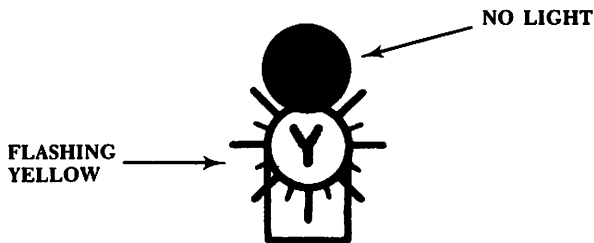


FIG. C

INDICATION—Proceed preparing to stop at next signal; Slow speed within interlocking limits.

NAME: Slow—approach.

In service at Newark Interlocking.

1280-A2 to 1292-A2 (New York Division) L & S Area. Signal aspects not in conformity with the typical aspects in service.

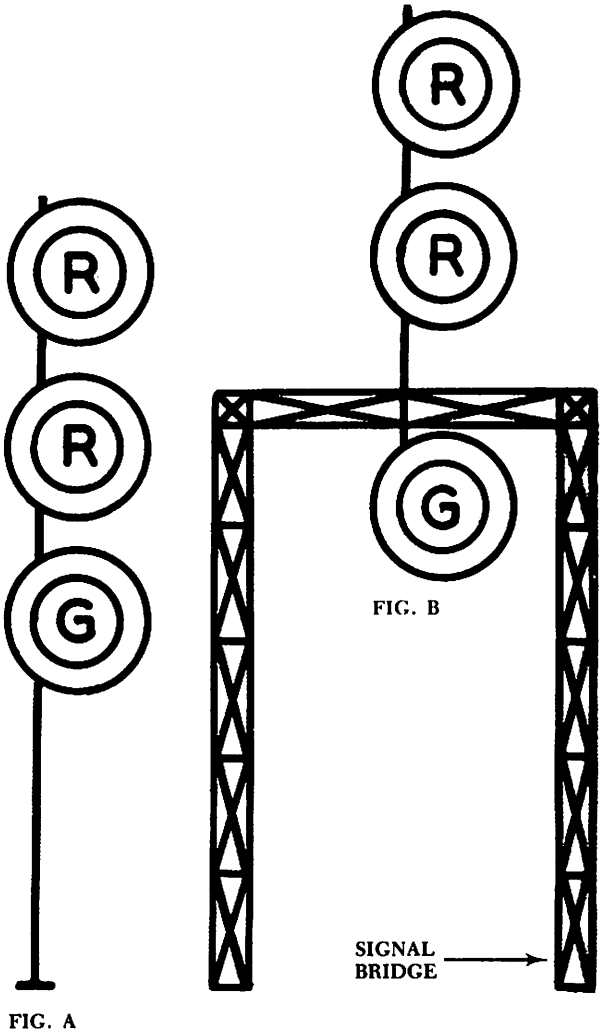


FIG. A

FIG. B

SIGNAL
BRIDGE →

INDICATION—Proceed; Slow speed within interlocking limits.

NAME: Slow - clear.

In service at JU, Steel and R Tower Interlockings.

1280-A3 to 1292-A3. (New York Division) Signal aspects not in conformity with the typical aspects, in service:

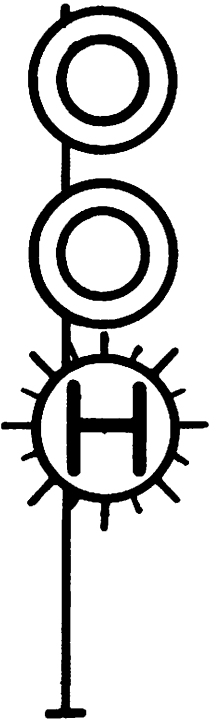


FIG. D

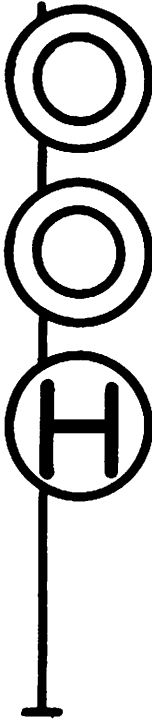


FIG. E



FIG. F

FIG. D - Flashing Letter "H"
INDICATION - No Hot Journal.

FIG. E - Steady Letter "H"
INDICATION - Hot Journal.

FIG. F - No Light.
INDICATION - Hot Journal.

In service on eastward home signal at Port Reading Jct.
Interlocking.

1280-A4 to 1292-A4. (New York Division) (Buffalo Division)
Signal aspects not in conformity with the typical aspects, in service:

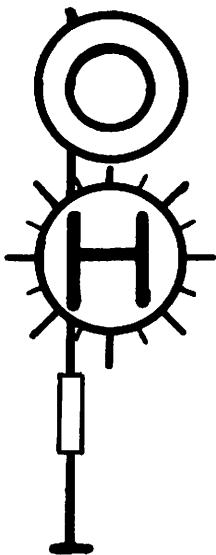


FIG. G



FIG. H

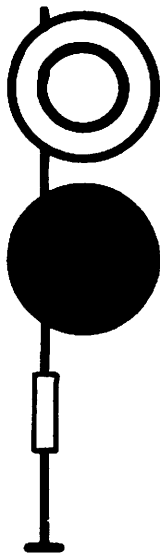


FIG. I

FIG. G - Flashing Letter "H".

