

# LEHIGH VALLEY RAILROAD

## TIME TABLE No. 8

IN EFFECT

2:01 A.M., Sunday, October 28, 1962  
EASTERN STANDARD TIME

For the Government of Employees Only

C. W. BAKER  
Vice-President  
and  
General Manager

E. P. ADAMS  
Assistant General Manager

A. F. DOODY  
Superintendent Transportation

A. J. FERENTZ  
Supt., New York Division

J. E. CROWLEY  
Supt., Buffalo Division

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NOTE—Applies on pages 2 to 12, inclusive:

X Indicates in service continuously.

B Indicates in service part-time. \*Indicates except one hour for lunch between 11.00 A.M. and 1.00 P.M. as relieved.

C Indicates controlled by.

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 (N. Y. Division).....	1.0			
			JERSEY AVENUE JCT.....	2.4			Yard tracks
X			COMMUNIPAW AVE.....	2.9			
X			CHAPEL.....	4.4			
			CONSTABLE JCT.....	5.1			
X	X	X	NEWARK BAY DRAW.....	7.0			
X			OAK ISLAND JCT.....	8.6			
X			WEST OAK ISLAND.....	10.5			
X	X	X	NEWARK.....	11.4			
			HILLSIDE.....	12.7			
			TOWNLEY.....	14.1			
			ROSELLE PARK.....	16.0			
			ALDENE.....	16.9			
			CRANFORD.....	17.9			
			CLARK.....	19.4			
			GOODMANS.....	21.3			
X			POTTER (R—So. Plainfield).....	23.2			
			OAK TREE.....	24.9			
X	X	X	SO. PLAINFIELD.....	26.5			
X			NEW MARKET E. of (R—So. Plainf'd)	28.1			
			NEW MARKET.....	29.1			
			MIDDLESEX.....	30.8			
			BOUND BROOK.....	33.1			
X			PORT READING JCT. (R—Bellewood)	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			
X			LANDSDOWN (R—Bellewood).....	57.7			
			JUTLAND.....	60.7			
			PATTENBURG.....	63.6			
X	X	X	BELLEWOOD.....	64.0			
			WEST END TUNNEL.....	65.2			
			WEST PORTAL.....	65.8			
			BLOOMSBURY.....	68.6			
			MUSCONETCONG JCT.....	69.9			
			ALPHA.....	73.7			
			GREENS BRIDGE.....	74.6			
X			PHILLIPSBURG (R—Easton).....	76.6			
X	X	X	EASTON.....	77.0			
			SO. EASTON.....	77.8			
X			ABBOTT (R—Easton).....	77.9			
			GLENDON.....	78.6			
X			RICHARDS (R—Easton).....	80.7			
			REDINGTON.....	83.0			
			FREEMANSBURG.....	85.8			
			FLORENCE YARD.....	86.1			
X	X	X	BETHLEHEM.....	88.6			
			GEISINGERS.....	90.7			
X	X	X	EAST PENN JCT.....	92.5			
			ALLENTOWN.....	93.3			
			GAP JCT.....	95.0			
			FULLERTON.....	96.0			
X			CATASAUQUA (R—Union St.).....	97.0			
X	X	X	EAST PENN JCT.....	92.5			
X	X	X	UNION ST., ALLENTOWN.....	93.2			
			GAP JCT.....	95.0			
			FULLERTON.....	96.0			
X			CATASAUQUA (R—Union St.).....	97.1			
			COPLAY.....	99.0			
X			CEMENTON (R—Union St.).....	100.3			
			LAURYS.....	102.7			
			TREICHLER.....	104.2			
			SLATINGTON.....	109.5			
			LEHIGH GAP.....	111.4			
			LIZARD CREEK JCT.....	115.1			
			BOWMANSTOWN.....	115.7			
			MAHONING.....	117.7			
X	X	X	LEIGHTON.....	119.3			
			PACKERTON.....	120.7			
			JIM THORPE.....	122.7			

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from New York	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			GLEN ONOKO.....	125.0			
			OX BOW.....	127.4			
			OLD PENN HAVEN.....	129.7			
X	X	X	M & H JCT. (R—Penn Haven Jct.).....	130.6			
			PENN HAVEN JCT.....	130.8			
			DRAKES CREEK.....	135.1			
			ROCKPORT.....	136.8			
			HICKORY RUN.....	141.0			
			TANNERY.....	143.8			
			WHITE HAVEN.....	145.7			
			BRADERS.....	147.3			
			BEAR CREEK JCT.....	149.4			
			APEX.....	155.5			
X	X	X	GRACEDALE.....	158.5			
			MOUNTAIN TOP.....	159.7			
			NEWPORT.....	166.7			
			CONWAY.....	170.9			
X			SUGAR NOTCH (R—Franklin).....	171.8			
			BRADLEY.....	172.3			
X	X		FRANKLIN.....	174.0			
			SO. WILKES-BARRE.....	174.6			
			WILKES-BARRE.....	176.0			
			NO. WILKES-BARRE.....	177.2			
			PORT BOWKLEY.....	178.9			
			PLAINSVILLE.....	180.3			
			PITTSTON.....	184.0			
			PITTSTON JCT.....	185.3			
X	X	X	COXTON INTERLOCKING.....	185.5			
X	X	X	GRACEDALE.....	158.5			
			MOUNTAIN TOP.....	159.7			
			OLIVERS MILLS.....	164.4			
			DEEP HOLLOW.....	165.7			
			JENKINS.....	172.3			
			DUPONT.....	175.0			
			AVOCA.....	176.2			
			DURYEA JCT.....	177.5			
X	X	X	COXTON INTERLOCKING.....	179.9			
			COXTON.....	186.4			
			FALLING SPRINGS.....	187.3			
			WELDON.....	189.3			
			RANSOM.....	190.6			
			DIVISION POST (Buffalo Division).....	191.0			
			WYOANNA.....	193.2			
			FALLS.....	195.8			
			WHITES FERRY.....	200.0			
		B	LAGRANGE.....	202.6			
			TUNKHANNOCK.....	207.0			
			TAGUE'S EDDY.....	209.8			
			VOSBURG.....	211.3			
			CARNEY.....	212.7			
			MEHOOPANY.....	214.1			
			MESHOPPEN.....	216.9			
			MYOBEACH.....	219.2			
			BLACK WALNUT.....	221.8			
			SKINNERS EDDY.....	224.1			
		B	LACEYVILLE.....	225.1		106	
						59	
			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			
			TOWANDA.....	254.8			
			IRVING.....	258.9			
			ULSTER.....	261.4			
			MILAN.....	265.7			
X	X	X	ATHENS.....	269.7			
			SAYRE.....	271.0			
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			
			CAYUTA.....	295.9			
			HINMAN.....	299.1	18		
			ODESSA.....	302.2			
			CANFIELD.....	306.9			
			BURDETT.....	309.3			
			HECTOR.....	314.7			
			VALOIS.....	317.2			
			CAYWOOD.....	319.6			
			LODI.....	323.0			
			GILBERT.....	326.9			
		B	KENDAIA.....	332.2			
			REEDER.....	335.2			
			YALE.....	337.1			
X			GENEVA JCT. (R—Geneva Yd. Ofs.).....	342.1			

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from New York	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
	B	B	GENEVA (Yd. Ofs.).....	342.7			
			GENEVA.....	344.5			
			OAKS CORNERS.....	348.4			
			HELPS.....	350.9			
			CLIFTON SPRINGS.....	354.4			
X	X	X	MANCHESTER.....	359.7			
			FARMINGTON.....	364.8			
			VICTOR.....	369.2			
			MENDON.....	374.6			
			ROCHESTER JCT.....	379.5			
			RUSH.....	381.9			
			WADSWORTH.....	386.7			
			MAXWELLS.....	389.3			
			CALEDONIA.....	392.9			
X	X	X	P. & L. JCT.....	394.1	60	149	
			NORTH LEROY.....	400.3			
			STAFFORD.....	405.5			
		B	BATAVIA.....	410.5			
			ALEXANDER.....	412.7			
			UPTON.....	416.1			
			LONGWOOD.....	420.7			
			CORFU.....	422.4			
			WENDE.....	429.6			
			WYOMING.....	432.7			
			LANCASTER.....	436.3			
			DEPEW.....	437.7			
X	X	X	NIAGARA JCT.....	438.0	110		
X			TIFFT JCT. (R—Niagara Jct.).....	442.2			
			OGDEN.....	443.2			
			BUFFALO.....	443.6			
X			TIFFT JCT.....	442.2			
X			CLINTON ST.....	443.7			
X			RIDGE ROAD.....	450.9			
			TIFFT TERMINAL.....	452.1			

NOTE—The direction Jersey City to Tift Terminal is Westward.

Block Stations in service part-time as follows:

Station	Hours in Service
Tunkhannock.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Laceyville.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Kendaia.....	*7.00 A.M. to 4.00 P.M. Daily except Sats., Suns. and Hols.
Geneva (Yd. Ofs.).....	6.00 A.M. to 10.00 P.M. Daily except Sunday 2.00 P.M. to 10.00 P.M. Sunday
Batavia.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.

### National Docks Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from National Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X			NATIONAL JCT. (R—N.Y.C.R.R. Weehawken)	0.0			
			P. R. R. JCT.....	0.0			
X			NEW JERSEY JCT. (R—N.Y.C.R.R. Weehawken)	0.4			
X			NEW JERSEY JCT. (R—N.Y.C.R.R. Weehawken)	0.5			
X			JOHNSTON (R—Newark)	1.1			
X	X	X	PHILLIPS ST.....	1.9			
			CONSTABLE JCT.....	3.7			

NOTE: The direction National Jct. to Constable Jct. is Westward.

NOTE: Special Instruction 2508 applies between Phillips St. and Constable Jct.

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from South Plainfield	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	SOUTH PLAINFIELD .....	0.0			
			VALLEY .....	2.8			
			METUCHEN .....	3.4			
			RARITAN JCT. ....	7.3			
			PERTH AMBOY .....	9.6			(Yard Tracks)

NOTE: The direction So. Plainfield to Perth Amboy is Eastward.

### Clinton and Pittstown Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Landsdown	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			CLINTON .....	1.8			
X			LANDSDOWN (R—Bellewood) .....	0.0			
			PITTSOWN .....	3.9			

NOTE: The direction Clinton to Pittstown is Westward.

### Easton and Northern Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Easton	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	EASTON .....	0.0			
			ALTA .....	3.2			19
			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			

NOTE: The direction Easton to Belfast Jct. is Westward.

## Hazleton Branch — Ashmore Secondary Track

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from M. & H. Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	M. & H. JCT. (R—Penn Haven Jct.)...	0.0			
			PENN HAVEN JCT.....	0.2			
			HINKLES.....	1.3			
X			BLACK CREEK JCT. (R—Hazleton)..	4.3			
X			BLACK CREEK JCT. (R—Hazleton).....	4.3			
			WEATHERLY.....	5.2			27
X			HAZLE CREEK JCT.....	6.8			
			ASHMORE (R—Hazleton).....	10.3			
X			ASHMORE (R—Hazleton).....	10.3			
			STOCKTON.....	12.3			
			HAZLETON SHOP.....	14.4			
	X	X	HAZLETON (Frt. Ofs.).....	15.0			
X			LOCUST JCT.....	15.1			
X			HAZLETON JCT. (R—Hazleton).....	15.2			
			ONEIDA JCT.....	16.5			
			GRAPE RUN JCT.....	17.1			
			YORK JCT.....	17.7			
			AUDENRIED.....	18.4			
			SHIMER.....	18.8			
			AUDENRIED...CRR of NJ Crossing.....	19.0			
			McADOO.....	20.1			
X	B	B	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			
			ARISTES JCT.....	42.0			
			CENTRALIA.....	44.1			
			GERMANTOWN JCT.....	44.5			
			DIAMOND TOWN.....	48.6			
			MOUNT CARMEL.....	49.1			

NOTE:—The direction M. & H. Jct. to Mount Carmel is Westward.

Block Stations in service part-time as follows:

Station Hours in service  
Laurel Jct..... 7.00 A.M. Monday to 7.00 A.M. Saturday.

## Quakake Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Black Creek Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X			BLACK CREEK JCT. (R—Hazleton)..	0.0			
			HUDSONDALE.....	2.1			50
			GERHARDS.....	4.8			
			STEWARTS.....	8.1			
			SWITCHBACK.....	10.9			
			QUAKAKE.....	13.1			
			PINE JCT.....	16.6			

NOTE:—The direction Black Creek Jct. to Pine Jct. is Westward.

## Freeland Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Ashmore	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X			ASHMORE (R—Hazleton).....	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			
			FREELAND.....	5.4			

NOTE:—The direction Ashmore to Freeland is Eastward.



Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Tannery	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			TANNERY.....	0.0			
			ACKERMAN.....	1.0			
			ALMONRY.....	3.5			
			GARA.....	9.2			
			HARTZ.....	12.2			
X			ASHMORE (R—Hazleton).....	13.0			

NOTE:—The direction Tannery to Ashmore is Westward.

Ebervale Branch

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

NOTE:—The direction Harleigh Jct. to Pink Ash is Eastward.

Tomhicken Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Hazleton Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X			HAZLETON JCT. } (R—Hazleton).....	0.0			
X			LOCUST JCT.....	0.0			
			CRANBERRY JCT.....	0.2			
			CRANBERRY.....	0.6			
			LONG RUN.....	1.7			29
			HARLEIGH JCT.....	3.8			
			CLADER.....	4.0			
			TOMHICKEN.....	8.4			
			TOMHICKEN } (P.R.R.).....	8.4			
			GUM RUN.....	10.4			

NOTE:—The direction Hazleton Jct. to Gum Run is Eastward.

Beaver Meadow Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Audenried	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			YORK JCT.....	0.0			
			JEANESVILLE.....	1.1			
			BEAVER MEADOW.....	4.3			

NOTE:—The direction York Jct. to Beaver Meadow is Eastward.

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Laurel Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	B	B	LAUREL JCT.....	0.0			
			NEWTON.....	5.2			27

NOTE:—The direction Laurel Jct. to Newton is Eastward.

NOTE:—See Special Instruction 2232.

Block Stations in service part-time as follows:

Station Hours in service

Laurel Jct.....7.00 A.M. Monday to 7.00 A.M. Saturday.

### West Pittston Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Coxtton	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			COXTON.....	0.0			
			WYOMING.....	3.5			
			MALBY JCT.....	6.8			
			HARVEY JCT.....	7.2			
			KINGSTON.....	8.2			

NOTE:—The direction Coxtton to Kingston is Westward.

### Bowmans Creek Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Kingston	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			KINGSTON-FORTY FORT.....	0.0			
			HARVEY JCT.....	0.7			
			LUZERNE.....	1.2			
			DALLAS.....	7.1			
			CHESTNUT RIDGE.....	9.8			
			RINGALD.....	13.0			13
			ALDERSON.....	13.2			
			HARVEYS LAKE.....	14.4			
			NOXEN.....	19.1			9

NOTE:—The direction Kingston-Forty Fort to Noxen is Westward.

### Montrose Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Tunkhannock	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
		B	TUNKHANNOCK.....	0.0			
			LAKE CAREY.....	6.3			
			SPRINGVILLE.....	14.4			
			DIMOCK.....	18.5			
			SOUTH MONTROSE.....	22.8			
			MONTROSE.....	27.0			

NOTE:—The direction Tunkhannock to Montrose is Westward.

Block Stations in service part-time as follows:

Station Hours in service

Tunkhannock.....\*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Towanda	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			TOWANDA.....	0.0			
			TOWANDA (Washington Street).....	1.7			
			MONROETON.....	5.5			25
			STEVENSON.....	12.3			
		B	NEW ALBANY.....	14.0			13
		B	DUSHORE.....	21.0			13

NOTE:—The direction Towanda to Dushore is Eastward.

Block Stations in service part-time as follows:

Station	Hours in service
New Albany.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Dushore.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.

**Auburn Branch — Auburn Secondary Track**

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sayre	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
		X	SAYRE.....	0.0			
			S. C. JUNCTION.....	0.5			
			SMITHBORO.....	9.0			
			TIOGA CENTER.....	13.1			
		B	OWEGO.....	18.6			31
			FLEMINGVILLE.....	22.8			
		B	NEWARK VALLEY.....	28.3			
			WATSON.....	28.8			
			BERKSHIRE.....	34.0			26
			RICHFORD.....	37.8			
			MILLS.....	41.9			
			NORTH HARFORD.....	43.7			
		B	DRYDEN.....	49.9			19
		B	FREEVILLE.....	52.7			
			PERUTON.....	55.1			
		B	GROTON.....	57.8			
		B	LOCKE.....	64.1			27
		B	MORAVIA.....	67.7			
			MEAD.....	68.2			18
			CASCADE.....	71.6			
			ENSENORE.....	74.6			
			OWASCO LAKE.....	78.2			
			PAULS.....	84.0			
		B	AUBURN JCT.....	85.2			
			AUBURN (Secondary Track).....	86.7			

NOTE: The direction Sayre to Auburn is Westward.

Block Stations in service part-time as follows:

Station	Hours in service
Owego.....	6.00 A.M. to 2.00 P.M. Daily except Saturday and Sunday. 9.00 P.M. to 12.00 Midnight Daily except Saturday. 12.00 Midnight to 6.00 A.M. Daily except Sunday.
Newark Valley.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Dryden.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Freeville.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Groton.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Locke.....	1.15 P.M. to 4.45 P.M. Daily except Sats., Suns. and Hols.
Moravia.....	8.00 A.M. to 12.00 Noon Daily except Sats., Suns. and Hols.
Auburn Jct.....	6.30 A.M. to 10.30 P.M. Monday to Friday Inc. 8.00 A.M. to 10.00 A.M. Saturday 5.45 P.M. to 8.45 P.M. Sunday

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Sayre	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
		X	SAYRE.....	0.0			
			WAVERLY.....	2.2			
			WAVERLY.....	2.2			
			ELMIRA.....	19.8			
			ELMIRA.....	19.8			
			ELMIRA HEIGHTS.....	22.2			
			HORSEHEADS.....	24.9			

NOTE: The direction Sayre to Horseheads is Westward.

### Cortland Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from East Ithaca	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			EAST ITHACA.....	0.0			
			ETNA.....	6.1			
		B	FREEVILLE.....	9.0			20
			McLEAN.....	12.9			
		B	CORTLAND.....	19.4			
			CORTLAND JCT.....	20.1			
			EAST HOMER.....	26.3			
		B	TRUXTON.....	31.3			
			CUYLER.....	36.1			
		B	DeRUYTER.....	39.7			16
			SHEDS CORNERS.....	44.3			14
			NEW WOODSTOCK.....	47.9			
			DELPHI FALLS.....	49.0			
			CAZENOVIA.....	53.6			
			MATS SIDING.....	58.8			
			BLAKESLEE.....	60.4			
			CANASTOTA.....	68.1			

NOTE: The direction East Ithaca to Canastota is Westward.

Block Stations in service part-time as follows:

Station Hours in service

Freeville..... \*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.

Cortland..... 6.30 A.M. to 10.30 P.M. Monday to Friday Inc.

3.30 P.M. to 5.30 P.M. Saturday.

7.30 P.M. to 10.30 P.M. Sunday.

Truxton..... 8.00 A.M. to 10.00 A.M. Daily except Sats., Suns. and Hols.

De Ruyter..... \*10.15 A.M. to 4.45 P.M. Daily except Sats., Suns. and Hols.

### Ithaca Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Van Etten Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
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			
			ITHACA.....	21.3			
			WILLOW CREEK.....	27.9			
			TAUGHANNOCK FALLS.....	30.0			
			TRUMANSBURG.....	32.1			58
			COVERT.....	35.1			
			INTERLAKEN.....	38.3			33
			SHELDRAKE SPRINGS.....	41.6			
			HAYTS CORNERS.....	44.8			
			ROMULUS.....	49.2			
			MacDOUGALL.....	53.9			
X			GENEVA JCT. (R—Geneva Yd. Of.).....	59.5			

NOTE: The direction Van Etten Jct. to Geneva Jct. is Westward.

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Ithaca	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
		B	ITHACA (Jct.).....	0.0			
			STATE STREET.....	0.0			
			McKINNEYS.....	3.0			
			PORTLAND POINT.....	6.3			
			LUDLOWVILLE.....	7.4			28
				Distance from Aurora			
			AURORA.....	0.0			
			LEVANNA.....	2.6			
			UNION SPRINGS.....	6.6			
			CAYUGA JCT.....	9.0			
			OAKWOOD.....	12.1			12
			HALF ACRE.....	13.7			
		B	AUBURN JCT.....	16.6			

NOTE: The direction Ithaca to Ludlowville and Aurora to Auburn is Westward.

Block Stations in service part-time as follows:

Station	Hours in service
Ludlowville.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Auburn Jct.....	6.30 A.M. to 10.30 P.M. Monday to Friday, Inc. 8.00 A.M. to 10.00 A.M. Saturday. 5.45 P.M. to 8.45 P.M. Sunday.

### Seneca Falls Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Geneva Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X		B	GENEVA JCT. (R—Geneva Yd. Ofc)....	0.0			
			WATERLOO.....	4.8			
			SENECA JCT.....	6.8			
			L. V. JCT.....	12.5			
			L. V. JCT.....	12.5			
			CAYUGA.....	14.6			
		B	CAYUGA.....	14.6			
			CAYUGA JCT.....	18.4			

NOTE: The direction Geneva Jct. to Cayuga Jct. is Eastward.

Block Stations in service part-time as follows:

Station	Hours in service
Waterloo.....	*8.00 A.M. to 5.00 P.M. Daily except Sats., Suns. and Hols.
Cayuga.....	*7.00 A.M. to 4.00 P.M. Daily except Sats., Suns. and Hols.

### Naples Branch

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Geneva	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			GENEVA.....	0.0			
			PRE-EMPTION.....	1.4			8
			REEDS.....	3.2			
			DIXON.....	4.7			
X	B	B	STANLEY.....	7.5			11
			GORHAM.....	9.6			5
			WEST GORHAM.....	9.9			8
			GRANGER.....	12.5			
			RUSHVILLE.....	15.5			17
			VALLEY VIEW.....	17.6			
			MIDDLESEX.....	20.2			9
			WEST RIVER.....	24.7			
			NAPLES.....	29.4			

NOTE: The direction Geneva to Naples is Westward.

Block Stations in service part-time as follows:

Station	Hours in Service
Stanley.....	7.59 A.M. to 11.59 P.M., Daily except Sat. and Sun.

**Rochester Branch**

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Rochester Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			HEMLOCK.....	15.4			
			LIVONIA.....	12.9			
			LIMA.....	5.8			
			HONEOYE JCT.....	2.5			
			HONEOYE FALLS.....	2.8			
			HONEOYE JCT.....	2.5			
			ROCHESTER JCT.....	0.0			
			HENRIETTA.....	5.9			
†X			MORTIMER (Junction).....	8.5			
			RIVER JCT.....	11.3			
			ROCHESTER.....	12.9			

NOTE: The direction Hemlock to Rochester is Westward.  
 †Indicates Automatic interlocking.

**Niagara Falls Branch**

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Niagara Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	NIAGARA JCT.....	0.0			
			WILLIAMSVILLE.....	4.5			
			TONAWANDA JCT.....	10.5			
			TONAWANDA JCT.....	10.5			
X	X	X	TONAWANDA, E.-L. 3.....	12.3			
			NORTH TONAWANDA.....	12.7			
			NIAGARA FALLS.....	23.7			
			SUSPENSION BRIDGE.....	25.5			

NOTE: The direction Niagara Jct. to Suspension Bridge is Westward.

**Auburn Branch**

WESTWARD		No. 8 STATIONS		EASTWARD Second Class	
				262	326
		Daily Ex. Sat. & Holidays	Daily Ex. Sat. & Holidays		
		P.M.	P.M.		
	AUBURN.....	9.00			
	FREEVILLE.....	10.35	11.45		
	OWEGO.....	12.40	1.10		
		A.M.	A.M.		

Note—No. 262 is relieved from observing Rule S-83 at Auburn.  
 Note—Nos. 262 and 326 proceed at Reduced speed expecting to find a train in the block between Freeville and Owego.

**Cortland Branch**

WESTWARD Second Class		No. 8 STATIONS		EASTWARD Second Class	
	325			324	326
	Daily Except Sunday & Holidays	Daily Except Sunday & Holidays	Daily Except Sat. & Holidays		
	A.M.	P.M.	P.M.		
	10.00		S 10.40		
	10.05	S 3.45	10.10		
	F 10.20	3.40			
	F 10.30	F 3.25			
	F 10.40	F 3.15			
	F 10.57	F 3.05			
		F 2.55			
	F 11.07	F 2.45			
	F 11.16	F 2.35			
	F 11.35	F 2.20			
	F 11.55	F 1.50			
	S 12.25	1.25			
	P.M.	P.M.	P.M.		

Note—No. 326 is relieved from observing Rule S-83 at Cortland.

**SYMBOL FREIGHT TRAIN SERVICE — WESTWARD**

A. M. Light face type. The Time Shown Conveys No Time Table Authority P. M. Heavy face type.

	JM-1 Daily	CM-1 Daily	OF-3 Daily	FFW-1 Daily Ex. Sun	FFW-3 Tue-Wed Thur-Fri	JM-3 Daily	MS-1 Daily	MB-1 Daily	OF-1 Daily
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
OAK ISLAND	6.00		7.45		9.00				
RICHARDS				8.15	12.01				
EAST PENN JCT.			10.15 10.30	8.45 9.15	2.10 2.30				
PACKERTON	11.00 2.00		11.15 11.30	10.00 10.20	3.30 4.30				
COXTON	5.00 6.00		1.30 1.45	12.20 12.40	7.15 8.00				
OWEGO			2.30					9.45	
SAYRE	10.00 12.01	8.00	3.15	2.15 2.45	10.15 11.00			10.30	
MANCHESTER	4.00	11.00		5.30 5.40	1.15	3.30	4.00		
BUFFALO Tift Tml.			7.45	8.15				7.15	
SUSP. BRIDGE						6.45			
	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

# SYMBOL FREIGHT TRAIN SERVICE — EASTWARD

The Time Shown Conveys No Time Table Authority

P. M. Heavy face type.

A. M. Light face type.

	BP-2 Daily	BM-2 Daily	SJ-2 Daily	FO-2 Daily	MC-2 Daily	BJ-2 Daily	SNE-2 Daily	BNE-2 Daily	FO-4 Daily
SUSP. BRIDGE.....	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
BUFFALO Tift Tml.....	2.00	7.30	7.30			2.05	6.00	7.30	
MANCHESTER.....	5.00 8.00	10.00	10.30 12.30		2.00	4.45 5.30	8.45	9.45 11.30	
SAYRE.....	11.00 11.45		3.10 3.55	10.15	7.00	7.20 8.00		1.45 2.30	11.00
OWEGO.....				10.50					11.40
COXTON.....	2.00 2.45		5.55 6.35			9.30 9.50		4.30 5.30	
PACKERTON.....	6.15 7.30		9.05 10.00			12.01 12.20		8.00 8.30	
EAST PENN JCT.....	9.00		11.00						
BETHLEHEM.....	10.00								
RICHARDS.....	11.00					2.00		9.45	
OAK ISLAND.....			2.00			3.30		12.01	
	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.



# SPECIAL INSTRUCTIONS

## STANDARD TIME

1101. Eastern Standard Time applies.

## LETTERS AND CHARACTERS

1201. The following letters and characters in schedule indicate:

F—Flag stop to receive or discharge traffic.

S—Regular stop.

Holidays: Days observed as:

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

## ENGINE WHISTLE SIGNALS

1501. Rules 14 (dd) and (de) will apply:

Between Hunter interlocking (P.R.R.) and Newark interlocking.

Mountain Cut-Off, between Gracedale and Mountain Top.

Where there are two main tracks on which movements are made in either direction by signal indications, westward movements on No. 2 track and eastward movements on No. 1 track will sound engine whistle signal 14 (q) preceding signal 14 (d) or 14 (e).

## TRAIN SIGNALS

1701. Night signals will be displayed on rear of trains while passing through tunnels.

1701a. Trains of foreign Railroads may display train signals as required by the operating Rules of their respective Railroads when on this Railroad.

1701b. In the application of Rule 19, authorized flashing type lamps may be used as markers.

## SUPERIORITY OF TRAINS

1901. On single track, Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified:

Cortland Branch, No. 325 is superior to No. 324.

## TRACK ASSIGNMENTS

### Single Track

2001.

Track	Between	And
Main Line	300 feet west of Communipaw Ave., Jersey City	Chapel
	Oak Island Jct. Intl'g	West Oak Island Intl'g
	Gracedale	Franklin
Newark Branch	Tiftt Jct.	225 feet west of Ogden
	Hunter Interlocking, P.R.R.	Newark Interlocking
National Docks Branch	P.R.R. Jct.	New Jersey Jct.
	National Jct.	Phillips St Intl'g
Flemington Branch	Flemington Jct.	Flemington
Clinton & Pittstown Branch	Clinton	Pittstown
Musconetcong	Bloomsbury	Hughesville
Easton & Northern Branch	Easton	Belfast Jct.
Hazleton Branch	M & H Jct.	Black Creek Jct.
	Locust Jct.	Hazleton Jct.
	Shimer	Laurel Jct.
	Diamondtown	Mount Carmel
Quakake Branch	Black Creek Jct.	Pine Jct.
Freeland Branch	Ashmore	North Ashmore
	W. E. Jeddo Tunnel	Freeland
Hays Creek Branch	Ackerman	Ashmore
Ebervale Branch	Harleigh Jct.	Pink Ash Jct.
Tomhicken Branch	Tomhicken	Cranberry
Beaver Meadow Branch	York Jct.	Beaver Meadow
West Pittston Branch	Coxton	Kingston & Harvey Jct.
Bowmans Creek Branch	Luzerne	Noxen
Montrose Branch	Tunkhannock	Montrose
State Line & Sullivan Branch	Towanda	Dushore
Auburn Branch	Sayre	Auburn Jct.
Waverly-Elmira Branch	Sayre	Waverly
	Elmira	Horseheads
Cortland Branch	East Ithaca	Canastota
Auburn & Ithaca Branch	Ithaca	Ludlowville
	Aurora	Auburn Jct.
Seneca Falls Branch	Geneva Jct.	L. V. Jct.
	Cayuga	Cayuga Jct.
Ithaca Branch	Van Etten Jct.	Geneva Jct.
Naples Branch	Geneva	Naples
Rochester Branch	Hemlock	Rochester
Lehigh & Lake Erie Branch	Clinton St. Intl'g	Ridge Road Intl'g

2002.

## Two or More Tracks

Current of traffic is as follows:

Between:	Main Line	No. 4 Track	No. 2 Track	No. 1 Track	No. 3 Track
Jersey Ave. Jct.	and 300 feet west of Communipaw Ave.		East'd	West'd	
Chapel	and Oak Island Intl'g.		East'd	West'd	
West Oak Island Intl'g.	and Gracedale		East'd	West'd	
Franklin	and Tift Jct.		East'd	West'd	
New Market, East of	and So. Plainfield	East'd			
Port Reading Jct.	and Royce, W. of				West'd
(1) Richards	and East Penn Jct.	East'd			West'd
½ Mile W. of M.P. 156	and Gracedale				West'd
<b>Mountain Cut-Off</b>					
Between: Gracedale	and Coxtton Intl'g.		East'd	West'd	
<b>Hazleton Branch</b>					
Between: Ashmore	and Locust Jct.		East'd	West'd	
Hazleton Jct.	and Shimer		East'd	West'd	
Laurel Jct.	and Diamondtown		East'd	West'd	
<b>Hays Creek Branch</b>					
Between: (2) Tannery W. of	and Ackerman		East'd	West'd	
<b>Freeland Branch</b>					
Between: North Ashmore	and W.E. Jeddo Tunnel		East'd	West'd	
<b>Tomhicken Branch</b>					
Between: Cranberry	and Hazleton Jct. & Locust Jct.		East'd	West'd	
<b>Lehigh &amp; Lake Erie Branch</b>					
Between: Tift Jct.	and Clinton St.		East'd	West'd	
Ridge Road	and Tift Terminal			West'd	
Signal L4512, east of M.P. 452	and Ridge Road		East'd		
<b>Niagara Falls Branch</b>					
Between: Niagara Jct.	and Tonawanda Jct.		East'd	West'd	

NOTE—Tracks are numbered from South to North.

(1) Richards to East Penn Jct. Tracks are numbered 2, 1, 4 and 3.

(2) Between Tannery, west of and Ackerman (Hays Creek Branch direction), Track to the left facing east, is No. 2; the next track to the right, No. 1.

## 2004. Secondary Tracks of No Assigned Direction

Except as herein provided, extra trains and engines, except passenger extras, will run on verbal permission of the operator when authorized by the train dispatcher. Authority for the movement of a passenger extra must be in writing and absolute block provided.

Employes receiving permission to occupy track must repeat instructions to person giving permission and receive confirmation as to correctness except, when such 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 will be recorded by the train dispatcher in book provided therefor.

Track	Between	And	Controlled by	Notes
No. 4 (E)	So. Plainfield	Potter	So. Plainfield	2-3 4-5
Perth Amboy (W)	Raritan Jct.	So. Plainfield	So. Plainfield	3-4-5
Allentown (W)	East Penn Jct.	Catasauqua	Train Dispr.	1-3-4
Ashmore (W)	Black Creek Jct.	Ashmore	Train Dispr.	1-3-4
Auburn (W)	Auburn Jct.	M.P. 357	Train Dispr.	4

(E) (W) Indicates time-table direction from point first named.

**NOTE 1.** 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 2.** Signal indication at Potter or South Plainfield will be permission for movement on this track.

**NOTE 3.** 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.

**NOTE 4.** Track car extras must not be permitted to enter and proceed on this track unless so authorized by the train dispatcher 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 5.** Rule 105b will not apply.

## MOVEMENT OF TRAINS

### 2201. Location of Train Dispatchers:

Jersey City  
Coxton  
Buffalo

2202. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to arrival or departure of superior trains will be furnished on Clearance Card (Form C) or by train order.

2203. Rule D-83: No superior trains scheduled.

2204. Rule 153 in effect as follows:

Main Line, between West Oak Island and Tift Jct.

Mountain Cut-Off, between Gracedale and Coxton Interlocking.

Note: Permission must also be obtained on other portions of the railroad to enter the main track, or to cross from one main track to the other at hand-operated switches where telephones are provided. However, if unable to obtain permission due to failure of means of communication, such movements may be made on other portions of the railroad observing Rule 99, but under no circumstances on portions of the railroad where Rule 153 is effective without permission.

2205. Main Line and Mountain Cut-Off:

Rule 101a modified.

Rule D-151 amplified.

Track flagmen will not be provided to protect movements against the current of traffic where track raising operations are in progress.

Track raising operations are prescribed by BULLETIN and trains must be notified by train order to run at Reduced speed and lookout for trackmen, when operated against the current of traffic over such territory during the hours specified.

2206. In cases where crews are ordered to receive or deliver their train on the main track at initial terminal or at final terminal of their run, such crews when notified by proper authority, will be relieved from providing flag protection for the train after same is so delivered or prior to starting to pull on its road trip.

Before a crew is notified they are relieved from providing flag protection for the train, train order must be issued placing such portion of the main track out of service account unprotected cars.