INDICATION - No Hot Journal, or Dragging Equipment.

FIG. H - Steady Letter "H".

INDICATION - Hot Journal, or Dragging Equipment.

FIG. I - No Light

INDICATION - Hot Journal, or Dragging Equipment.

NEW YORK DIVISION:

In service on signal 451, west of Neshanic.

BUFFALO DIVISION:

In service on signal 2152, east of Meshoppen.

In service on signal 2211, at Black Walnut.

In service on signal 4171, west of Upton.

1280-A5 to 1292-A5. (Buffalo Division) Signal aspects not in conformity with the typical aspects, in service:

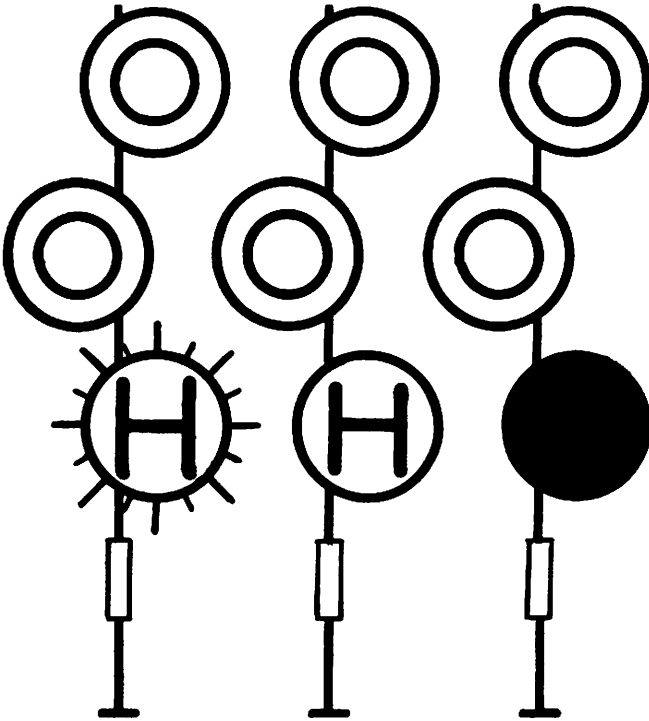


FIG. J

FIG. K

FIG. L

FIG. J - Flashing Letter "H".

INDICATION - No Hot Journal, or Dragging Equipment.

FIG. K - Steady Letter "H".

INDICATION - Hot Journal, or Dragging Equipment.

FIG. L - No Light.

INDICATION - Hot Journal, or Dragging Equipment.

In service on signal 4132, east of Upton.

1285-A1. [New York Division] L & S Area Main Line, Treichler Westward trains on No. 1 track receiving "Approach", or more restrictive, indication at signal 971 must be prepared to stop east of Township Road, Treichler, in event Stop indication, Rule 292, is displayed on home signal governing westward movements on No. 1 track at Treichler Interlocking.

1285-A2. [New York Division] L & S Area Main Line, Penobscot, East Of: — Eastward trains receiving "Approach", or more restrictive, indication at signal 1532 must stop west of Crestwood Road, at Glen Summit Water Works, and Conductor or Engineman must report to the Operator at Coxton Interlocking for instructions, except when it is known that stop can be made at Crestwood Interlocking without the rear of train obstructing Crestwood Road.

The distance between Crestwood Road and eastward home signal at Crestwood Interlocking is approximately 5200 feet, a car capacity of 104 cars, based on 50 foot cars.

1285-A3. [New York Division] Mountain Cut-Off, Avoca — Westward trains in excess of 80 cars, (50 foot cars), receiving "Approach", or more restrictive, indication at westward home signal at Dupont Interlocking, must stop clear of McAlpine Street and Conductor or Engineman must report to Operator at Coxton Interlocking for instructions.

1285-B1. [Buffalo Division] Main Line, Rochester Jct. — Eastward trains on Passing Siding receiving "Approach", or more restrictive, indication at signal A3792 must stop west of Plains Road, Rochester Jct., and Conductor or Engineman must report to the Operator at Niagara Jct. for instructions, except when it is known that stop can be made at Quaker Interlocking without the rear of train obstructing Plains Road.

The distance between Plains Road and eastward home signal at Quaker Interlocking is approximately 6000 feet, a car capacity of 120 cars, based on 50 foot cars.

1291-A. Referring to Rule 291 — Freight trains may proceed at Restricted speed without stopping at the following signals where, in addition to the number plate, letter "G", grade marker, is displayed as part of aspect.