2207. When a train encounters a severe storm or indications of high water, or when conditions may cause slides, such train will proceed at Reduced speed, looking out for obstructions on track.

2208. Nos. 1 and 2 tracks may be used with the current of traffic and, where Rule 261 is in effect, with the established direction of traffic by proper signal indication or permission of the operator when authorized by the superintendent, without protecting against following movements as herein specified. Within these limits, trains and engines must move at Restricted speed, unless the track ahead upon which the movement is to be made is known to be clear. "Known to be clear" includes when track is known to be clear by signal indication:

Between: Jersey Avenue Jct. and Oak Island Jct. interlocking.

Sayre—Between signal located 3000 feet west of M.P. 270, governing westward movements on No. 1 track, and signal located 4150 feet east of M.P. 272, governing eastward movements on No. 2 track.

Except as herein affected all Operating, Signal and Interlocking Rules remain in effect.

2211. Switch tenders are stationed at and have charge of main track hand operated switches:

Location

Switches

Packerton . . . Inlet at west end Packerton eastward yard, 8.00 A.M. to 12 Midnight.

### Hand Operated Switches Equipped With Electric Locks

2212. The following switches are equipped with electric locks; permission to unlock must be obtained from operator:

Location	Switch	By permission of
Communipaw Ave...	Coach yard track to No. 1 track.....	Newark
Landsdown.....	Trailing point No. 2 track to Pittstown Br.	Bellewood
Pattensburg.....	Trailing point No. 1 track to cripple spur..	(2) Bellewood
Pattensburg.....	Trailing point No. 2 track to siding.....	(2) Bellewood
Bellewood.....	Facing point No. 2 track to Trimmers siding.	Bellewood
Richards, east of...	No. 2 track to Penn-Allen Slag Co.....	(1) Easton
	No. 2 track to So. Side Ind. Br.....	(1) Easton
Lehighton.....	Trailing point No. 4 track to siding.....	Lehighton
Tannery.....	Crossover Nos. 1 to 2 tracks.....	Gracedale-
		Penn Haven Jct.
Mountain Top.....	Connection, Single track to Sdg.....	(2) Gracedale
No. Wilkes-Barre...	Trailing point No. 3 to No. 1 track.....	Gracedale
Manchester.....	Facing point No. 2 track to yard.....	Manchester
Rochester Jct.....	Switches and crossovers.....	(2) Manchester-
		P&L Jct.
Ogden.....	Station leader to Main track.....	Niagara Jct.
	Connection to No. 4 yard track.....	Niagara Jct.
Ashmore.....	Hays Creek Br. to Connecting track.....	Hazleton
North Ashmore.....	Connecting track to Freeland Br.....	Hazleton
North Ashmore.....	Stockton Rd. track to Freeland Br.....	Hazleton
Hazleton.....	Trailing point No. 2 track to Borehole Sdg.	Hazleton
Lehigh & Lake		
Erie Branch.....	McCaskey Lumber Sdg.....	(2) Niagara Jct.
	West Seneca Lbr. Sdg.....	(2) Niagara Jct.
	So. Buffalo Rwy. Conn.....	(3) Niagara Jct.

(1) Switch stand operated derail equipped with electric lock. See instructions in lock box.

(2) When authorized to use be governed by instructions posted in electric lock cases.

(3) Eastward movements enroute to South Buffalo Rwy. connection must Stop west of eastward home signal governing movements to single track, and trainman must proceed ahead of the movement to unlock and operate South Buffalo Rwy. connection switch. After switch has been reversed and locked, Operator at Niagara Jct. will display proper signal for movement.

2213. Except as provided in Special Instruction 2229, Lehigh Valley R.R. trains will use tracks of other Railroads as indicated, subject to rules and regulations of such Railroads:

Railroad	Between
Pennsylvania R.R.	Tomhicken and Gum Run.
Pennsylvania R.R.	Newton and Rock.
E.-L. R.R.	Waverly and Elmira.
E.-L. R.R.	Owego and Binghamton.
D. & H. R.R.	E.-L. Station, Binghamton, and D. & H. "YO" Cabin.
N. Y. C. R.R.	National Jct. and Weehawken.
N. Y. C. R.R.	Cayuga and L. V. Junction.
N. Y. C. R.R.	Tonawanda Junction and Suspension Bridge.

2214. Except as provided in Special Instruction 2232, trains of other Railroads will use Lehigh Valley R.R. tracks as indicated, subject to the rules of this Company:

Railroad	Branches or Between
C. R. R. of N. J.	National Docks Branch.
N. Y. C. R.R.	National Docks Branch.
N. Y. C. R.R.	Canastota, between Seneca Turnpike & N.Y.C.R.R. Conn.
Pennsylvania R.R.	National Docks Branch
Pennsylvania R.R.	Newton and Laurel Jct.
Pennsylvania R.R.	Tomhicken and Mount Carmel.
E.-L. R.R.	Waverly and Bradford St., Sayre.
D. & H. R.R.	Owego and Sayre.
E.-L. R.R.	Mountain Cut-Off, Duryea Jct. and Avoca.
E.-L. R.R.	River Junction and Rochester Subway R.R. Connection.

## 2215. Spring Switches Located:

Location	Normal Position	Route for which it is sprung
† 300 feet west Communipaw Ave.	Single track to No. 2 track	From No. 1 track
† Chapel	Single track to No. 1 track	From No. 2 track
† Royce, west of-west end No. 3 track	No. 1 track	From No. 3 track
Landsdown—West leg of Wye	To siding	West leg of Wye
North End of Wye	West Leg of Wye	East leg of Wye
Lehighton—North end of Wye	East Leg	West Leg
† Tannery—turnout from Hays Creek Branch to No. 1 track	No. 1 track	Hays Creek Branch
† Pittsburgh & Lehigh Jct.—west end westward passing siding.	No. 1 track	From siding
† Shimer	Single track to No. 2 track	From No. 1 track
Diamondtown	Single track to No. 2 track	From No. 1 track
Diamondtown—185 feet west of	Yard track	From main track
† Freeland Branch—North Ashmore	Single track to No. 2 track	From No. 1 track
† Freeland Branch—Jeddo—West Portal of Tunnel.	Single track to No. 1 track	From No. 2 track
† Tomhicken Branch—Cranberry	Single track to No. 1 track	From No. 2 track

† Interlocking rules will apply between home signal and spring switch signal at these locations except that Rule 99 must be observed within these limits, exceptions Communipaw Ave. and Chapel. When authorized, and after complying with instructions covering signal operation posted in box attached to indicator post at switch, movements from siding may trail through spring switch. Rule 155 governs.

**2216. Oak Island—**Authority must be obtained from Newark Interlocking to enter the main track at hand operated switch at Oak Island Transfer yard office. Movements clearing the main track at this switch must report clear to Newark Interlocking.

**2216a. Oak Island—**Eastward trains and engines entering Receiving yard must Stop before reaching first switch and member of crew must set switches for proper track. Authority must be secured from yardmaster at Hump yard office before entering ladder track at east end of yard.

**2216b. Newark—**Rail movements must stop at the approach to Poinier Street short yard. A trainman must be sent ahead to ascertain trucks and trailers parked along driveway clear tracks before proceeding.

**2217. Roselle Park—**Eastward trains must not stop to perform switching service except in emergency, and in such event must be stopped 500 feet east of Bridge 17, to clear circuit operating highway crossing protection signals.

**2217a. So. Plainfield—**Track 5 between yard and interlocking controlled by the operator. Permission must be obtained from the operator for movement on this track.

**2218. Royce, West of—**Westward movements on No. 3 track must Stop east of Stop sign, located 2214 feet west of Mile Post 39, to obtain authority from Bellewood, for movement west thereof. When authorized to proceed, movement west of Stop sign will, when conditions permit, actuate the low home signal located on ground 2575 feet west of Mile Post 39, governing westward movements from No. 3 to No. 1 track.

**2219. Allentown**—Before signal is displayed at Union Street interlocking for eastward movements on Secondary track consisting of 30 or more cars, operator at Union Street must ascertain from operator at East Penn Jct. that signal has been displayed for the movement at East Penn Jct. in order to avoid blocking highway crossings.

**2219a. Lehighon**—Trains or engines must not move from east end of tracks 24 and 26 nor, on Track 22 between Lehighon and PD without permission from yardmaster at Packerton.

**2220. Rockport and Vosburg Tunnels.**

When signal governing movement through Tunnel indicates Stop, Rule 509 applies and Flagman must be sent in advance of train through Tunnel.

**2221. Gracedale to Franklin**—Freight trains must not follow passenger trains until clear at Franklin.

**2222. Wilkes-Barre**—City Ordinance prohibits blocking highway crossings in excess of three minutes, when switching over crossings care must be taken to prevent violation of Ordinance.

**2223. Manchester, West end yard**—Normal position of No. 2 main track and leader switch at west end of eastward yard will be for the yard; Normal position of switches at west end westward yard will be for new yard leader and No. 1 main track.

Westward trains will depart from yard via new yard leader.

Yard crews must leave switches lined accordingly when not otherwise in use.

Track number on which eastward trains are to be yarded, will be indicated by lighted number displayed outside P & L Junction interlocking station. This does not relieve members of road engine and train crews from observing that these routes are properly lined for their trains and from observing Restricted speed approaching diverging route switch leading from No. 2 main track to yard. Rule 104 modified accordingly.

**2224. Mountain Cut-Off, Avoca**—Westward train in excess of 80 cars receiving "Approach" indication at signal C-1751, east of McAlpine Street Avoca, will stop to clear McAlpine Street and report to Coxtan interlocking station.

**2224a. Bayonne Branch**—Eastward movements on Branch must Stop at Stop sign, 250 feet west of switch leading to East Claremont yard, and trainman determine route is clear before giving signal to engineman to proceed.

**2224b. Raritan Branch**—Gates across track 200 feet west of M.P. 22, and 1250 feet west of M.P. 24. Normal position of gates is closed and locked with U. S. Army switch locks.

Rail movements must approach gates prepared to Stop.

Switch point derail located in main track 490 feet east of east-erly gate. Derail must be left in derailing position after each movement is completed.

**2225. Perth Amboy Secondary Track—Kilmer Connection**

Kilmer connection extends westward Valley to Kilmer. Yard speed and Yard Rules apply, and Crews will be responsible for the use and protection of all switches used for their movements on this connection.

Trains or engines may turn on the loop track and a passenger train may use any track in the Camp Kilmer passenger yard.

Attention is called to reporting clear of and obtaining permission to re-enter Perth Amboy Secondary track. Normal position of switches at entrance to Wye at Valley and Metuchen is for movement on Perth Amboy Secondary track.

Yardmaster, Perth Amboy, will call Kilmer 5-7200, Extension 434, concerning cars destined to warehouse of the Western Electric Company who will have one of their employes in position to direct crews where inbound cars are to be placed, or outbound cars removed.



**2225a. Clinton and Pittstown Branch, Kings**—Hand operated derail on Main track, located 30 feet west of second crossing at Kings, at location of Allen Fertilizer Mfg. Co. plant, must be placed in derailing position when a car, or cars, are spotted at Allens.

Trains and engines must approach derail prepared to Stop, expecting to find derail in derailing position.

**2226. Hazleton Branch**—Trains and engines will operate at Reduced speed looking out for track cars ahead as herein specified:

Between	Hours
Ashmore and Shimer also Laurel Jct. and Mount Carmel	6.01 A.M. to 4.30 P.M. daily, except Saturday, Sunday and Holidays.

**Rule 506** modified accordingly. This will not relieve track car drivers from observing **Rule 80**.

**2226a. Shimer and Laurel Jct.**—Only one train at a time is to be permitted to occupy single main track between these points, or if more than one train at a time is permitted to occupy said track it must not be operated at a speed in excess of Restricted speed.

**2227. Pine Jct.**—When signal governing westward movements on No. 1 track, or signal governing eastward movements on No. 2 track, Pine Junction, indicates Stop, in addition to complying with **Rule 509**, train must be preceded by a flagman to crossover switches at Pine Junction who must determine that no movement is being made from Quakake Branch to Hazleton Branch, and that switches are properly lined for movement to be made before train fouls crossovers.

The requirements of **Rule 99**, in so far as protecting crossover movements by westward trains from Quakake Branch to Hazleton Branch at Pine Junction is concerned, will have been complied with by trainman placing a lighted fusee on No. 1 track east of crossover and on No. 2 track west of crossover, when lining crossover at Pine Junction.

**2227a. Delano**—Trains and engines on Nos. 1 and 2 tracks must move at Reduced speed between Delano Station and Park No. 2 crossover prepared to Stop short of unprotected cars, unless the track ahead is known to be clear. "Known to be clear" includes when track is known to be clear by signal indication.

**2228. Mount Carmel**—P.R.R. and L.V.R.R. trains use tracks within yard limits, also running tracks in either direction, and must operate at yard speed. Yard limit signs are located at Diamondtown and P.R.R. Block Limit Station, State, located 1004 feet west of P.R.R. Mile Post 25.

When L.V.R.R. crews pull in No. 1 west track, permission must be obtained from P.R.R. operator at Kase before throwing switch at State to crossover on main track. No. 1 track, east and west of crossover at Sagon, will be used for delivery of cars to P.R.R. Nos. 2 and 3 tracks, will be used for receipt of cars from the P.R.R. and must not be used in westward direction.

L.V.R.R. and P.R.R. running tracks must not be used for storing cars.

**2228a. Mount Carmel**—The main track may be used within yard limits without obtaining permission as prescribed by **Rule S-93**.

Eastward trains are relieved from observing **Rule S-83**.

**2228b. Hays Creek Branch**—Opposing and following movement of trains must not be permitted except, a train may follow a train other than a passenger train with Clearance Card (Form C). Absolute block must be provided for passenger trains between Ackerman and Ashmore.

**2229. Tomhicken Branch**—Movements between Tomhicken and Gum Run of the P.R.R. will be in charge of L.V.R.R. Train Dispatcher located at Coxton and employes will be governed by L.V.R.R. Book of Rules, Special Instructions, and General Orders.

**2230. Tomhicken Branch**—All trains and engines must operate at Reduced speed expecting to find cars blocking main tracks or switches not properly lined between Locust Junction and Cranberry Junction.

**2232. L.V.R.R. train movements on New Boston Branch**, designated by P.R.R. as Schuylkill Secondary track of no assigned direction, controlled by Norris, are in charge of P.R.R. Train Dispatcher at Philadelphia.

L.V.R.R. train movements between Gum Run and Deringer Branch, designated by P.R.R. as Nescopeck Running track, of no assigned direction, controlled by Norris, are in charge of P.R.R. Train Dispatcher at Philadelphia.

Employes will be governed by the P.R.R. Book of Rules, Rules for Conducting Transportation and Philadelphia Region time-table.

**2233. West Pittston Branch, Harry E. Colliery**—When pushing cars into Colliery, such movements must not exceed six loaded or eight empty cars.

**2234. State Line & Sullivan Branch, Dushore, west of**—Siding, trailing point eastward, 2750 feet west of Dushore, serving Roscoe Burgess, normal position of switch set for siding. Rail movements must Stop short of switch and ascertain cars on siding do not foul main track and, after aligning switch for main track, proceed carefully expecting to find unprotected cars on main track between switch and a point 580 feet east thereof.

Normal position of switch point derail, on main track 250 feet west of Dushore-Towanda road crossing, is derailing position.

**2236. Ithaca Branch**—The main track may be used within yard limits at Ithaca without obtaining permission as prescribed by Rule S-93.

**2238. Auburn Branch, Sayre**—In addition to obtaining Clearance Card (Form C), westward trains from Sayre yard to Auburn Branch must secure permission from Operator before occupying Auburn Branch main track by calling on telephone located on pole at outlet from SC yard or, from telephone in shanty at Packer Avenue bridge when departing from lower yard or leaders.

**2239. Auburn and Cortland Branches, Freeville**—Trains must not leave Freeville during the hours Block Station is open without Clearance Card (Form C).

**2240. Auburn and Ithaca Branch**—Normal position of switch at west leg of wye, Cayuga Jct., is for movement to and from Seneca Falls Branch.

**2241. Rochester**—The main track may be used within yard limits without obtaining permission as prescribed by Rule S-93, observing yard speed. This also applies to Erie-Lackawanna R.R. switching crew entering L.V.R.R. track at River Jct. Eastward trains are relieved from observing Rule S-83.

**2242. Lehigh & Lake Erie Branch** — Eastward trains or engines when ready to depart from Tifft Terminal, must obtain permission from operator at that point before proceeding. Telephones located approximately where the head end of eastward trains will be after doubling.

Westward movements from South Buffalo R.R. and P.R.R. connection must obtain authority from operator at Niagara Jct. before proceeding westward on branch.

**2243. Tifft Terminal**—Trains or engines using connection from eastward main track to lead track at west end of eastward yard must not foul or pass over crossing until trainman has ascertained that no trains are approaching and has set signal for movement.

Normal position of signal—Proceed on westward yard lead track.