* Indicates — Inclusive

NEW YORK DIVISION

MAIN LINE:

Westward Signals:

591, west of Landsdown
 1231, west of Jim Thorpe to 1281, west of Ox Bow *
 1321, west of M & H Jct. to 1341, east of Drakes Creek *
 1371, west of Rockport, to 1421, west of Hickory Run *

Eastward Signals:

742, Greens Bridge, to 682, Bloomsbury *

L & S AREA MAIN LINE:

Westward Signals:

1451, west of Fraser to 1491, east of Crestwood *

Eastward Signals:

1592, east of Laurel Run
 1572, west of Solomons Gap

MOUNTAIN CUT OFF:

Eastward Signals:

C1782, east of Coxton Interlocking, to C1562, east of Deep Hollow *

BUFFALO DIVISION

MAIN LINE:

Westward Signals:

2741, west of State Line, to 2831, east of VanEtten Jct. *
 2871, west of VanEtten Jct. to 2911, west of Rodbourn. *
 2971, west of Cayuta.
 A2971, west of Cayuta.
 3481, west of Geneva, to 3521, west of Phelps *
 3881, west of Wadsworth.
 3961, west of North Leroy, to 4041, east of Stafford. *

Eastward Signals:

4352, east of Lancaster.
 4262, east of Wende.
 3592, east of Manchester.
 3392, east of Geneva Jct. to 3352, at Reeder. *
 3232, west of Lodi, to 3062, at Canfield. *

NIAGARA FALLS BRANCH

Eastward Signals:

NI 4452, east of Tonawanda Jct.
 NI 4412, east of Williamsville.

APPLICATION OF RULE 292

1292-A1. [New York Division] Newark Interlocking — Eastward trains or engines stopped by Stop signal, Rule 292, are relieved from reporting to the Operator for instructions when a white light is displayed on telephone shelter at westerly limits of Newark Interlocking.

1292-A2. [New York Division] Rockport Tunnel — Nos. 1 and 2 tracks between home signals governing westward movement on Nos. 1 and 2 tracks, 3217 feet west of Mile Post 136, and home signals governing eastward movements on Nos. 1 and 2 tracks, 3471 feet east of Mile Post 138, are operated as gauntlet track.

Nos. 1 and 2 tracks have been shifted toward centerline of Rockport Tunnel and only one rail movement at a time will be permitted to operate in Rockport Tunnel due to close clearance.

Home signals governing movements through Rockport Tunnel must not be passed when Stop indication, Rule 292, is displayed without a train order to do so.

1292-A3. [New York Division] Tannery — When westward trains or engines on No. 1 track are stopped by stop signal, Rule 292, the Conductor or Engineman must report to the Operator at Coxton Interlocking and ask for instructions. Signal indicating stop, Rule 292, must not be passed until Operator at Coxton Interlocking has authorized the Conductor or Engineman to fill out Clearance Card Form C.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

1318-A1. [New York Division] L & S Area Main Line, Treichler — Westward trains operating against the current of traffic on No. 2 track must be prepared to stop east of Township Road, Treichler, in event Stop indication, Rule 292, is displayed on home signal governing westward movements on No. 2 track at Treichler Interlocking.

1509-A1. [New York Division]. In the application of Rule 509, when Stop indication, Rule 292, is displayed on a signal at the following locations, the authority to pass it must be obtained through the Operator listed below:

| Location | Track | Governing Movements | Obtain Clearance Card [From C] from Operator at: | Note |
|--|-----------|---------------------|--|------|
| Wilkes-Barre Secondary Track North Wilkes-Barre: 1178 feet west of MP 177 | Secondary | Westward | Coxton | X |
| | Secondary | Eastward | Coxton | X |
| TRACK 3 North Wilkes-Barre: 1352 feet west of MP 177 | Track 3 | Westward | Coxton | X |

NOTE — X Indicates Operator at Interlocking Station and Block Station in service continuously.

1511-A1. [New York Division] L & S Area Main Line — In the application of Rule 511 and Rule 512a at crossovers equipped with center-of-crossover locking device, after obtaining permission as required by Rule 153 the following will apply:

1. Operate center-of-crossover lock lever to reverse position, and secure with padlock.
2. After waiting 10 minutes, both switches of crossover may be opened and movement may then proceed.
3. When movement is completed restore both switches to normal position and operate center-of-crossover lock lever to the normal position, and secure with padlock.

1511-A2. [New York Division] L & S Area Main Line — In the application of Rule 511 and Rule 512a at crossovers not equipped with center-of-locking device, and hand-operated switches entering main track, after obtaining permission as required by Rule 153 the following will apply:

1. At crossover, not equipped with center-of-crossover locking device, open the switch in the track from which the crossover movement is to start. After waiting 10 minutes, open switch at opposite end of crossover and movement may then proceed.
2. At hand-operated switches where independently hand-operated derail is provided, the derail must be placed in non-derailing position. After waiting 10 minutes open switch for movement to main track and movement may then proceed.
3. At hand-operated switches, where independently hand-operated derail is not provided, open switch and wait 10 minutes before movement fouls or enters the main track.