### Non-interlocked Railroad Crossings at Grade

**2250.** Movement of trains or engines on tracks of this railroad over non-interlocked railroad crossings at grade will be governed as follows:

Location	Other Railroad	Note
<b>Main Line</b> Jersey Avenue, Jersey City North Wilkes-Barre	C.R.R. of N.J. D. & H. R.R.	12 1
<b>Edgewater Branch</b> Jersey City	P.R.R.	2-4
<b>National Docks Branch</b> Bayonne	C.R.R. of N.J.	2-3
<b>Newark</b> Frelinghuysen Ave.	P.R.R.	3
<b>Cranford</b>	B. & O. R.R.	5-7-13
<b>Perth Amboy Yard</b> Perth Amboy	P.R.R.	2-4
<b>Raritan Copper Branch</b> Perth Amboy	C.R.R. of N.J.	2-4
<b>Easton and Northern Branch</b> L. & N.E. Jet.	L. & N.E. Rwy. Co.	2-5-13
<b>Hazleton Branch</b> Audenried	C.R.R. of N.J.	6
<b>Franklin Colliery Branch</b> Wilkes-Barre	C.R.R. of N.J.	2-5-13
<b>Miners Mills Branch</b> Wilkes-Barre	C.R.R. of N.J.	2-5-13
<b>Prospect Colliery Lead</b> Wilkes-Barre	C.R.R. of N.J.	2-5-13
<b>West Pittston Branch</b> Harry E. Crossing Crossing near Mill Hollow Branch	E.-L.R.R. E.-L.R.R.	7 7

**Note:** Stop must be made within not less than 200 feet or more than 800 feet of railroad crossings at grade listed below:

Location	Other Railroad	Note
<b>Auburn Branch</b> Freeville Auburn	L.V.R.R. N.Y.C.R.R.	2-8 2-4
<b>Waverly-Elmira Branch</b> Elmira Thurston Street, Elmira	P.R.R. E.-L.R.R.	2-9-13 2-4-7
<b>Cortland Branch</b> Freeville Cortland Jet. Canastota	L.V.R.R. E.-L.R.R. N.Y.C.R.R.	2-10 2-11 2-4

**Note 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.

**Note 2.** Stop.

**Note 3.** Proceed if crossing is "Known to be clear."

**Note 4.** Proceed after trainman stationed on crossing has observed that no rail movement is approaching on other railroad.

**Note 5.** Proceed after trainman has placed signal in proceed position.

**Note 6.** Normal position of signal is for L.V.R.R. A signal indicating Stop may be passed only on hand signal from trainman stationed on crossing, who must protect against rail movements on the C.R.R. of N.J. as prescribed by **Rule 99**.

**Note 7.** Protect against rail movements on other railroad as prescribed by **Rule 99**.

**Note 8.** Proceed when lower arm is at an angle of 60 degrees or lower light shows green.

**Note 9.** Normal position of signal is for P.R.R. Proceed after trainman has placed signal in Stop position for P.R.R. rail movements.

**Note 10.** Proceed when upper arm is at an angle of 60 degrees or upper light shows green.

**Note 11.** Signals and derails controlled from Cortland Block Station. Interlocking Rules apply between home signal limits; **Rule 664** applies to derails.

**Note 12.** C.R.R. of N.J. rail movements must stop and obtain authority from yard office to pass over crossing.

**Note 13.** Where normal position of signals is for other railroad, it must be returned to that position when rail movement is completed.

**2255.** The regularly assigned crew (and Mine engine) will have operating rights over other trains, except within yard limits, on branches or portion thereof herein specified and are relieved from observing **Rule S-83**; also from obtaining permission to use branch main track within yard limits as prescribed by **Rule S-93**:

Branch	Regularly Assigned	Hours
Raritan	Switching crew	12.01 AM to 11.59 PM Daily
Clinton & Pittstown	Switching crew	12.01 PM to 11.59 PM Daily
Musconetcong	Switching crew	12.01 PM to 11.59 PM Daily
Ebervale, between 100 feet east of Vexit Jet., and 200 feet west of Vexit Jet.	Jeddo-Highland Coal Company's Mine engine.	6.01 AM to 8.01 PM Daily except Sunday
Sheppton, between switch, east end empty car track Harwood cleaner and 500 feet west of Harwood Jet.	No. 1 Contracting Company Mine engine.	6.01 AM to 5.01 PM Daily
Hays Creek, between Ashmore and Ackerman	Crew operating Tannery run.	7.01 PM to 6.01 AM Daily
Bowmans Creek	Crew operating Bowmans Creek Local.	12.01 PM Sunday to 6.01 AM Monday; 7.30 PM to 6.01 AM other days.
Montrose	Crew operating Coxtton-Sayre Local	12.01 AM to 11.59 PM Daily except Sunday.
Waverly-Elmira, between Elmira and Horseheads	Crew operating Sayre-Horseheads run	7.01 AM to 7.01 PM Daily except Sunday.
Auburn and Ithaca, between Ithaca and Ludlowville	Crew operating Ludlowville-Milliken run.	12.01 AM to 11.59 PM Daily
Naples	Crew operating Naples Branch run	3.01 PM to 6.01 AM Daily except Sunday.
Rochester, between Rochester and Rochester Jet.	Rochester day crew.	9.01 AM to 5.01 PM Daily
Rochester	Rochester-Hemlock run.	8.01 PM to 8.01 AM Daily
Cortland, between Freeville and East Ithaca	Crew operating No. 326 from Cortland.	10.40 PM to 4.01 AM Daily

## HIGHWAY CROSSING PROTECTION

### 2256. Movements against Current of Traffic.

Referring to Rule 36. At the following locations automatic highway crossing signals do not operate for movements against the current of traffic:

Location	Crossing
5280 feet west of So. Plainfield	Clinton Avenue (See Special Instruction 2258)
9557 feet west of Plainsville	Inkerman
480 feet east of Tunkhannock	Bridge Street
140 feet west of Skinners Eddy	Tuscarora Road
130 feet west of Laceyville	Church Street
1330 feet east of Athens	Elmira Street
<b>Hazleton Branch</b>	
4917 feet west of Hazleton	Buttonwood & Wyoming Streets
51 feet west of Delano	Delano-Mahanoy City Road
<b>Niagara Falls Branch</b>	
11405 feet west of Niagara Jct.	Sugg Road
14083 feet east of Williamsville	Amherst Villa Road
13358 feet east of Tonawanda Jct.	Sweet Home Road
9398 feet east of Tonawanda Jct.	Chestnut Ridge Road
1954 feet east of Tonawanda Jct.	Ellicott Creek Road

2257. Referring to Rules 36 and 36b. At the following locations apparatus is provided to automatically interrupt the operation of the automatic highway crossing protection. At such locations, train movements approaching crossing will be governed as herein provided:

Location	Crossing	Note
Hillside	Long Ave.	1
Bound Brook, east of	Cedar Ave.	11
Allentown—Secondary Track	Third St.	1-9
	Gordon St.	1-10
Tannery	Leighton Rd.	2
White Haven	Northumberland St.	1-12
	Berwick St.	1-12
South Wilkes-Barre	Parrish St.	1
Wilkes-Barre	Dana St.	13
Geneva Jct., east of	Geneva-Waterloo Rd.	14
Victor	Maple Ave.	1
Duryea	Foote Ave.	3
	New St.	4
Weatherly	Main St.	5
Shenandoah	Main St.	6-7
	Center St.	6-7
	Lloyd & Bower Sts.	6-7
	Coal & Emerick Sts.	6-7
Ithaca	State-Seneca Streets	1-8
	Buffalo Street	1-8

### NOTES:

- (1) In the event a train or engine is delayed, or stops short of crossing after entering annunciating location, highway crossing protection will automatically cancel and a flashing amber light mounted on a mast located on the north side of crossing for westward track and south side of crossing for eastward track and visible to the engineman, will commence flashing thus indicating that highway crossing protection is not operating. Before resuming movement over crossing 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 proceed over crossing.

- (2) Note 1 applies on main tracks. Movements on siding must Stop within 50 feet of crossing to allow highway crossing protection signals to operate for a minimum of 25 seconds before proceeding over crossing.
- (3) Note 1 applies when train movement fails to reach crossing from a point 1400 feet east or a point 977 feet west of crossing in approximately 4 minutes.
- (4) Note 1 applies when train movement fails to reach crossing from a point 977 feet east or a point 1760 feet west of crossing in approximately 5 minutes.
- (5) Note 1 applies when train movement fails to reach crossing from a point 1275 feet east or west of the crossing in approximately 4 minutes
- (6) Note 1 applies when train movement fails to reach crossing from a point 900 feet east or west of crossing in approximately 3 minutes. Movements on siding over crossing at Lloyd & Bower Streets, and Coal & Emerick Streets must Stop within 70 feet of crossing to allow highway crossing protection signals to operate for a minimum of 25 seconds before proceeding over crossing.
- (7) Movements against the current of traffic must Stop within 40 feet of crossing to allow highway crossing protection signals to operate for a minimum of 25 seconds before proceeding over crossing.
- (8) Note 1 applies to main track when eastward movement fails to reach crossing from a point 490 feet west of Buffalo Street, in approximately 90 seconds. Eastward trains or engines stopping 70 feet west of Buffalo Street, thereby causing highway crossing protection at Buffalo Street and State-Seneca Streets to automatically cancel, must advance to a point within 70 feet of Buffalo Street and Stop. When flashing amber light ceases to operate, indicating highway crossing protection at Buffalo Street and State-Seneca Streets is operating, movement may proceed over crossings.
- (9) Movements in either direction on siding north of Secondary track, must approach to within 70 feet of crossing and Stop. When automatic gates have reached the barricade position, movement may proceed over crossing.
- (10) Eastward movements entering Secondary track from West End Branch must Stop within 70 feet of Gordon Street. When automatic gates have reached the barricade position, movement may proceed over crossing.
- (11) 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.

- (12) Note 1 applies when train movements fail to reach crossings from a point 1700 feet east of Northumberland Street, or a point 1420 feet west of Berwick Street in approximately 90 seconds.

Eastward trains making station stop at White Haven will, when consist of train permits, stop 30 feet west of Berwick Street.

After a time interval of approximately 90 seconds highway crossing protection at Berwick and Northumberland Streets will automatically cancel, and a flashing amber light mounted on sidewalk gate mast on south-west side of crossing and visible to engineman will commence flashing, thus indicating that highway crossing protection is not operating.

Eastward trains stopping 30 feet west of Berwick Street, must advance to a point within 30 feet of Berwick Street and stop. When flashing amber light ceases to operate, indicating highway crossing protection at Berwick and Northumberland Streets is operating, movement may proceed over crossings.

- (13) Note 1 applies when train movement fails to reach crossing from a point 1175 feet east of Dana Street, or a point 674 feet west of Dana Street in approximately 1 minute, except for movement against current of traffic on No. 1 track. Trains and engines moving against the current of traffic on No. 1 track requiring movement over Dana Street, must advance to a point within 25 feet of signal, located on ground 70 feet west of Dana Street, and STOP, which will activate highway crossing protection. After a time interval of 30 seconds signal will display indication in accordance with **Fig. P, Rule 290** and movement may proceed over crossing. In event train or engine fails to occupy track section beyond signal within 1 minute after signal displays indication for movement over crossing, **Fig. P, Rule 290**, crossing protection will automatically cancel, and the movement must then be protected by pushing the "DOWN" button in push button box located on relay case on southwest side of crossing.

- (14) When eastward movement on No. 2 track fails to reach crossing from a point 2340 feet west of Geneva-Waterloo Road within 4 minutes, it will automatically cancel highway crossing protection and a flashing amber light mounted on a mast on south side of No. 2 track and visible to the engineman, will commence flashing, thus indicating that highway crossing protection is not operating. Before resuming movement over crossing, train or engine must advance to a point within 70 feet of crossing and Stop. When flashing light ceases to operate, movement may proceed over crossing. Westward movement receiving "Approach" indication at signal 3391, east of Geneva Jct., shall operate 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 is resumed.

**2258. Requirements for operation of highway crossing protection, or other protection to be provided, on Branches, Sidings, Yard or other Tracks.**

Location	Crossing	Track	Note
<b>Main Line</b>			
South Plainfield	Clinton Avenue	No. 4	1
South Plainfield	Front Street	Industrial, North of No. 1	2
Manville	Thirteenth Street	No. 3	3
Allentown	Basin Street	Nos. 1-2 & Secondary	4
Allentown	Hamilton Street	Swift & Co. Siding	5-14
Cementon	Main Street	Siding, South of No. 2	6-8
Slatington	Main Street	Station siding, North of No. 1	6-8
Kendaia, General Services Administration Area	Geneva-Ovid State Highway Main Road within Area	Siding, to Area Siding, within Area	14-21-11 14
Wadsworth	Scottsville Road	Siding, North of No. 1	7-8
<b>Mountain Cut-Off</b>			
Avoca	McAlpine Street	Siding, South of No. 2	7-9
<b>National Docks Branch</b>			
Jersey City	Chapel Avenue	Main	7-11
Bayonne	Route 169	Sidings, South of main	7-11
Bayonne	30th Street	Constable Hook (Eastward movements)	7-11
<b>Caven Point Branch</b>			
Jersey City	Chapel Avenue	Connecting track with National Docks Branch	7-11-12
Jersey City	Linden Avenue	Main	13-12-25
<b>Jersey City Branch No. 1</b>			
Jersey City	Route 440 & Culver Avenue	Main	14-15
<b>Newark Yard</b>			
Newark	Frelinghuysen Avenue & Peddie Street	Yard Leader	10
<b>Irvington Branch</b>			
Hillside	Liberty Avenue	Main	22-14
Hillside	Hillside Avenue	Main	23
	Hillside Avenue	Sidings, North of main	7-11
Irvington	Lyons Avenue	Main, and Magee Fine Lumber Co. siding	16-17-11
	Lyons Avenue	Siding, South of main	2
<b>Bloodgood Branch</b>			
Clark, South of	Raritan Road	Main	14-21
<b>Flemington Branch</b>			
West of Flemington Jct.	Whitehouse-Flemington Road	Main	14-21
West of Flemington Jct.	Clinton Road	Main	14-21
<b>Ebervale Branch</b>			
West of Jeddo No. 7	State Highway Route 309	Main	14-2
<b>Sheppton Branch</b>			
West of Grape Run Jct.	State Highway Route 309	Main	7-11
<b>Auburn Branch</b>			
Dryden	South Main Street	Main	17-11
Auburn	Genesee Street	Main & sidings	17-8
Auburn	Columbus Street	Main & sidings	17-8
	Columbus Street	Clapp's Coal siding	14
Auburn	Baker Avenue	Main-Secondary & sidings	17-8-18
Auburn	Orchard Street	Secondary	17-11-18
West of Auburn	West Street	Secondary	19
West of Auburn	Wall & North Division	Secondary	19
West of Auburn	Aurelius Avenue	Secondary	19
West of Auburn	Frazer Street	Secondary	19
West of Auburn	Perrine Street	Secondary	19
<b>Cortland Branch</b>			
McLean	McLean Road	Main & siding	14-21-11
Cortland	Owego Street	Main & sidings	2
Cortland	Main Street	Main & sidings	2
<b>Rochester Branch</b>			
Atwells, 1.7 mile east of Lima	St. Mary's Street	Main	14-20
East of Lima	Route 5	Main & sidings	14-21-11
<b>Niagara Falls Branch</b>			
West of Niagara Jct.	French Road	No. 2	24
<b>Lehigh &amp; Lake Erie Branch</b>			
Tift Terminal	New Fuhrmann Blvd.	Beach	14-15

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

Instructions for manual operation are posted in control box.



**Note 1.** Rail movements performing switching operations on No. 4 track, west of Clinton Avenue, must approach to within 70 feet west of crossing and Stop to allow the highway crossing signals to operate for a minimum of 25 seconds before eastward movement may proceed over crossing.

Westward rail movements on No. 4 track must Stop within 70 feet of crossing to allow highway crossing signals to operate for a minimum of 25 seconds before proceeding over crossing.

**Note 2.** Rail movements in either direction must Stop within 70 feet of crossing and allow highway crossing signals to operate for a minimum of 30 seconds before proceeding over crossing.

**Note 3.** Rail movements in either direction must approach the crossing prepared to Stop and observe that automatic gates are operating. In event gates are not operating, Note 14 applies.

**Note 4.** Manually operated crossing gates are normally in the barricade position and employes must communicate with Union Street Interlocking, via telephone located on the north and south sides of crossing, if it is desired to have the gates raised.

**Note 5.** Rail movement shall not proceed until watchman has placed the crossing gates for the remaining tracks in the barricade position.

**Note 6.** Rail movements in either direction must Stop within 50 feet of crossing.

**Note 7.** Stop at Stop sign.

**Note 8.** Proceed when gates have reached the barricade position.

**Note 9.** Proceed 15 seconds after gates have reached the barricade position.

**Note 10.** Traffic lights govern highway and rail movements. Rail movements must come to a complete Stop and avoid obstructing crossings while traffic signals display Green for highway traffic. Start and Stop buttons are located on the north side of track at west side of Peddie Street, and east side of Frelinghuysen Avenue, and a member of the train crew must manually operate the highway traffic signals in addition to complying with Special Instruction 2259.

**Note 11.** Proceed after highway crossing signals have operated for a minimum of 30 seconds.

**Note 12.** A control switch, located on relay case, is provided for manual operation of the highway crossing signals should they fail to operate automatically.

**Note 13.** Approach crossing prepared to Stop and observe that highway crossing signals are operating.

**Note 14.** Special Instruction 2259 applies.

**Note 15.** Control switches for highway traffic signals are located on each side of intersection, and a member of the train crew must manually operate the highway traffic signals.

**Note 16.** Eastward rail movements must first operate hand thrown derails.

**Note 17.** Stop within 70 feet of crossing.

**Note 18.** Rail movements from Auburn and Ithaca Branch, with signal displaying indication in accordance with Rule 290, Fig. E, will automatically place the highway crossing protection in operation.

**Note 19.** Rail movements must Stop before passing over highway crossings at grade, and two members of the train crew each equipped with a red flag during daylight hours and a red and white lantern during hours of darkness must station themselves in the center of the highway, on each side of the crossing, and stop all highway travel before giving a signal to the engineman to proceed, and continue to flag the crossing until the entire train has passed over the crossing.

**Note 20.** Lighted fuses shall be placed in receptacles, provided for that purpose on pole on each side of track. After crossing is cleared, the fuses must be extinguished.

**Note 21.** A control switch, located on relay case is provided for manual operation of the highway crossing signals.

**Note 22.** Announcing points for highway crossing signals located 400 feet east and west of crossing. Rail movements must not exceed speed of 10 miles per hour while on announcing circuit.

**Note 23.** Westward announcing point for highway crossing signals located 200 feet east of crossing. Rail movements must not exceed speed of 5 miles per hour while on announcing circuit.

Eastward announcing point for highway crossing signals located 400 feet west of crossing. Rail movements must not exceed a speed of 10 miles per hour on announcing circuit.

**Note 24.** Eastward trains required to stop west of French Road account Stop indication displayed at Niagara Jet., will stop in excess of 70 feet west of crossing. To avoid unnecessary operation of highway crossing protection, a member of the train crew must push Stop button.

Before resuming movement highway crossing protection must be set into operation, by pushing Start button, or by train moving to a point within 70 feet of crossing and stopping, to allow highway crossing signals to operate for a minimum of 30 seconds before proceeding over crossing.

**Note 25.** Start and Stop buttons are located at the crossing, to avoid unnecessary operation of the highway crossing protection, and the following instructions apply: (a) When rail movements that will not occupy the crossing are in progress, or should a train or cars that do not obstruct the crossing remain on the announcing circuits, located 440 feet east and west of the crossing, a member of the crew must push Stop button. (b) Rail movements must not be made over the crossing after "stopping" the operation of the highway crossing protection, as outlined in (a), until a member of the crew has pushed the Start button, and the highway crossing signals have operated for a minimum of 30 seconds.

2259. Trains or engines must Stop before passing over the following public highway crossings at grade and a member of the crew must station himself in center of crossing and stop all highway travel before giving a signal to the engineman to proceed:

Note—The members of the crew assigned to protecting a crossing as required by this instruction, must use a red flag during daylight hours and a red and white lantern during night hours to properly warn traveling public of an approaching engine, car or train.

Location	Crossing
New York City New York City	West 27th Street & 12th Avenue. East 149th Street—Exterior Street.
<b>Edgewater Branch</b> Jersey City Jersey City Jersey City Jersey City Jersey City Jersey City	Piggyback Ramp (Private). Freight House, Grand Street (Private). U.S. Gypsum (Private). U.S. Gypsum (Private). Jersey Avenue. Henderson Street. Warren Street.
<b>National Docks Branch</b> Bayonne Bayonne Bayonne	Naval Base Gate (Private). East 22nd Street, Connection to E.J.R.R. Access Road, near Gate 3, Humble Oil Co.
<b>Bayonne Branch No. 2</b> Bayonne	63rd Street.
<b>Jersey City Branch No. 1</b> Jersey City Jersey City Jersey City Jersey City Jersey City Jersey City Jersey City Jersey City	Danforth Avenue. *Route 440 & Culver Avenue. Concrete Plank (Private). Ryerson Steel (Private). Ryerson Steel (Private). Chemical Co. (Private). Chemical Co. (Private). Cooper-Jarrett (Private). Clarke Avenue (Private).
<b>Kellogg Branch</b> Jersey City Jersey City Jersey City	State Highway Route 1. Kellogg Plant (Private). Droyer Street.
<b>Bayshore Connecting Railroad</b> Newark Newark Newark Newark Newark	Central Drum Co. Siding (Private). Delancey Street. Doremus Avenue, Celanese Co. Siding. Wilson Avenue. Wilson Avenue.
<b>Newark and Passaic Branch</b> Newark Newark Newark Newark	Bay Avenue. Wheeler Point Road. Avenue "I". Stockton Street.
<b>Merchants National Bank Branch, South Side</b> Newark Newark Newark	Empire Street Victoria Street. City Garage (Private).
<b>Newark Yard</b> Newark	*Frelinghuysen Avenue & Peddie Street.
<b>Irvington Branch</b> Hillside Hillside Hillside Hillside Irvington Irvington  Irvington Irvington Irvington	Bristol-Myers Siding. *Liberty Avenue. Ramsey Avenue. Burnett Street. Chancellor Avenue. #Nye Avenue, daily, between 4.00 P.M. and 8.00 A.M., also between 8.00 A.M. and 4.00 P.M. Saturdays, Sundays and Holidays. Nye Avenue, Public Service Elec. & Gas Co. South 20th Street. Woolsey Street.
<b>Rahaway Valley Railroad Connection</b> Roselle Park	Webster Avenue.
<b>Bloodgood Branch</b> Clark Clark	*Raritan Road. Walnut Avenue.
<b>High Street Branch</b> Perth Amboy Perth Amboy Perth Amboy	High Street. Buckingham Street. Union Carbide Co. (Private).

Location	Crossing
<b>Kilmer Connection</b> <b>Kilmer Connection</b>	Amboy Avenue. Talmadge Road.
<b>Raritan Branch</b> West of Raritan Jct. West of Raritan Jct. West of Raritan Jct. West of Raritan Jct.	Keasbys Crossing. Hatco Crossing. Carborundum Crossing. Catalin Co. Crossing.
<b>South Plainfield</b> Wye Track West Yard Leader Smith Steel Co. Siding Perth Amboy Leg of Wye Harris Steel Co. Siding Harris Steel Co. Siding	Front Street. Front Street. Front Street. Metuchen Road. New Market Avenue. New Market Avenue.
<b>New Market</b> Morecraft Coal Co. Siding	Prospect Avenue.
<b>Middlesex</b> G.A.T.X. Co. Siding	Mountain Avenue.
<b>Read Valley</b> Belle Meade Depot Siding	Amwell Road.
<b>Neshanic</b> Feed Co. Siding	Fairview Drive.
<b>Flemington Branch</b> West of Flemington Jct. West of Flemington Jct. Flemington Flemington Flemington	*Whitehouse-Flemington Road. *Clinton Road. North Main Street. Park Avenue. Three (3) crossings east of Station, on sidings serving G.L.F. (Private).
<b>Musconetcong Branch</b> East of Hughesville	Spring Mills-Warren Glen Road.
<b>Easton and Northern Branch</b> Tatamy Belfast Jct.	Route 142. Route 115.
<b>Barber Quarry Branch</b> Allentown	Lehigh Street.
<b>Allentown</b> Swift & Co. Siding	*Hamilton Street.
<b>West End Branch</b> Allentown Allentown Allentown Allentown	Sunmer Avenue, C. L. Bell Co. Siding. 6th Street. 16th Street. 17th Street & Tilghman Street.
<b>Hazleton Branch</b> Hazleton	Cedar Street, Armour & Co. Siding.
<b>Hazleton Heights Branch</b> Hazleton	Poplar Street, Electric Auto Lite Co. Siding.
<b>South Heberton Branch</b> Freeland Freeland	South Street. Front Street.
<b>Ebervale Branch</b> East of Oakbur Jct. West of Jeddo No. 7 West of Jeddo No. 7	Route 29. *State Highway Route 309. Harleigh Crossing.
<b>Mountain Top</b> Wye Track	Lehigh Street.
<b>Mountain Cut-Off</b> Duryea Jct.	Foote Avenue, E.-L.R.R. Connection.
<b>Franklin Branch</b> 1.28 mile West of Franklin	Ashley By-Pass Route 170.
<b>Wilkes-Barre Canal Track</b> Wilkes-Barre Wilkes-Barre Wilkes-Barre	North Pennsylvania Avenue. Jackson Street. North Washington Street.
<b>Wilkes-Barre</b> Stressteel Co. Siding	Conyngham Avenue.
<b>Miners Mill Branch</b> Mill Creek	North Main Street.

Location	Crossing
<p align="center"><b>Pittston Town Track</b></p> Pittston Pittston Pittston Pittston Pittston Pittston Pittston	Tompkins Street. North Main Street. Curtis Street. New Street. Cornelia Street. Milton Street. North Main Street.
<p align="center"><b>Austin Branch</b></p> Old Forge Old Forge	Back Road. Oak Street.
<p align="center"><b>West Pittston Branch</b></p> Exeter Exeter West Wyoming West Wyoming Luzerne Kingston Kingston	Anderson Road. Exeter Avenue. West Sixth Street, Ames-Baldwin Siding. West Eight Street. Bennett Street. Division Street. Brook Street.
<p align="center"><b>Fowlers Mills Branch</b></p> West Wyoming	Shoemaker Avenue.
<p align="center"><b>Westmoreland Breaker Branch</b></p> West Wyoming West Wyoming West Wyoming	Shoemaker Avenue. Fairview Street. Brady Street.
<p align="center"><b>Maltby Breaker Branch</b></p> Swoyersville Swoyersville	Owen Street. Back Road.
<p align="center"><b>Mill Hollow Branch</b></p> Luzerne Luzerne	Union Street. Main Street.
<p align="center"><b>Bowmans Creek Branch</b></p> Forty Fort Forty Fort East of Dallas East of Dallas East of Dallas West of Dallas West of Alderson East of Harveys Lake East of Ruggles	Wells Avenue. Wyoming Avenue. Route 309. Church Street. Lake Street. Route 92. Route 515. Route 515. Route 415.
<p align="center"><b>Montrose Branch</b></p> Tunkhannock Tunkhannock East of Lake Carey East of Springville East of South Montrose East of South Montrose South Montrose	Bridge Street. Tioga Street. Route 29. Route 29. Route 29. Route 29. Route 29.
<p align="center"><b>Auburn Branch</b></p> Owego Owego Owego Freeville Auburn Auburn Auburn	†Delphine Street, daily between 9.00 A.M. and 5.00 P.M. Adaline Street. Talcott Street. Railroad Street. *Columbus Street, Clapp's Coal Siding. Clark Street. Clark & Washington Streets, Freight House Tracks.
<p align="center"><b>Waverly-Elmira Branch</b></p> Sayre Sayre Sayre Sayre Elmira Elmira Elmira Heights Horseheads Horseheads Horseheads	Mohawk Street, Siding north of main. North Lehigh Avenue. North Elmer Avenue. Bradford Street. East Washington Street. Grand Central Avenue. McCanns Boulevard. Chemung Street. Ithaca Street. South Main Street.
<p align="center"><b>Auburn and Ithaca Branch</b></p> East of Auburn	Genesee Street.
<p align="center"><b>Cortland Branch</b></p> Freeville McLean East of Cortland Canastota Canastota Canastota	Railroad Street. *McLean Road. Homer Road. Rasbach Street. Hickory Street. James Street.

Location	Crossing
<b>Ithaca Yard</b> Ithaca Ithaca Ithaca	Seneca Street. Buffalo Street. Third Street.
<b>Ithaca Branch</b> Ithaca	West Clinton Street, Siding south of main.
<b>Gilbert</b> Willard State Hospital	Barn Crossing.
<b>Kendaia</b> General Services Administration Area	*Geneva-Ovid State Highway Main Road within Area.
<b>Geneva Yard</b> Geneva Geneva	Genesee Street. Gates Avenue.
<b>Naples Branch</b> East of Dixon Stanley	Reeds Crossing. State Street.
<b>Victor</b> Siding, South of No. 2 track	Maple Avenue.
<b>Rochester Branch</b> Honeoye Falls Honeoye Falls West of Henrietta West of Atwells East of Lima	Railroad Avenue. Main Street. Clay Street. *St. Mary's Street. *Route 5.
<b>Lehigh and Lake Erie Branch</b> Tift Terminal Tift Terminal	Beach Track crossing, east of Merchants Refrigerating Corp. switch. *New Fuhrmann Blvd.

\*—Indicates that Special Instruction 2258 applies to crossing, in addition to this instruction.

†—Where time is shown in this instruction it refers to Local Time. During the period that Eastern Daylight Saving Time is observed, the hours specified are advanced one hour.

## YARD LIMITS

2401. Referring to **Rule S-93.**

Yard Limits indicated by yard limit signs as follows:

TRACK	BETWEEN	AND
Flemington Branch	Flemington Jct.	Flemington
Clinton and Pittstown Branch	900 feet east of Landsdown	1700 feet west 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.
Bushkill Branch	13th St., Jct.	Bushkill Street
Hazleton Branch	2318 feet east of Mt. Carmel	Mt. Carmel
State Line and Sullivan Branch	4200 feet west of M.P. 252	Towanda
Auburn Branch	Sayre	459 feet west of M.P. 272
	M.P. 353	M.P. 357
Waverly-Elmira Branch	Sayre	Waverly
Ithaca Branch	2620 feet west of M.P. 303	2198 feet west of M.P. 307
	1452 feet east of M.P. 345	Geneva Jct.
Auburn and Ithaca Branch	Ithaca	1373 feet west of M.P. 308
	3279 feet west of M.P. 348	Auburn Jct.
Cortland Branch	3691 feet west of M.P. 68	3992 feet west of M.P. 71
	5122 feet west of M.P. 117	Canastota
Seneca Falls Branch	211 feet east of M.P. 357	1637 feet west of M.P. 357
Naples Branch	Geneva	673 feet west of M.P. 346
Rochester Branch	Rochester Jct.	2482 feet west of M.P. 380
	M.P. 389	Rochester

## SPEEDS.

2501.

## Speed Table

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

## 2502. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

## GENERAL

		Psg.	FFW-1 FFW-3 BJ2	Other Frt.
MAIN LINE				
		Miles per hour		
Between	Communipaw Ave., Jersey City and Newark	35	35	35
	Newark and Buffalo	60	60	50
<b>MOUNTAIN CUT-OFF</b>				
Between	Gracedale and Coxtton Interlocking:			
	Westward, No. 1 track	45	45	45
	Eastward	45	35	35
		Psg.	Frt.	
		Miles per hour		
Perth Amboy Secondary Track: A speed that will permit stopping short of train or obstruction, but not exceeding		20	20	
Allentown Secondary Track		30	30	
Hazleton Branch		30	30	
Ashmore Secondary Track		30	30	
Quakake Branch		30	30	
Hays Creek Branch		30	30	
Freeland Branch		20	20	
Tomhicken Branch		30	30	
Bowmans Creek Branch		30	30	
State Line and Sullivan Branch		30	30	
Ithaca Branch		40	40	
Auburn Branch	{ Between Sayre and Owego	40	40	
	{ Between Owego and Auburn	30	30	
Cortland Branch		30	30	
Auburn and Ithaca Branch		30	25	
Rochester Branch		30	30	
Niagara Falls Branch		40	40	
Lehigh and Lake Erie Branch		35	35	

	Miles per hour
National Docks, Bloodgood, Musconetcong, Bushkill, Evans and Austin Branches.....	10
Irvington, Raritan, Barber Quarry and West End, Beaver Meadow, Sheppton and Naples Branches.....	15
Flemington, Clinton & Pittstown and Ebervale Branches.....	20
Easton & Northern, Montrose, Waverly-Elmira and Seneca Falls Branches.....	25

### VARIOUS

MAIN LINE	Miles per hour
Operating against current of traffic.....	{ Psgr. 45 { Frt.. 35
Nos. 3 and 4 Tracks—Automatic Block Signal System territory.....	
Non-Automatic Block Signal System territory.....	Reduced Speed
Colliery Branches.....	15
<b>Note</b> —The speed restrictions applying to freight trains at specified points on system will also apply to military trains consisting entirely of freight equipment, or of mixed passenger and freight equipment. Military trains consisting entirely of passenger equipment will be governed by speed of passenger trains.	
Circus Trains.....	35
BJ-2, between Coxton and Oak Island when consist includes Coal.....	50
Freight trains handling System air-dump cars 99952-99995, incl. Freight trains handling scale test cars.....	35 35
<b>Note</b> —When handling such cars conductors must know enginemen have been so advised.	
Wreck Trains—boom trailing.....	45
boom forward.....	40
<b>Note</b> —Applies to wrecking derricks equipped with approved tie down devices, front and rear.	
Work Trains—on straight track—boom trailing.....	30
on straight track—boom forward.....	20
on curves.....	20
handling Burro cranes, moving on own wheels..	15
<b>Note</b> —Applies only to cranes properly anchored.	
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, power shovels, etc., moving on own wheels—see <b>Rules 818 and 819.</b>	
On straight track.....	30
On curves.....	20
Portable ballast cleaning outfits.....	35
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks.....	5
<b>Note</b> —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.	
Track Cars—Unless otherwise restricted.....	20
When hauling track cars or trailers.....	15
Through crossover and turnouts, over Highway and Railroad crossings and when passing trains on adjacent tracks.....	5



2503. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,  
INTERLOCKING AND OTHER RESTRICTIONS