1512a-A. The requirements of Rule 512a will not apply to hand-operated switches equipped with electric locks, shown in Special Instruction 1104-A.

When electric lock is released the switch, or switches, may be opened and movement may proceed without waiting for elapse of 10 minutes as required by Rule 512a.

INTERLOCKING

1606-A. Emergency Signals — Whistle or horn in service as follows:

All attended interlockings.
All Remote controlled interlockings.

1606-A1. [Buffalo Division] P & L Jct. Interlocking — In the application of Rule 606 the following signal will apply.

| Sound | Indication |
|-------|--|
| — o | Conductor or Engineman working in P & L Jct. Yard report to Operator at Niagara Jct. for instructions. |

NOTE — Horn is located on north side of main track in vicinity of westward home signal.

INTERLOCKINGS TRACK CIRCUITS WHICH MAY NOT SHUNT

1616-A. Reflectorized markers will be installed to indicate sections of track within interlockings with track circuits which may not shunt due to rusted rails and eliminate reliance by the operator on his visual observation to determine that the movement over rusted rail has been completed.

Sections of track within interlockings with track circuits which may not shunt due to rusted rail are indicated by yellow reflectorized markers displaying a black letter "R". These markers are located at the side of the track adjacent to the switch or the signal governing the route which may not shunt.

A member of a crew which has switching to perform within an interlocking, must, before entering the interlocking, communicate with the operator and inform him of the movements, to be made and request information as to the existence of rusted rail or other abnormal conditions affecting such movements. The operator must furnish to the crew member information as to such locations which may not shunt and require that a member of the crew report to him when the movement is completed. A movement is completed when it is beyond the opposing home signal.

When a train other than a through movement is routed to clear a main track over a power-operated switch within an interlocking, and such movement is to be made over a rusted rail or other abnormal rail condition which is indicated by a reflectorized marker, a member of the crew must report the train movement completed to the operator. If such condition is not indicated by a reflectorized marker, the operator must, before permitting such movement to be made, inform a member of the train crew of such condition and require that a report be made to him when the movement is completed.

Train crews on through movements on main tracks within an interlocking are not required to report the movement completed unless such a report is requested by the operator.

These instructions do not apply to train or engine crews of trains making normal station stops within interlockings or to work trains or other equipment engaged in maintenance work on track which they have been given the exclusive right to use.

1663-A1. [Buffalo Division] Naples Branch, Stanley — Automatic Interlocking. Normal position of signals governing movements on Lehigh Valley R. R. is STOP, Rule 292.

Push bottom boxes have been installed adjacent to low home signals governing Lehigh Valley R. R. movements.

When a Lehigh Valley R. R. movement is to be made over Penn Central crossing, a member of the crew must depress "LVRR" push button which will, provided there are no trains occupying Penn Central track circuits cause the Penn Central signals to display Stop indication and low home signal governing movement on Lehigh Valley R. R. to display indication in accordance with Fig. P of Rule 290. When movement over Penn Central crossing is completed, a member of the crew must depress "PC" push button at opposing Lehigh Valley R. R. low home signal which will restore signal circuits for movements on Penn Central.

If, from failure of apparatus, Lehigh Valley R. R. signal cannot be changed from Stop indication, it may be passed on hand signal from member of crew stationed on crossing, who must provide flag protection against Penn Central movements before proceeding over crossing. Failure of apparatus must be reported to Superintendent at first available means of communication.

Track car movements over Penn Central crossing will be governed by instructions applying to movement of trains.

1663-A2. [Buffalo Division] Rochester Branch, Mortimer — Automatic Interlocking. When Lehigh Valley Railroad home signal fails to display a proceed indication and no conflicting movement is evident, the movement will be governed by instructions posted in control box.

1663-A3. [Buffalo Division] Suspension Bridge Yard, Niagara Falls — Automatic Interlocking, with hand-operated switches, in service at crossing on Lehigh Valley Railroad Freight House Lead and Erie-Lackawanna Railway Niagara Falls Yard Running Track.

Normal position of switches will be for movement on Erie Lackawanna Railway.

Normal position of signals governing movement on Lehigh Valley Railroad is Stop, Rule 292.

Indicators and Lehigh Valley Railroad switch key operated controllers have been installed adjacent to low home signals governing Lehigh Valley Railroad movement.

When a Lehigh Valley Railroad movement is to be made to or from Freight House Leader, operate as follows:

- (1) A member of the crew must observe the position of indicator at low home signal and if indication in accordance with Fig. U of Rule 290 is displayed, indicating, that no Erie-Lackawanna Railway trains are approaching the crossing, insert switch key in key operated controller, turn clockwise, and hold for 3 seconds, which will cause indicator to display indication in accordance with Fig. U of Rule 292.
- (2) Line switches for Lehigh Valley Railroad movement.
- (3) When low home signal displays indication in accordance with Fig. P of Rule 290, movement may proceed.
- (4) Restore switches to normal position, when movement has been completed.

Interlocking Rules 606, 611 to 637 inclusive, 663, 664, 669, 670 and 672 will not apply at Suspension Bridge Automatic Interlocking.

If from failure of apparatus signal cannot be changed from Stop indication, it may be passed on hand signal from member of the crew stationed on crossing, who must provide flag protection against rail movements on the Erie Lackawanna Railway. Failure of apparatus must be reported to Superintendent at first available means of communication.

RADIO SYSTEMS

1701-A. Definition: A Railroad Radio Communicating System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, between fixed points and/or between employes provided with portable radio equipment.

1701-B. Radios are under the jurisdiction of the Federal Communication Commission (FCC), The Company and its employes are governed by the rules of the FCC and any violation is a Federal offense.

1701-C. Radio systems will be used for conducting transportation and in the failure of such communications, other means must be used to avoid delay.

1701-D. Before transmitting, any employe operating a radio transmitting set shall listen a sufficient interval to be certain that the channel is not already in use, particularly for distress traffic. Communications must be as brief as possible.

1701-E. All verbal or written instructions affecting movement of trains, track cars, or involving equipment or track conditions, must be repeated back by employe receiving them.

1701-F. All employes except those specifically authorized to do so, are prohibited from making any technical adjustments to a railroad radio set. When a radio set is not operating properly, the fact must be reported to the Trainmaster as soon as practicable. Employes shall make a talking test of radio on channels provided when taking charge of such equipment. Such test shall be made between fixed stations, fixed stations and trains or other portable equipment and end to end test of trains. If radio does not operate properly, Superintendent must be notified promptly. Equipment in service, when attended, must have radio on at all times with volume set high enough to hear all calls.

1701-G. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

1701-H. A distress call will be preceded by the "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the travelling public, and shall contain as complete information thereof as possible.

1701-J. All employes shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress, shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

1701-K. No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language.

1701-L. No employe shall divulge or publish the existence, contents, purport, effect or meaning of communications (distress communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

RADIO SYSTEMS [Continued]

1701-M. Failure of radio or interference from another radio station must be reported to the Superintendent promptly with information as to location, time and identity of station, if possible.

1701-N. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message and the word "SECURITY" a safety message. Railroad employes may hear such messages sent by aircraft, or in coastal areas, by boats. Employes hearing such message must report them immediately through authorized channels to the designated railroad official in addition to taking such appropriate action to relieve the distress as may be possible.

1701-O. When radio is used in operation, such as switching doubling, and picking up or setting off cars, specific instructions must be given, for example:

"Engine 301 back up 5 car lengths"

In case of radio failure, or if radio contact is interrupted, radio directed movement must be stopped at once. Further movement must not be made until communication is made by words, radio contact restored, or proper hand signal has been received.

1701-P. A train or engine, or other equipment must be stopped while receiving train orders or written instructions by radio.

1701-Q. Employes transmitting or receiving communications by radio must identify themselves to other employes concerned by giving identification, occupation, name and location of train, engine, or other equipment involved. Employes must insure being in communication with the proper persons and must not take action until certain that all conversation concerning them has been heard, understood, acknowledged and finished.

Conductor, Engineman, or Driver-Track Car, must personally receive all communications and take all necessary action pertaining to the movement of their train or track car.

1701-R. When using radio, the words "LEHIGH VALLEY" preface all originating calls. Three key words enable the radio user to exchange information clearly and concisely. They are defined and explained below:

OVER - This word at the end of a transmission tells the listener that the radio channel is being released and "turned over" to the receiving end for a reply.

ROGER - This word means message received and understood.

OUT - This word means end of a transmission - no reply expected.

RADIO SYSTEMS [Continued]

1701-S. The following is an example of radio operating procedure:

ORIGINATING CALL

"Lehigh Valley train SC-1, engine 217, Engineman Brown calling rear end. Over."

REPLY

"Train SC-1, Engine 217, Conductor Smith answering Brown. Over."

MESSAGE

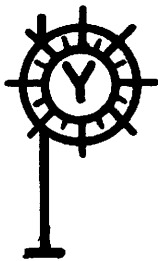
"Brown to Smith. Hot journal indication displayed on signal. Inspect train for defects. Over."

REPLY

"Smith to Brown. Roger Out."

1701-T. Employees using radio equipment will exercise care to prevent damage to or loss of such equipment.

1702A-1 to 1702D-1. (New York Division) Signal aspects not in conformity with the typical aspects, in service:



1702A-1

FLASHING

INDICATION — Hump Fast.
NAME: Clear.



1702B-1

INDICATION — Hump Slowly.
NAME: Hump Slowly.



1702C-1

INDICATION — Stop Humping.
NAME: Stop.