MAIN LINE	Miles per hour	
Between Jersey Ave. Jct., and Communipaw Ave.....	15	
Between Oak Island Jct. and West Oak Island Interlockings...	15	
Port Reading Jct., Railroad grade crossing.....	50	
Phillipsburg, Street crossings.....	30	
Between Phillipsburg and a point 500 feet west of M.P. 78....	30	
Allentown, Nos. 1 and 2 tracks between a point 1000 feet east of Union St. and a point 1000 feet west of Front St.....	15	
Between 1000 feet west of Front St., Allentown and Catasauqua interlocking.....	30	
Penn Haven Jct., Railroad grade crossing.....	25	
Rockport Tunnel.....	30	
White Haven, Borough limits.....	30	
Between Mountain Top and Bradley.....	{ Psgr. 45 Frts. 25	
Between M.P. 168.5 and M.P. 170.9.....	20	
So. Wilkes-Barre, Parrish Street crossing.....	} Reduced Speed	
Wilkes-Barre, between Parrish St. and a point 600 feet west of Dana St., crossing.....		15
Wilkes-Barre, Street crossings. (Except Parrish St.).....	15	
No. Wilkes-Barre, Railroad grade crossing.....	25	
Between M.P. 178.5, 1/2 mile east of Port Bowkley, and M.P. 183	20	
Between Pittston and Falling Springs.....	45	
Vosburg Tunnel.....	30	
State Line, Interlocking.....	25	
Geneva Jct., Interlocking.....	45	
P. & L. Jct., Railroad grade crossing.....	45	
Between Tift Jct. Interlocking and M.P. 443—Westward....	25	
Buffalo, Passenger Terminal tracks and leader tracks.....	} Yard Speed	
<b>Allentown Secondary Track:</b>		
Allentown, between a point 800 feet east of, and a point 800 feet west of Third St. crossing.....	} Reduced Speed	
Allentown, Third St. crossing.....		15
Allentown, between a point 1320 feet east of, and a point 1320 feet west of Gordon St. crossing.....	30	
<b>Bloodgood Branch:</b>		
Over Raritan Road and Walnut Avenue.....	5	
<b>Easton and Northern Branch:</b>		
Easton: 25th St. & Freemansburg Ave.....	} Reduced Speed	
William Penn Highway.....		
Northampton St.....		
Tatamy: Highway, 2200 feet east of Station.....		
Stockertown: Two crossings.....		
<b>Hazleton Branch:</b>		
Hazleton, between a point 4,000 feet east of Stockton Station and Locust Jct.....	20	
Hazleton, between points 750 feet east of Broad and Poplar Sts., crossing and Cedar St. crossing westward.....	15	
Hazleton, Y, Class DF engines.....	5	
Audenried. C.R.R. of N.J. grade crossing: approach crossing prepared to Stop, expecting to find crossing in use by C.R.R. of N.J.....	10	
Delano, Y tracks.....	10	
Between a point 1,000 feet and 4,500 feet west of Park 1 loaded car switch.....	20	
Between a point 1,000 feet east of Gauntlet track and the west end of Gauntlet track at Barryville.....	15	

	Miles per hour
Between west end of Gauntlet track at Barryville and Yatesville.....	20
Shenandoah, Street crossings.....	15
Between Main St., Shenandoah and Packer No. 4, M.P. 170.5	20
Raven Run, between 3,400 feet and 3,800 feet west of Raven Run Colliery switch.....	15
Centralia, Borough limits.....	10
Between Germantown Jct. and Diamondtown, No. 1 track..	15
<b>Hays Creek Branch:</b>	
No. 2 track, between Ackerman and west of Tannery.....	20
<b>Freeland Branch:</b>	
Between a point 3,200 feet west of Pink Ash Jct. and westward signal at Jeddo Tunnel.....	15
Between westward and eastward signals at Jeddo Tunnel..	Reduced Speed
<b>Ebervale Branch:</b>	
Between 100 feet east of Vexit Jct. and 200 feet west of Vexit Jct. expecting to find Jeddo-Highland Coal Cos. Mine engine occupying main track unprotected between 6.01 A. M. and 8.01 P. M. daily except Sunday.....	Yard Speed
<b>Tomhicken Branch:</b>	
Between P. R. R. Mile Post 42, located West of Gum Run and a point 225 feet west thereof.....	10
Between a point 1,400 and 2,800 feet west of Tomhicken...	20
Between Railroad Bridge over highway at Cranberry and 400 feet east of M.P. 148.....	25
Between Hazleton Jct. and Railroad Bridge over highway..	15
<b>Bowmans Creek Branch:</b>	
Luzerne, Shavertown and Dallas, highway crossings.....	5
<b>State Line &amp; Sullivan Branch:</b>	
New Albany, 1,000 feet west of, highway crossing.....	10
<b>Waverly-Elmira Branch:</b>	
Elmira, over Grand Central Avenue.....	4
Horseheads, over Sayre Street.....	10
<b>Auburn Branch:</b>	
Newark Valley, over Whig & Watson Sts., between 8:00 A.M. and 5:00 P.M.....	10
Richford, 440 feet west of, State highway.....	5
Mills, Passing Sidings of Suburban Gas Co., 3450 feet west of M.P. 313.....	15
Groton, over highways.....	5
Between Groton and Locke, westward..... (Frt.)	25
Moravia, between first Public highway east and Milk Station west.....	10
Owasco Lake, 2228 feet west of, State highway.....	10
East of Auburn, Shoemaker's crossing, westward trains.....	10
<b>Kendaia:</b>	
Within General Services Administration area.....	Restricted Speed
<b>Naples Branch:</b>	
Geneva, over Pre-emption Road crossing.....	5
Rushville, 5900 feet west of, State highway.....	5
Middlesex, 6640 feet east of, State highway.....	5
Middlesex, 750 feet east of, State highway.....	5
<b>Cortland Branch:</b>	
Between East Ithaca and Cortland.....	20
Etna, highway crossing 940 feet east of team track switch...	5
Cortland, all streets.....	5
Cortland Jct., from approach signals to Railroad grade crossing.....	15
Between Blakeslee and Canastota.....	20
Canastota, Seneca Turnpike.....	5
Canastota, between Seneca Turnpike and N.Y.C.R.R. Connection.....	Yard Speed

	Miles per hour
<b>Ithaca Branch:</b>	
Ithaca, State-Seneca and Buffalo St. crossings .....	10
Ithaca, Eastward trains between a point 490 feet west of Buffalo St. and Buffalo St. crossing.....	10
Between Ithaca and Geneva Jct.: Approach each highway crossing protected by automatic highway crossing protec- tion devices at a speed not to exceed.....	10
Willow Creek, east of:	
Warren Road crossing, 40 feet east of M.P. 311.....	15
Perry City Road crossing, 2900 feet east of M.P. 312.....	15
Ithaca Yard—Approach Knight crossing; Teer's Road; Old Stone Quarry crossing; Private crossing 660 feet east of Aurora St., and Aurora St. prepared to Stop, and speed over crossings must not exceed.....	5
<b>Auburn &amp; Ithaca Branch:</b>	
Ithaca, over State, Seneca, Buffalo and Third Sts., Willow Avenue and Stewart Park highway.....	5
McKinneys, west of between M.P. 310 and M.P. 313.2	Restricted Speed
Aurora, west of between M.P. 334.5 and M.P. 335.....	
<b>Ludlowville-Milliken siding:</b>	
Between M.P. 316 and M.P. 317.2.....	Restricted Speed
<b>Seneca Falls Branch:</b>	
Between Geneva Jct., and L.V. Jct.....	20
Waterloo, Street crossings.....	5
<b>Rochester Branch:</b>	
Between Lima and Hemlock.....	20
Between Lima and Rochester Jct.....	25
Honeoye Falls, Street crossings.....	5
Mortimer interlocking limits.....	15
<b>Niagara Falls Branch:</b>	
Williamsville, over Station siding switch from No. 1 track, 400 feet west of Station..... (Psgr.)	30
Suspension Bridge yard over Grove Ave. crossing.....	5

#### 2504. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED TURNOUTS

Spring Switches—Trailing movement.....	15
Facing movement.....	15
Crossover, turnout or diverging route switches except herein specified, all trains.....	15
Jersey City, Jersey Avenue Jct., Y.....	5
South Plainfield, Y.....	5
Landsdown, crossovers between Nos. 1 & 2 tracks.....	25
Pattenburg east of, crossover between Nos. 1 & 2 tracks.....	30
Bellewood, crossover between Nos. 1 & 2 tracks.....	30
Richards, crossovers and turnouts.....	20
Catasauqua, crossover between Secondary track and No. 1 track crossover and turnout between Nos. 1 & 2 tracks...	30
M. & H. Jct., crossover and turnout to Hazleton Branch.....	20
Wilkes-Barre, crossovers west of Market St.....	10
Athens Interlocking, crossover and turnout (eastward movements).....	25
Sayre, entering eastward and westward engine leaders.....	10
Manchester, entering yard.....	10
Rochester Jct., Y.....	15
Tift Jct., crossovers and turnouts.....	25
Rochester Branch, Honeoye Jct., Y.....	10
Hemlock, Y.....	10
Niagara Jct., Y.....	10
Lehigh & Lake Erie Branch, Clinton St. turnout.....	25
Ridge Road, turnout.....	25

2505  
**MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED**  
**CURVES**  
**MAIN LINE**

	Miles per Hour		Miles per Hour
Constable Jet. & Greenville.....	15	1st W. of Tannery.....	45
1st W of So Plainfield.....	55	2nd W. of Tannery.....	55
1st W. of Neshanic.....	55	E. end Bridge 144A.....	25
2nd W. of Neshanic.....	55	Bridge 145.....	25
1st W. of Stanton.....	55	1st E. of M. P. 146.....	40
1st W. of Landsdown.....	55	1st W. of M. P. 146.....	55
Pattensburg.....	50	M. P. 147.....	40
1st two W. of Musconetcong Tunl	45	1st two W. of Braders.....	40
1st W. of Bloomsbury.....	45	1st W. of M. P. 148.....	45
2nd W. of Bloomsbury.....	50	Between M. P. 149 & 150.....	50
M. P. 72.....	50	M. P. 150.....	35
1st W. of Alpha.....	55	1st W. of M. P. 150.....	55
2nd & 3rd W. of Greens Bridge...	50	M. P. 151 & 1st W.....	40
E. end of Delaware Bridge.....	30	1st E. of M. P. 154.....	45
South Easton.....	30	M. P. 154.....	40
1st two W. of M. P. 79.....	35	1st two W. of M. P. 154.....	45
1st W. of M. P. 81.....	50	1st E. of M. P. 155.....	55
2nd W. of M. P. 81.....	50	M. P. 157.....	50
1st two W. of M. P. 83.....	45	1st W. of M. P. 157.....	40
1st E. & at M. P. 84.....	50	M. P. 158.....	40
1st W. of M. P. 84.....	55	1st two W. of Gracedale.....	40
1st E. of M. P. 86.....	50	Mountain Top.....	40
M. P. 86.....	45	1st W. of Mountain Top.....	35
1st two W. of M. P. 87.....	55	1st W. of M. P. 160.....	25
E. & W. of M. P. 88.....	55	2nd W. of M. P. 160.....	30
1st E. of East Penn Jet.....	40	3rd W. of M. P. 160.....	40
1st W. of Hokendauqua.....	40	Between M. P. 160.5 & 160.9... 30	
1st two W. of Coplay.....	40	Between M. P. 161.4 & 161.5... 40	
1st E. of Treichler.....	50	Between M. P. 161.5 & 161.6... 30	
2nd W. of Treichler.....	55	Between M. P. 161.7 & 161.8... 30	
1st two E. of M. P. 106.....	55	Between M. P. 161.8 & 162... 35	
M. P. 106 and 1st W.....	55	1st two E. & at M. P. 163... 40	
1st E. & at M. P. 107.....	55	2nd W. of M. P. 163.....	30
1st E. of M. P. 108.....	50	3rd W. of M. P. 163.....	35
1st two W. of M. P. 108.....	55	1st E. of M. P. 164.....	40
1st E. of M. P. 109.....	55	1st three W. of M. P. 164... 35	
Slatington.....	45	M. P. 165.....	40
1st E. & at M. P. 112.....	55	1st two W. of M. P. 166.....	40
1st E. of M. P. 113.....	55	1st E. & 1st W. of M. P. 167... 30	
1st E. & 1st W. of M. P. 114... 55		1st two E. of M. P. 168.....	20
1st E. of Bowmanstown.....	55	2nd W. of M. P. 172.....	45
1st two W. of Bowmanstown.....	40	3rd W. of M. P. 172.....	50
1st E. of M. P. 117.....	50	1st W. of M. P. 173.....	45
1st E. of Lehighton.....	40	2nd W. of M. P. 173.....	40
W. End Bridge 121, & 1st W.....	25	M. P. 178.....	40
Jim Thorpe station.....	25	2nd & 3rd W. of M. P. 183... 45	
1st W. of Jim Thorpe.....	35	4th W. of M. P. 184.....	50
1st two W. of M. P. 123.....	35	M. P. 185.....	40
1st W. of M. P. 124.....	35	M. P. 193.....	50
1st W. of M. P. 125.....	30	M. P. 196.....	55
1st E. of M. P. 126.....	30	M. P. 198.....	55
Between M. P. 126.6 & 126.9... 25		1st E. of Bridge 206.....	50
Ox Bow.....	25	Between M. P. 210.9 & 211.1... 40	
M. P. 128.....	25	W. End Vosburg Tunnel.....	40
Between M. P. 128 & 128.5... 25		1st W. of M. P. 216.....	55
1st E. of M. P. 129.....	35	Between M. P. 224.3 & 224.6... 40	
1st W. of M. P. 129.....	35	1st W. of M. P. 233.....	50
2nd & 3rd W. of M. P. 129... 35		1st W. of M. P. 235.....	50
M. P. 130.....	35	Rummerfield.....	55
1st W. of Bridge 130.....	35	W. of M. P. 250.....	55
2nd W. of M. P. 132.....	45	2nd W. of M. P. 252.....	55
3rd W. of M. P. 132.....	35	1st E. of M. P. 254.....	30
2nd E. of M. P. 134.....	25	Between M. P. 254 & 255... 35	
M. P. 134, No. 2 Track.....	30	1st W. of M. P. 257.....	55
1st W. of M. P. 134.....	55	Between M. P. 261 & 262... 40	
M. P. 135.....	40	Between M. P. 268.9 & 269.4... 45	
Between M. P. 135.12 & 135.21... 35		Sayre station.....	15
Between M. P. 135.21 & 135.60... 40		2nd W. of M. P. 280.....	50
1st E. & 1st W. of M. P. 136... 55		Van Etten Jct.....	45
Rockport Tunnel.....	30	Between M. P. 292.5 & 293.5... 50	
1st W. of M. P. 137.....	55	Between M. P. 297.7 & 298.2... 50	
1st W. of M. P. 138.....	55	Odessa.....	50
2nd W. of M. P. 138.....	40	1st W. of M. P. 303.....	50
Between M. P. 138.8 & 139.3... 30		W. of M. P. 304.....	50
2nd W. of M. P. 140.....	50	2nd W. of M. P. 307.....	50
3rd W. of M. P. 140.....	55	Between M. P. 309 & 310... 50	
2nd W. of M. P. 141.....	55	Between M. P. 341 & 342... 45	
3rd W. of M. P. 141.....	50	Geneva, No. 2 Track.....	35
1st W. of M. P. 142.....	55	Between M. P. 358 & 359... 55	
1st E. & 1st W. of M. P. 143... 50		Niagara Jct.....	35

Via Wilkes-Barre

**CURVES—Continued**

	Miles per Hour
<b>MOUNTAIN CUT-OFF</b>	
2nd W. of M. P. 159.....	35
3rd W. of M. P. 159.....	40
Between M. P. 160.3 & 160.4.....	30
Between M. P. 160.5 & 160.7:	
No. 1 Track.....	20
No. 2 Track.....	20
2nd W. of M. P. 161.....	30
3rd W. of M. P. 161.....	35
1st W. of M. P. 162.....	25
2nd W. of M. P. 162.....	30
Between M. P. 163.5 & 164.....	40
2nd & 3rd W. of M. P. 164.....	40
Between M. P. 165 & 166.....	40
1st W. of M. P. 166.....	40
2nd W. of M. P. 166.....	30
3rd W. of M. P. 166.....	25
1st W. of M. P. 167.....	25
2nd W. of M. P. 167.....	35
Between M. P. 168 & 169.....	30
1st W. of M. P. 169.....	30
2nd W. of M. P. 169.....	25
Between M. P. 169.78 & 169.90..	30
1st W. of M. P. 170.....	30
2nd W. of M. P. 170.....	40
3rd W. of M. P. 170.....	30
Between M. P. 171.6 & 173.9....	30
Between M. P. 174.8 & 177.3....	20
Between M. P. 177.8 & 178.4....	40

**EASTON & NORTHERN BRANCH**

E. & W. Ends Bridge EA77A....	10
1st E. of M. P. 79.....	10
1st W. of M. P. 80.....	15
1st E. 13th St. Jct., westward....	20
eastward....	15
At 13th St. Jct., eastward.....	15
At M. P. 82, eastward.....	20
1st W. of M. P. 82, eastward....	15
All W. of M. P. 82 to 88.....	20

**HAZLETON BRANCH**

1st E. & 1st two W. of M. P. 131..	25
3rd W. of M. P. 133.....	25
1st W. of M. P. 135.....	25
4th W. of M. P. 135.....	25
1st W. of M. P. 136.....	20
3rd W. of M. P. 137.....	20
1st W. of M. P. 139.....	20
1st two W. of M. P. 140.....	25
Wye track between Locust Jct. & Hazleton Jct.....	10
Locust Jct. & Hazleton Jct.....	15
3rd & 4th W. of M. P. 152.....	25
1st W. of M. P. 153.....	25
2nd W. of M. P. 155.....	25
M. P. 157.....	25
1st W. of M. P. 158.....	20
1st W. of M. P. 159.....	25
2nd W. of M. P. 161.....	25
3rd W. of M. P. 161.....	20
1st W. of M. P. 162.....	25
2nd W. of M. P. 162.....	15
3rd W. of M. P. 170.....	10
4th W. of M. P. 170 to M. P. 173	20
Between 1st W. of M. P. 173 & M. P. 174.93.....	25
6th W. of M. P. 175, No. 1 track.	25
7th W. of M. P. 175, No. 1 track.	20
1st two W. of M. P. 176, No. 1 track.....	25
2nd, 3rd & 4th W. of M. P. 176, No. 2 track.....	25
1st two W. of M. P. 177, No. 1 track.....	20
1st W. of M. P. 177, No. 2 track.	25
3rd W. of M. P. 177.....	10
4th W. of M. P. 177, No. 1 track.	20
1st W. of M. P. 178, No. 1 track.	25
4th W. of M. P. 179.....	20
2nd W. of M. P. 180.....	20
1st two W. of M. P. 181.....	25
1st W. of M. P. 182.....	25