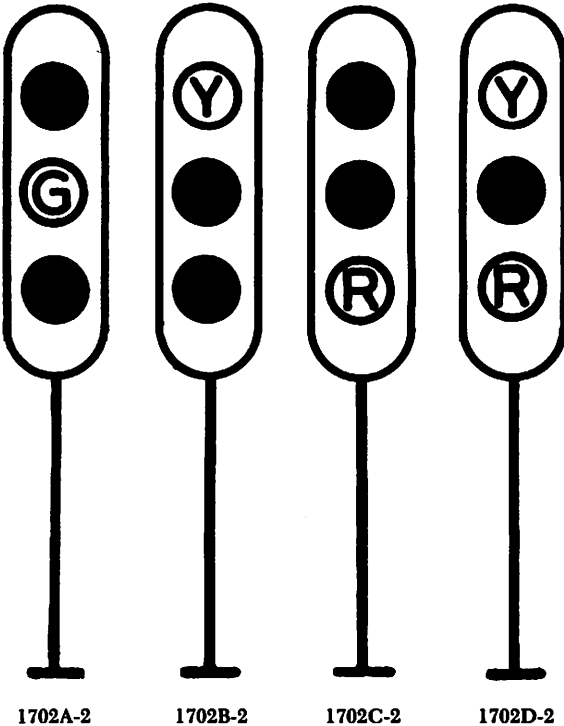


1702D-1

INDICATION — Back Up.
NAME: Back Up.
P — Purple light.

In service at Eastbound Car Retarder Yard, at Oak Island.

1702A-2 to 1702D-2 (New York Division) L & S Area. Signal aspects not in conformity with typical aspects, in service:



1702-A2 — INDICATION — Hump Fast.
NAME: Clear.

1702-B2 — INDICATION — Hump Slowly.
NAME: Hump Slowly.

1702-C2 — INDICATION — Stop Humping.
NAME: Stop.

1702-D2 — INDICATION — Back-up.
NAME: Back-up.

In service at Light Side and Heavy Side Car Retarder Yards,
at Allentown Consolidated Yard.

UNATTENDED ENGINE

1806-A1. [Buffalo Division] Main Line, Sayre — When eastward trains are instructed to pick up or set off at Charmin the Conductor, or Trainman designated by Conductor, must ride on head end of train.

1809-A. Referring to Rule 809. When engine is left unattended, hand brake must be applied; throttle placed in idle or close position; reverser lever removed from controller; independent brake applied and generator field switch opened, or off. Engine control switch on Alco freight and road switching units and isolation switch on EMD freight and multiple switching units must be placed in start position.

In addition, the reverser lever must be removed and placed in locked container, equipped with switch lock, in engine cab or at terminals, where locked containers are provided.

Locomotives without cars attached shall not be left unattended on the main track of a railroad at any time.

Passenger and freight cars which are not self powered, electric or diesel powered multiple unit cars, maintenance equipment and locomotives with cars attached may be left unattended on a main track only if secured by a sufficient number of hand brakes and by blocking the wheels at locations where such blocking is considered necessary by the member of the crew in charge of the movement or operation. If equipment requires blocking and a means of blocking the wheels is not available the equipment shall not be left unattended.

All locomotives shall be equipped with blocks or chains which shall be available at all times to permit blocking of the wheels of any equipment as outlined above.

'Unattended' shall mean that a crew member is at such a distance from a locomotive, car or other piece of equipment that he is unable to take effective action to control its movement.

WATER FOR DIESEL ENGINES.

1809-B. Connections for use in supplying water for Diesel engines, in service at following locations:

- Lehighton Station
- Coxton Yard Office
- Sayre - Sayre Station
 - Lockhart Street Bridge
 - Milltown Bridge
- Geneva - Bridge 342.46
 - Scale House
 - Yard Office
 - Geneva Station
- Manchester - East of Main Street Bridge
 - West of Main Street Bridge
- Rochester Jct. - Former Station Area
- Batavia Station
- Niagara Jct.

USE OF TELEPHONES

1821-A. Telephones are available at all Interlocking Stations, Block Stations, Yard Offices, Agency Stations and at wayside locations with a yellow band painted on telephone box or shelter.

After using wayside telephones it is the responsibility of the employe to close and lock telephone box or shelter. Absence of lock, or equipment found defective, must be reported to Superintendent.

1821-B. Telephone Numbers — Interlocking and Block Stations.

NEW YORK DIVISION

| Location: | L. V. Dial System | | Bell Telephone | |
|--------------|-------------------|-----------|----------------|----------|
| | Switching Center | Extension | Area Code | Number |
| Newark Tower | Newark | 213 | 201 | 824-3147 |
| Easton Tower | Bethlehem | 225 | 215 | 254-4711 |
| Steel Tower | Allentown | 30 | 215 | 865-1030 |
| R Tower | Allentown | 31 | ... | ..... |
| Coxton Tower | Pittston | 227 | 717 | 655-2651 |

BUFFALO DIVISION

| | | | | |
|--------------------|---------|-----|-----|----------|
| Sayre Block Sta. | Sayre | 224 | 717 | 884-6114 |
| Owego Block Sta. | Sayre | 218 | 607 | 687-0636 |
| Niagara Jct. Tower | Buffalo | 20 | 716 | 683-1430 |

SAFETY CALENDAR

Train, Engine and Other Transportation Employees
[Except Marine and Station Employees]

A Safe Day is a Pay Day

Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

| Date | Jan. | Feb. | Mar. | Apr. | May | June |
|------|------|------|------|------|------|-------------------|
| 1 | 1000 | 1066 | 1057 | 1013 | 1011 | 1004 |
| 2 | 1001 | 1041 | 1077 | 1062 | 1028 | 1050 |
| 3 | 1090 | 1012 | 1098 | 1101 | 1063 | 1145 |
| 4 | 1065 | 1031 | 1119 | 1126 | 1142 | 1138 |
| 5 | 1073 | 1074 | 1149 | 1170 | 1164 | 1037 |
| 6 | 1040 | 1046 | 1162 | 1080 | 1072 | 1150 [™] |
| 7 | 1005 | 1103 | 1060 | 1055 | 1035 | 1095 |
| 8 | 1067 | 1064 | 1010 | 1017 | 1050 | 1097 |
| 9 | 1045 | 1014 | 1058 | 1038 | 1133 | 1027 |
| 10 | 1094 | 1025 | 1083 | 1088 | 1158 | 1033 |
| 11 | 1047 | 1068 | 1100 | 1121 | 1165 | 1069 |
| 12 | 1006 | 1009 | 1129 | 1151 | 1019 | 1101 |
| 13 | 1152 | 1070 | 1156 | 1169 | 1048 | 1168 |
| 14 | 1075 | 1024 | 1120 | 1143 | 1144 | 1128 |
| 15 | 1042 | 1078 | 1092 | 1081 | 1044 | 1091 |
| 16 | 1096 | 1007 | 1085 | 1054 | 1000 | 1099 |
| 17 | 1154 | 1079 | 1036 | 1030 | 1001 | 1080 |
| 18 | 1049 | 1124 | 1022 | 1023 | 1136 | 1051 |
| 19 | 1008 | 1105 | 1061 | 1071 | 1052 | 1143 |
| 20 | 1021 | 1123 | 1093 | 1027 | 1119 | 1040 |
| 21 | 1155 | 1016 | 1122 | 1076 | 1141 | 1045 |
| 22 | 1171 | 1059 | 1131 | 1148 | 1160 | 1002 |
| 23 | 1003 | 1091 | 1159 | 1132 | 1032 | 1077 |
| 24 | 1167 | 1136 | 1086 | 1139 | 1020 | 1096 |
| 25 | 1118 | 1084 | 1168 | 1161 | 1130 | 1025 |
| 26 | 1026 | 1034 | 1018 | 1146 | 1137 | 1026 |
| 27 | 1102 | 1082 | 1087 | 1127 | 1140 | 1147 |
| 28 | 1089 | 1134 | 1166 | 1069 | 1027 | 1090 |
| 29 | 1104 | 1001 | 1015 | 1135 | 1157 | 1086 |
| 30 | 1125 | — | 1051 | 1163 | 1053 | 1153 |
| 31 | 1002 | — | 1095 | — | 1041 | — |

SAFETY CALENDAR

Train, Engine and Other Transportation Employees
[Except Marine and Station Employees]

A Safe Day is a Pay Day

Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

| Date | July | Aug. | Sept. | Oct. | Nov. | Dec. |
|------|------|------|-------|------|------|------|
| 1 | 1151 | 1118 | 1152 | 1100 | 1128 | 1104 |
| 2 | 1000 | 1092 | 1003 | 1067 | 1084 | 1006 |
| 3 | 1097 | 1059 | 1132 | 1019 | 1139 | 1063 |
| 4 | 1008 | 1131 | 1018 | 1070 | 1020 | 1134 |
| 5 | 1055 | 1009 | 1093 | 1127 | 1095 | 1021 |
| 6 | 1076 | 1136 | 1060 | 1036 | 1101 | 1069 |
| 7 | 1091 | 1015 | 1030 | 1053 | 1075 | 1153 |
| 8 | 1123 | 1079 | 1016 | 1168 | 1154 | 1027 |
| 9 | 1145 | 1023 | 1147 | 1004 | 1068 | 1144 |
| 10 | 1124 | 1002 | 1026 | 1061 | 1169 | 1096 |
| 11 | 1064 | 1086 | 1082 | 1077 | 1026 | 1140 |
| 12 | 1130 | 1158 | 1137 | 1157 | 1149 | 1037 |
| 13 | 1081 | 1029 | 1024 | 1038 | 1044 | 1013 |
| 14 | 1135 | 1057 | 1078 | 1094 | 1072 | 1102 |
| 15 | 1001 | 1046 | 1100 | 1155 | 1052 | 1049 |
| 16 | 1156 | 1091 | 1054 | 1011 | 1160 | 1085 |
| 17 | 1014 | 1125 | 1080 | 1083 | 1039 | 1129 |
| 18 | 1078 | 1164 | 1010 | 1138 | 1000 | 1074 |
| 19 | 1022 | 1098 | 1119 | 1080 | 1062 | 1161 |
| 20 | 1159 | 1148 | 1099 | 1171 | 1120 | 1090 |
| 21 | 1065 | 1035 | 1141 | 1121 | 1012 | 1050 |
| 22 | 1165 | 1062 | 1047 | 1025 | 1001 | 1122 |
| 23 | 1028 | 1102 | 1159 | 1142 | 1118 | 1033 |
| 24 | 1007 | 1051 | 1167 | 1031 | 1103 | 1073 |
| 25 | 1163 | 1119 | 1085 | 1097 | 1041 | 1025 |
| 26 | 1088 | 1134 | 1126 | 1036 | 1143 | 1105 |
| 27 | 1040 | 1048 | 1066 | 1101 | 1005 | 1166 |
| 28 | 1034 | 1146 | 1076 | 1030 | 1168 | 1045 |
| 29 | 1058 | 1042 | 1105 | 1133 | 1170 | 1123 |
| 30 | 1071 | 1017 | 1043 | 1089 | 1032 | 1162 |
| 31 | 1105 | 1123 | — | 1123 | — | 1026 |