**QUAKAKE BRANCH**

Between M. P. 137 and 3rd W. of M. P. 142.....	25
1st two W. of M. P. 143.....	20
1st two W. of M. P. 144.....	20
2nd W. of M. P. 146.....	25
3rd W. of M. P. 146.....	15
4th W. of M. P. 146.....	15
2nd, 3rd & 4th W. of M. P. 148..	20
M. P. 150.....	15
1st, 2nd & 4th W. of M. P. 150..	20
1st three W. of M. P. 151.....	25

**FREELAND BRANCH**

2nd & 3rd E. of M. P. 145.....	15
M. P. 146.....	15

**TOMHICKEN BRANCH**

3rd E. of M. P. 147.....	20
1st E. of M. P. 148.....	15
2nd, 3rd & 4th E. of M. P. 148... M. P. 150.....	25
1st & 2d E. of M. P. 149 and at M. P. 150.....	25
1st E. of M. P. 150.....	25
1st E. of M. P. 152.....	25
M. P. 153.....	20
1st three E. of M. P. 153.....	25
M. P. 154.....	20
1st E. of M. P. 154.....	25

**NEW BOSTON BRANCH**

4th E. of M. P. 162.....	15
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**BOWMANS CREEK BRANCH**

1st E. of Harvey Jct.....	15
Luzerne.....	10
Between M. P. 181 & 186.....	15
1st W. of M. P. 186.....	15
1st E. & 1st two W. of M. P. 187..	15
1st two E. of M. P. 188.....	15
Between M. P. 188 & 191.....	15
Between M. P. 192 & 193.....	15
M. P. 193 to $\frac{1}{2}$ mile W.....	15

## CURVES—Continued

	Miles per hour		Miles per hour
<b>STATE LINE &amp; SULLIVAN BRANCH</b>		<b>CORTLAND BRANCH</b>	
3rd W. of M. P. 243.....	20	2nd & 3rd W. of M. P. 104.....	25
2nd W. of M. P. 248.....	25	4th W. of M. P. 104.....	15
Monroeton.....	20	M. P. 105.....	25
<b>MONTROSE BRANCH</b>		Between M. P. 105 & 106.....	15
1st two E. & 1st W. of M. P. 208..	15	2nd W. of M. P. 106.....	20
1st three E. of M. P. 210.....	15	1st two W. of M. P. 107.....	15
1st two W. of M. P. 210.....	15	2nd W. of M. P. 108.....	25
Between M. P. 212 & 213.....	15	M. P. 109.....	25
1st W. of Lake Carey.....	15	Between M. P. 109 & 110.....	25
Between M. P. 214 & 218.....	15	1st W. of M. P. 110.....	25
Between M. P. 219 & 220.....	15	3rd W. of M. P. 110.....	20
1st E. of M. P. 221.....	15	2nd W. of M. P. 111.....	25
Between M. P. 221 & 226.....	15	M. P. 112 & 1st three W.....	25
2nd W. of M. P. 226.....	15	4th W. of M. P. 112.....	15
1st E. of M. P. 227.....	15	2nd & 3rd W. of M. P. 113.....	25
1st two E. of M. P. 228.....	15	2nd W. of M. P. 116.....	15
1st E. of M. P. 229.....	15	4th W. of M. P. 116.....	15
Between M. P. 232 & 234.....	15	2nd & 3rd E. of M. P. 117.....	25
<b>ITHACA BRANCH</b>		1st E. & 1st W. of M. P. 117....	15
1st W. of Ithaca.....	35	2nd W. of M. P. 117.....	25
<b>AUBURN BRANCH</b>		$\frac{1}{4}$ -mile W. of M. P. 117 to 118... 15	
2nd W. of M. P. 274.....	35	<b>AUBURN &amp; ITHACA BRANCH</b>	
2nd W. of M. P. 281.....	35	1st E. of M. P. 342.....	20
1st W. of M. P. 289.....	35	<b>ROCHESTER BRANCH</b>	
<b>AUBURN SECONDARY TRACK</b>		1st W. of M. P. 384.....	25
E. & W. N.Y.C.R.R. Crossing... 5		1st E. of M. P. 391.....	20
		<b>NIAGARA FALLS BRANCH</b>	
		Tonawanda Jct.....	20

2506. MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED  
BRIDGES

LOCATION	CLASS OF ENGINES				Wrecking Cranes	
	DS	DRS	DF	DP	250 Ton	All Others
	MILES PER HOUR					
<b>Main Line:</b>						
6 —Newark Bay.....	30	30	30	30	30	30
144A—0.72 Mile E. of White Haven.....	25	25	25	25	25	25
145 —0.61 Mile E. of White Haven.....	25	25	25	25	25	25
176B—0.3 Mile W. of Wilkes-Barre.....	30	30	30	30	30	30
185 —0.19 Mile W. of Pittston Jct.....	30	30	30	30	30	30
254 —Susquehanna River, Towanda.....	35	35	35	35	35	35
269 —0.50 Mile E. of Athens.....	30	30	30	30	30	30
<b>Mountain Cut-Off:</b>						
C178A—0.68 Mile E. of Coxton Interlocking....	15	15	15	15	15	15
C178B—0.50 Mile E. of Coxton Interlocking....	25	25	25	25	25	25
<b>Easton &amp; Northern Branch:</b>						
EA77A—Lehigh River W. of Easton.....	10	10	10	10	..	10
EA78 —1.80 Miles W. of Easton.....	10	10	10	10	..	10
EA78A—1.85 Miles W. of Easton.....	10	10	10	10	..	10
EA80 —1.62 Miles E. of 13th St. Jct.....	15	15	15	15	..	15
<b>Hazleton Branch:</b>						
HS 144 —Hazleton Shaft Colliery Br.....	10	10	10	10	..	10
NBS 146A—0.24 Mile W. of Hazleton Jct.....	10	10	10	10	..	10
<b>West Hazleton Branch:</b>						
All Bridge Structures.....	10	..	..	..	..	..
<b>Tomhicken Branch:</b>						
NBN 147—0.42 Mile W. of Long Run.....	15	15	15	15	..	15
NBN 148—0.58 Mile E. of Long Run.....	15	15	15	.5	..	.5
NBN 149—0.18 Mile W. of Harleigh Jct.....	15	15	15	15	..	15
<b>New Boston Branch:</b>						
NBS 157—0.25 Mile W. of Laurel Jct.....	15	15	15	15	..	15
<b>West Pittston Branch:</b>						
W.P. 186—Susquehanna River, Coxton.....	10	10	10	10	..	10
<b>Bowmans Creek Branch:</b>						
B 181—0.17 Mile W. of Luzerne.....	15	15	15	15	..	15
B 183—0.2 Mile E. of Trucksville.....	15	15	15	15	..	15
B 198—0.57 Mile E. of Noxen.....	10	10	10	10	..	10
B 199—0.13 Mile E. of Noxen.....	10	10	10	10	..	10
<b>Auburn Branch:</b>						
L 271 —0.63 Mile W. of Sayre.....	10	10	10	10	10	10
L 280B—0.8 Mile W. of Smithboro.....	..	..	..	..	10	40
L 289A—0.5 Mile E. of Owego.....	10	10	10	10	10	10
L 290 —0.8 Mile W. of Owego.....	..	..	..	..	10	30
L 300A—0.9 Mile W. of Newark Valley.....	..	..	..	..	10	30
L 300B—1.4 Miles W. of Newark Valley.....	20	20	20	20	20	20
L 302B—2.1 Miles E. of Berkshire.....	..	..	..	..	10	30
L 304C—0.8 Mile E. of Berkshire.....	20	20	20	20	10	20
L 310 —1.5 Miles W. of Richford.....	..	..	..	..	10	30
L 328A—0.1 Mile E. of Groton.....	..	..	..	..	10	30
L 328B—At Groton.....	..	..	..	..	10	30
L 329 —0.9 Mile W. of Groton.....	..	..	..	..	10	30
L 331A—2.3 Miles W. of Groton.....	15	15	15	15	15	15
L 340 —1.9 Miles E. of Cascade.....	..	..	..	..	10	30
L 341A—0.8 Mile E. of Cascade.....	..	..	..	..	10	30
L 342B—At Cascade.....	..	..	..	..	10	30
L 343A—0.9 Mile W. of Cascade.....	..	..	..	..	10	30
L 344A—1.2 Miles E. of Ensenore.....	..	..	..	..	10	30
L 344B—0.8 Mile E. of Ensenore.....	..	..	..	..	10	30
<b>Ithaca Branch:</b>						
I 315A—2.07 Miles E. of Trumansburg.....	15	15	15	15	15	15

LOCATION	CLASS OF ENGINES				Wrecking Cranes	
	DS	DRS	DF	DP	250 Ton	All Others
<b>Cortland Branch:</b>						
E 60 —1.0 Mile W. of Freeville.....					10	30
E 63 —0.4 Mile E. of McLean.....					10	30
E 64A—0.9 Mile W. of McLean.....					10	30
E 64B—1.2 Miles W. of McLean.....					10	30
E 73B—0.3 Mile W. of Lornings.....	15	15	15	15	10	15
E 73D—0.6 Mile W. of Lornings.....					10	30
E 79 —2.2 Miles W. of East Homer.....					10	30
E 80B—1.0 Mile E. of Truxton.....	15	15	15	15	10	15
E 81 —0.6 Mile E. of Truxton.....					10	30
E 85A—1.0 Mile E. of Cuyler.....	15	15	15	15	10	15
E 94 —0.7 Mile E. of Sheds Corners.....	15	15	15	15	10	15
E 118.1—0.2 Mile E. of Canastota.....					10	30
<b>Seneca Falls Branch:</b>						
SE 343 —1.73 Miles E. of Geneva Jct.....					10	25
SE 344 —2.13 Miles E. of Geneva Jct.....					10	25
SE 344A—2.21 Miles W. of Waterloo.....					10	25
SE 347 —0.17 Mile E. of Waterloo.....					10	25
SE 347A—0.31 Mile E. of Waterloo.....					10	25
SE 359 —1.17 Miles W. of Cayuga Jct.....					10	25
<b>Lehigh &amp; Lake Erie Branch:</b>						
All Bridges.....					20	20

**2507. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES**

Engines	Miles per hour		
	Forward, with train	Forward, Light	Backward
60 and 105.....	30	30	30
106 to 116 incl.....	35	35	30
117 to 130 Incl., 135 to 186 incl. and 220 to 292 incl.....	40	40	30
200 to 218 incl.....	60	50	35
*300 to *305 incl. *400 to *403 incl. and *510 to *594 incl.....	60	50	35
*Pushing service.....	35	..	..
600 to 611 incl. and 613.....	60	50	35

**2508.** Trains or engines moving on the following Branches, and Sidings, not operated under Block signal rules, or by train orders, must move at such speed that they can stop within one-half the range of vision, unless tracks are seen or known to be clear and switches properly set:

National Docks Branch, west of Phillips St. Interlocking.  
 Bayonne Branch.  
 Irvington Branch.  
 Hazleton Shaft Colliery Branch.  
 Highland No. 5 Colliery Branch.  
 Evans Branch.  
 Coleraine Colliery Branch.  
 Deringer Branch.  
 Sheppton Branch.  
 Humboldt Branch.  
 Mahanoy Siding.  
 Morea Branch.  
 West Hazleton Branch.



Eckley Branch.  
 Ashmore, Connecting track.  
 Franklin Colliery Branch.  
 Austin Branch.  
 Miners Mills Branch.  
 West Pittston Branch.

**Bowmans Creek Branch**

Between Luzerne and Kingston-Forty Fort.  
 Between Kingston-Forty Fort and River Street, Forty Fort.

**Ludlowville-Milliken Siding**

**2509.** Due to mining conditions, train crews must know that track is in safe condition before passing over at the following points:

**Hazleton Branch:**

Between a point 1000 feet west of Mile Post MH 180 and 2000 feet west thereof.

**Miners Mills Branch and Park Siding:**

Between points 200 feet and 400 feet east of Park Siding switch, located 3,600 feet west of Mile Post ME 178.

**West Pittston Branch:**

Between Westmoreland Colliery Branch switch and a point 700 feet west thereof.

Between the east end of Maltby Siding, 1,211 feet west of Mile Post WP 191, and a point 700 feet west thereof.

Between Dennison Street Crossing, located 2,750 feet west of Mile Post WP 191 and a point 1,300 feet west thereof.

**Maltby Colliery Branch:**

Between Dennison Street crossing, located 2,750 feet west of Mile Post WP 191 and Owen Street located 1,600 feet west thereof.

## SIGNAL RULES

### 2601. 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.**

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)							NOTE	
			1	2	3	4	5	6	7		
Communipaw Ave.	Chapel	Main Line Single	...	X	...	...	...	X	...	...	.....
Chapel	Oak Island Jct.	Nos. 1 & 2	...	...	...	...	...	X	...	...	.....
Oak Island Jct.	West Oak Island	Single	...	X	...	...	...	X	...	...	.....
West Oak Island	Phillipsburg	Nos. 1 & 2	...	...	...	X	X	...	...	...	.....
Phillipsburg	Richards	Nos. 1 & 2	...	X	...	...	...	X	...	...	.....
Richards	East Penn Jct.	Nos. 1, 2, 3 & 4	...	...	...	X	X	...	...	...	.....
East Penn Jct.	Gracedale	Nos. 1 & 2	...	...	...	X	X	...	...	...	.....
West of Apex	Gracedale	No. 3	...	...	...	X	X	...	...	...	.....
Gracedale	Franklin	Single	...	X	...	...	...	X	...	...	.....
Franklin	Tift Jct.	Nos. 1 & 2	...	...	...	X	X	...	...	...	.....
Tift Jct.	Ogden	Single	...	X	...	...	...	X	...	...	.....
Gracedale	Coxton	Mountain Cut-Off Nos. 1 & 2	...	...	...	X	X	...	...	...	.....
National Jct.	Phillips Street	National Docks Branch Single	...	X	...	...	...	X	...	...	.....
Hunter (P.R.R.)	Newark	Newark Branch Single	...	X	...	...	...	X	...	...	.....
M & H Jct.	Black Creek Jct.	Hazleton Branch Single	...	X	...	...	...	X	...	...	.....
Ashmore	Locust Jct.	Nos. 1 & 2	...	...	...	...	...	X	...	...	.....
Locust Jct.	Hazleton Jct.	Single	...	X	...	...	...	X	...	...	.....
Hazleton Jct.	E.B. Sign, west of Audenried	No. 1	...	...	...	...	...	X	...	...	.....
Signal MH 1492, east of Shimer	Hazleton Jct.	No. 2	...	...	...	...	...	X	...	...	.....
Signal MH 1551, east of Laurel Jct.	E.B. Sign, 4200 feet west of Park Place	No. 1	...	...	...	...	...	X	...	...	.....
Signal MH 1612, west of Park Place	Laurel Jct.	No. 2	...	...	...	...	...	X	...	...	.....
East End of Barryville	West End of Barryville	Gauntlet	...	...	...	...	...	X	...	...	.....
Signal, east of Aristes Jct.	E.B. Sign, at Aristes Jct.	No. 1	...	...	...	...	...	X	...	...	.....

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)							NOTE
			1	2	3	4	5	6	7	
Signal MH 1752, Aristes Jct.	E.B. Sign, 1900 feet east of Shenandoah	No. 2					X			
Signal M 1362, east of Hudsondale	Black Creek Jct.	Quakake Branch Single						X		2
Hazleton Branch Con- nection	North Ashmore	Freeland Branch Single		X				X		
North Ashmore	West End Jeddo Tunnel	Nos 1 & 2						X		
West End Jeddo Tunnel	East End Jeddo Tunnel	Single		X				X		3
Signal HI 1431, east of Eckley Jct.	East End Jeddo Tunnel	Single						X		1
West of Hartz	Ashmore	Hays Creek Branch Single						X		
Cranberry	Hazleton Jct.	Tomhicken Branch Nos. 1 & 2						X		
Towanda	Dushore	State Line & Sullivan Branch Single			X					
Sayre	Auburn	Auburn Branch Single			X					
Freeville	DeRuyter	Cortland Branch Single			X					
Ithaca	Ludlowville	Auburn & Ithaca Branch Single			X					
Aurora	Auburn	Single			X					
Geneva Jct.	L.V. Jct.	Seneca Falls Branch Single			X					
L.V. Jct.	Cayuga Jct.	Single			X					
Signal I 2872, east of Spencer	Van Etten Jct.	Ithaca Branch Single						X		2
Signal I 3431, west of MacDougall	Geneva Jct.	Single						X		1
Niagara Jct.	Tonawanda Jct.	Niagara Falls Branch Nos. 1 & 2						X		
Tift Jct.	Clinton Street	Lehigh & Lake Erie Branch Nos. 1 & 2						X		
Clinton Street	Ridge Road	Single		X				X		
Ridge Road	E.B. Sign, Tift Terminal	No. 1						X		
Signal L 4512, Tift Terminal	Ridge Road	No. 2						X		

**Note 1.**—Westward movements only.

**Note 2.**—Eastward movements only.

**Note 3.**—When signal governing movement through Jeddo Tunnel indicates Stop, **Rule 509** applies and Flagman must precede train between Signals governing movements through tunnel. Note to **Rule 261** does not apply.

**Note:** Letter "A" following signal number, indicates signal governing movements on No. 3 or No. 4 tracks.

**Note:** Glendon—Signal R 781, governs westward movements on No. 2 track; Signal R 782 governs eastward movements on No. 1 track.