LEHIGH VALLEY RAILROAD COMPANY

Bethlehem, Pa. August 6, 1975
Buffalo, N. Y.

GENERAL ORDER No. 1001
EFFECTIVE 2:01 A.M., SUNDAY, AUGUST 10, 1975
Applies on New York and Buffalo Divisions

- [a] Time Table No. 10 in effect. It contains the necessary instructions issued in General Orders up to and including:

| | | |
|---------------|---|--|
| General Order | } | No. 915 Zone A No. 914 Zone B No. 913 Zone C No. 913 Zone D No. 919 Zone E No. 913 Zone F No. L&S 903 L&S Area |
|---------------|---|--|

All of which must be removed from Bulletin Boards.

Each employe upon receipt of Time Table must place the printed section in Time Table cover, securing same with screw posts provided.

Each employe must examine each page of Time Table No. 10 to determine that their copy is complete, pages in proper order, and note changes.

General Orders will be numbered consecutively regardless of Division on which they apply.

- [b] **SAFETY RULES GOVERNING TRANSPORTATION DEPARTMENT EMPLOYEES, TRAIN, ENGINE, MARINE AND OTHER TRANSPORTATION EMPLOYEES**

Safety Rule 1091, added: "1091 Getting on or off moving light engines for any purpose, is prohibited."

Safety Rule 1092, added: "1092 Riding on platforms of cabooses when trains are entering or leaving yards is prohibited.

Riding on platforms of cabooses at any point, except when observing passing trains for defects, picking up or handing off orders, messages, waybills, or other such items, is prohibited.

Sticker coupon attached to sticker form of this General Order must be detached and pasted below Safety Rule 1090, page 10, of Safety Rules Governing Transportation Department Employees, Train, Engine, Marine And Other Transportation Employees, effective December 1, 1965.

[c] RULES AND INSTRUCTIONS FOR INSPECTION, TESTING AND OPERATION OF LOCOMOTIVE AND CAR EQUIPMENT.

Rule 1009 changed to read:

"1009 — LOCOMOTIVES — SAFETY DEVICES

Locomotives equipped with Safety devices to stop locomotive or train if engineer becomes incapacitated will have device cut in and cocks sealed.

The use of weights, wedges, plugs, sticks, or any trick method to render safety devices inoperative is prohibited.

When defects occur and repairs cannot be made enroute, making it necessary to cut out a safety device it must be reported at first point where stop is made and telephone communication is available. Also it must be reported on form MP 49, specifying point at which cut out and reason for cutting out."

Sticker coupon attached to sticker form of this General Order must be detached and pasted over Rule 1009, page 22, of Rules And Instructions For Inspection, Testing And Operation Of Locomotive And Car Equipment.

Applies on Buffalo Division

**[d] MONTROSE BRANCH
TUNKHANNOCK — MONTROSE**

Montrose Branch between Tunkhannock and Montrose, out of service account track conditions.

**[e] STATE LINE & SULLIVAN BRANCH
WASHINGTON STREET, TOWANDA — DUSHORE**

State Line & Sullivan Branch between bumping block 1250 feet east of Scalehouse Track switch, east of Washington Street, Towanda, and Dushore, out of service account track conditions.

**[f] EAST ITHACA RUNNING TRACK
EAST ITHACA — ETNA**

East Ithaca Running Track between East Ithaca and Etna, out of service account track conditions.

**[g] NAPLES BRANCH
GENEVA — RUSHVILLE**

Naples Branch between Geneva and Rushville, out of service account track conditions.

G. F. BRESSLER,
Superintendent, New York Division

A. G. LAGEMAN, III,
Superintendent, Buffalo Division