2602. Unless otherwise superseded by Time Table Special Instructions, Rule 509 applies to the following signals when indicating Stop, Rule 292;

#### MAIN LINE

Westward signal located:

2575 feet west of M.P. 39
3430 " " " M.P. 136
4045 " " " M.P. 143
1300 " " " M.P. 177
1250 " " " M.P. 207
5180 " " " M.P. 210
4280 " " " M.P. 224
3000 " " " M.P. 270
3620 " " " M.P. 331
3580 " " " M.P. 360
3300 " " " M.P. 395
2225 " " " M.P. 410

Eastward signal located:

4880 feet east of M.P. 412
1700 " " " M.P. 345
2955 " " " M.P. 333
4150 " " " M.P. 272
2930 " " " M.P. 226
3680 " " " M.P. 213
3280 " " " M.P. 208
2080 " " " M.P. 178
3600 " " " M.P. 138
2680 " " " M.P. 6

#### HAZLETON BRANCH

Westward signal located:

735 feet west of M.P. 158
2400 " " " M.P. 162
400 " " " M.P. 175

Eastward signal located:

1300 feet east of M.P. 163
3500 " " " M.P. 159

#### FREELAND BRANCH

Westward signal located:

4766 feet west of M.P. 144
3590 " " " M.P. 142

Eastward signal located:

2812 feet east of M.P. 142
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#### HAYS CREEK BRANCH

Westward signal located:

400 feet west of M.P. 156
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Eastward signal located:

340 feet east of Switch entering Hays Creek Branch.
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#### TOMHICKEN BRANCH

Westward signal located:

2211 feet east of M.P. 146
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#### MONTANA BRANCH

Eastward signal located:

2343 feet east of M.P. 176 governing eastward movement to No. 1 track.
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#### NIAGARA FALLS BRANCH

Westward signal located:

1700 feet west of M.P. 448
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Eastward signal located:

3050 feet west of M.P. 448
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## GRADE SIGNALS

**2603.** The following automatic signals display a black disc on which the letter "G" is cut out and **Rule 291** governs.

### Main Line

#### Westward Signals:

591, west of Landsdown.  
 1231, west of Jim Thorpe, to 1281, west of Ox Bow.\*  
 1321, west of Penn Haven Jct., to 1341, east of Drakes Creek.\*  
 1371, west of Rockport, to 1421, west of M.P. 142.\*  
 1451, west of M.P. 145, to 1551, east of Apex.\*  
 1761, Wilkes Barre.  
 2741, west of State Line, to 2831, east of Van Etten Jct.\*  
 2871, west of Van Etten Jct., to 2961, east of Hinman.\*  
 3461, west of Geneva, to 3521, west of M.P. 352, east of Clifton Springs.\*  
 3881, west of Wadsworth, to 3921, east of Caledonia.\*  
 3971, west of M.P. 397, west of P. & L. Jct., to 4031, west of M.P. 403, east of Stafford.\*

#### Eastward Signals:

3592, east of Manchester, to 3572, east of M.P. 358, east of Manchester.\*  
 3392, east of Geneva Jct., to 3352, at Reeder.\*  
 3292, east of Kendaia, to 3042, east of M.P. 305, east of Burdett.\*  
 1782, east of Port Bowkley.  
 1692, east of Conway, to 1592, west of Mountain Top.\*  
 742, Greens Bridge, to 682, Bloomsbury.\*

### Mountain Cut-Off.

#### Eastward Signals:

C 1782, east of Coxtan Interlocking, to C 1592, west of Gracedale.\*

### Hazleton Branch

#### Westward Signals:

MH 1321, Hinkles.  
 MH 1341, west of Hinkles.  
 MH 1461, west of Hazleton Jct., to MH 1471, Grape Run Jct.\*  
 MH 1551, east of Laurel Jct.

#### Eastward Signals:

MH 1612, west of Park Place, to MH 1582, west of Delano.\*

### Niagara Falls Branch

#### Westward Signals:

NI 4391, west of Niagara Jct.

#### Eastward Signals:

NI 4442, east of M.P. 445, east of Tonawanda Jct., to NI 4412, west of M.P. 441 east of Williamsville.\*

\* Indicates Inclusive.

**2806.** Referring to Note to **Rule 291**. Passenger trains may proceed at Restricted speed without stopping at automatic signals displaying a black disc on which the letter "G" is cut out as follows:

#### Eastward Signals:

1692, east of Conway, to 1592, west of Mountain Top. Inclusive.  
 C 1782, east of Coxtan Interlocking, to C 1592, west of Gracedale. Inclusive.

## INTERLOCKING

**2901. Bellewood**—Interlocking limits include the tracks between the home signals east end Pattenburg, and home signals east of West Portal.

**2902. Naples Branch, Stanley (P.R.R.)**—Trains and engines must Stop. Engineman must sound whistle signal 14(1) to call for interlocking signals, and when proceed indication is displayed, acknowledge with whistle signal 14(g) before proceeding.

**2903. Rochester Branch, Mortimer N.Y.C.R.R.**—Automatic interlocking—When signal displays Stop indication; confer with NYCRR dispatcher, using telephone located adjacent to the control box, at NYCRR crossing, and be governed by instructions posted in control box.

## ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

3001. Equipment as designated must not be permitted on tracks bridges, etc., named.

NOTE—Letters and Numbers indicate use prohibited account:

B—Bridge or Trestle.

C—Curve.

D—Clearance.

R—Rail.

LOCATION	CLASS OF ENGINES					
	DS	DRS-1 & DRS-2	DF; DRS-3 & DRS-4	DP	Wrecking Cranes	
<b>NEW YORK:</b>						
E. 149th St. yard.....(13-30)	D	D	D	D	D	
<b>JERSEY CITY:</b>						
Float Bridges 1, 1A.....			B	B	B	
" " 1C, 1D, 1E.....(20)	B	B	B	B	B	
West End Upper No. 1.....		C	C	C	B	
Covered Piers.....(15)					B	
<b>NEWARK:</b>						
Poinier Street, short yard.....		C	C	C	C	
Poinier Street, new yard.....		C	C	C	C	
P. R. R. tracks east of Hunter.....		C	C	C	C	
Faitoute Iron & Steel Co.....(34)		C	C	C	C	
National Oil Co.....(34)		C	C	C	C	
<b>HILLSIDE:</b>						
Kraft Food Co., sidings.....			C	C	C	
<b>TOWNLEY:</b>						
Metal Disintegrating Co. new siding 130 feet inside gate....	C	C	C	C	C	
A. B. Murray Co. Bldg.....(21)	D	D	D	D	D	
<b>SOUTH PLAINFIELD:</b>						
C. W. Wilbert Coal Co. trestle.....(9)	B	B	B	B	B	
<b>NEW MARKET:</b>						
Morecraft Coal Co. trestle & hopper.....(9)	B	B	B	B	B	
<b>MIDDLESEX:</b>						
General American Trans. Corp.....(30)	C	C	C	C	C	
<b>BOUND BROOK:</b>						
L. V. R. R. coal trestle.....(4-14)	B	B	B	B	B	
<b>ROYCE:</b>						
J. A. Staats, Inc., trestle.....(9)	B	B	B	B	B	
<b>NESHANIC:</b>						
Schurts & Son siding.....			C	C	C	
<b>ALPHA:</b>						
Alpha Coal Co. hopper.....(9)	B	B	B	B	B	
<b>GREENS BRIDGE:</b>						
Kresge Coal Sale Co. trestle.....(9)	B	B	B	B	B	
<b>BETHLEHEM:</b>						
Reading Company tracks.....		C	C	C	C	
<b>FULLERTON:</b>						
Track to Sandura Co.....			R	R	R	
<b>WHITE HAVEN:</b>						
B. William's coal trestle.....(4)	B	B	B	B	B	
<b>MOUNTAIN TOP:</b>						
Scouton-Lee Lumber Co. siding.....		C	C	C	C	
<b>WILKES-BARRE:</b>						
Addy Asphalt Co. siding.....(16)	D	D	D	D	D	
J. & H. Cone. Co.....(9)	B	B	B	B	B	
Vulcan Iron Works Siding No. 2.....		C	C	C	C	
Fleetwood Airflow Inc. Siding.....		C	C	C	C	
<b>LACEYVILLE:</b>						
Floyd Vandervort hopper.....(4)	B	B	B	B	B	
<b>MILAN:</b>						
Donald R. Blend coal trestle.....(4)	B	B	B	B	B	
<b>ATHENS:</b>						
Athens Gas Co. siding.....			C	C	C	
Hair's Coal & Lbr. siding.....			C	C	C	
Loomis Switch.....			C	C	C	
Athens Feed siding.....			C	C	C	
Ingersoll Rand siding off the creamery siding.....			C	C	C	

LOCATION	CLASS OF ENGINES				
	DS	DRS-1 & DRS-2	DF, DRS-3 & DRS-4	DP	Wrecking Cranes
<b>SAYRE:</b>					
Sayre Land & Water Co. siding.....			C	C	C
Bishop Coal Co. siding.....			C	C	C
Lead tracks to Tioga Mills.....			C	C	C
<b>CAYWOOD:</b>					
Station siding.....(22)	B	B	B	B	B
E. G. Porter siding.....(22)		D	D	D	D
<b>KENDAIA:</b>					
Interchange tracks to Seneca Ordinance Depot.....(23)		R	R	R	R
<b>GENEVA:</b>					
Platform track.....			C	C	C
Federal Warehouse track.....			C	C	C
Geneva Forge Co.....			C	C	C
Vogts Coal switch off leader.....			C	C	C
<b>FARMINGTON:</b>					
Bero siding.....(23)	B	B	B	B	B
<b>NORTH LEROY:</b>					
2nd track, south of eastbound main under crusher at General Crushed Stone Co.....		D	D	D	D
Stocking track at General Crushed Stone Co.....	R	R	R	R	R
B. & O. connection at General Crushed Stone Co.....(28)		C	C	C	C
<b>BUFFALO:</b>					
Darling Co., Buffalo.....		C	C	C	C
Central Steel Const. Co.....		C	C	C	C
<b>NATIONAL DOCKS BRANCH.....(31)</b>					
Black Tom Covered Piers.....(15)				B	B
Waldo Ave., Tunnel.....(36)				B	D
<b>NATIONAL STORAGE BRANCH.....(31)</b>					
				B	
<b>N. J. JCT. BRANCH.....(31)</b>					
				B	
<b>EDGEWATER BRANCH.....</b>					
<b>CLAREMONT TERMINAL TO CONSTABLE JUNCTION.....(31)</b>					
		D	D	D	B
<b>JERSEY CITY BR. No. 1 KELLOGGS.....(3-31)</b>					
				B	
<b>BAYSHORE CONNECTING R.R.....(31)</b>					
		D	D	D	B
<b>NEWARK &amp; PASSAIC BRANCH.....(31)</b>					
		D	D	D	B
<b>IRVINGTON BRANCH.....(31)</b>					
		C	C	C	B
<b>PERTH AMBOY SECONDARY TRACK.....</b>					
<b>RARITAN BRANCH.....</b>					
				B	
<b>FLEMINGTON BRANCH.....(31)</b>					
				B	
<b>CLINTON &amp; PITTSTOWN BRANCH.....(31)</b>					
<b>CLINTON:</b>					
Fox & Milligan Co.....(38)	B	B	B	B	B
<b>MUSCONETCONG BRANCH.....(31)</b>					
				B	
<b>EASTON &amp; NORTHERN BRANCH.....(2-31)</b>					
				B	
<b>SOUTH SIDE INDUSTRIAL BR.....(31)</b>					
Moss Coal Co. Trestle.....	B	B	B	B	B
<b>BARBER QUARRY BRANCH.....(31)</b>					
		B	B	B	B
<b>WEST END BRANCH.....(31)</b>					
		C	C	C	B
<b>MAHONING CREEK BRANCH.....(31)</b>					
		C	C	C	B
<b>HAZLETON BRANCH:</b>					
M & H Jet. to Park Place.....					
Locust Jet. to Park Place.....					
Park Place to Mount Carmel.....(31)					B
<b>WEATHERLY:</b>					
South track—Weatherly Steel Works adjacent to buildings.....		D	D	D	
Power House track.....(12)					
Weatherly Foundry & Mfg. Co. track.....		C	C	C	

LOCATION	CLASS OF ENGINES				
	DS	DRS-1 & DRS-2	DF; DRS-3 & DRS-4	DP	Wrecking Cranes
<b>HAZLETON:</b>					
All industrial tracks.....		CD	CD	CD	CD
Hazleton Wholesale siding..... (25)	C	CC	CC	CC	CC
Engles, beyond point 200 ft. E. of frog.....		C	C	C	C
Armour's siding.....		C	C	C	C
No. 3 Station siding..... (5)					D
<b>LOCUST JUNCTION:</b>					
Borehole—Siding to Atlantic Refining Co....		C	C	C	C
Boiler House track.....		C	C	C	C
Belt Line track.....		C	C	C	C
<b>HAZLETON JUNCTION WEST:</b>					
All industrial tracks.....		CD	CD	CD	CD
<b>HAZLETON HEIGHTS BRANCH:</b>					
Oliver United Filters Siding.....		CR	CR	CR	CR
Hospital Branch.....		CR	CR	CR	CR
Hazleton Brick Co., Siding.....		CR	CR	CR	CR
<b>PINE JUNCTION:</b>					
Burke's siding.....		R	R	R	R
<b>DELANO:</b>					
Scale track.....		CR	CR	CR	CR
Wye.....					
<b>SHENANDOAH:</b>					
New Armour's siding.....		C	C	C	C
Reed's siding.....		C	C	C	C
Freight house track beyond auto ramp.....		C	C	C	C
<b>KOHINOOR JUNCTION WEST:</b>					
Weston loaded car track, over Bridge WT 169.....	B	B	B	B	B
<b>RAVEN RUN:</b>					
Ice House spur 500 feet beyond clearance point.....		R	R	R	R
<b>MOUNT CARMEL:</b>					
Brewery siding.....		D	D	D	D
<b>QUAKAKE BRANCH.</b>					
<b>HUDSONDALE:</b>					
Track along coal storage..... (25)	D	D	D	D	D
Track to Tide Water Oil Co.....		C	C	C	C
<b>HAYS CREEK BRANCH.</b>					
<b>NEW BOSTON BRANCH.</b> ..... (31)					B
<b>FREELAND BRANCH.</b> ..... (31)					B
Connection to Drifton Shops.....		C	C	C	C
Drifton Shop and Scrap dock tracks.....		C	C	C	C
Jeddo Tunnel..... (36)					D
<b>FREELAND:</b>					
All industrial tracks.....		D	D	D	D
<b>EBERVALE BRANCH.</b> ..... (31)					B
<b>HIGHLAND No. 5 BRANCH.</b> ..... (31)			DR	DR	B
Beyond point of switch leading to central loaded car tracks.....			C	C	C
<b>SOUTH HEBERTON BRANCH.</b> ..... (31)		CD	CD	CD	B
Davis siding.....		CD	CD	CD	CD
<b>WEST HAZLETON BRANCH.</b> ..... (7)	B	BC	BC	BC	B
<b>HAZLETON No. 3 BRANCH.</b> ..... (31)			CD	CD	B
<b>SHEPPTON BRANCH.</b> ..... (31)			R	R	B
<b>BEAVER BROOK COLLIERY BR.</b> ..... (31)			R	R	B
Beyond point designated by sign.....	R	R	R	R	R
<b>BEAVER MEADOW BRANCH.</b> ..... (31)					B
Spring Mt. Colliery empty gunboat track east of road crossing.....		C	C	C	C
Spring Mountain Colliery loading ramp..... (12-23)	D	D	D	D	D
<b>COLERAINE COLLIERY BR.</b> ..... (10-31)					B
<b>EVANS COLLIERY BRANCH.</b> ..... (31)					B
<b>MOREA COLLIERY BRANCH.</b> ..... (31)			R	R	B
Locust Valley Coal Co..... (8-10-12)			D	D	D



LOCATION	CLASS OF ENGINES				
	DS	DRS-1 & DRS-2	DF; DRS-3 & DRS-4	DP	Wrecking Cranes
<b>RAVEN RUN COLLIERY BRANCH</b> .....(31)			C	C	B
Mammoth Colliery, unloading pit.....	D	D	D	D	D
New crossover west end south yard to Ramp track, opposite Colliery office.....	C	C	C	C	C
<b>CENTRALIA COLLIERY BRANCH</b> .....(31)			R	R	B
<b>SIOUX COLLIERY BRANCH</b> .....(31)			R	R	B
<b>DANAHER QUARRY BR.</b> .....(31)			BC	BC	B
<b>MOUNTAIN CUT-OFF</b> .....					
<b>FRANKLIN BRANCH</b> .....(31)			C	C	B
<b>WILKES-BARRE CANAL TRACK BRANCH</b> .....		C	C	C	C
Wilkes-Barre City Steam Co.—Wash. St.....(9)	B	BC	BC	BC	BC
<b>MINERS MILLS BRANCH</b> .....(31)		C	C	C	B
Coal Docks and Miner Hillard Milling Co., Siding.....		C	C	C	C
<b>PITSTON TOWN TRACK BR.</b> .....(31)		C	C	C	B
Medico Electric Motor Co., siding.....		C	C	C	C
<b>AUSTIN BRANCH</b> .....(31)					B
<b>WEST PITSTON BRANCH</b> .....(31)					B
<b>BOWMANS CREEK BRANCH:</b>					
Forty Fort to Noxen.....(31)			C	C	B
<b>DALLAS:</b>					
Devans Milling Co. siding.....(9)	B	B	B	B	B
<b>NOXEN:</b>					
Former Armour & Co., sidings.....		C	C	C	C
<b>MILL HOLLOW BRANCH</b> .....(31)			C	C	B
<b>MONTROSE BRANCH</b> .....(31)					B
<b>MONTROSE:</b>					
Lathrop trestle.....(4)	B	B	B	B	B
<b>STATE LINE &amp; SULLIVAN BRANCH:</b>					
Towanda to Monroeton.....(6)	B	B	B	B	B
Monroeton to Dushore.....(6-17)	B	B	B	B	B
<b>TOWANDA:</b>					
Track to Brennans coal trestle.....	B	B	B	B	B
<b>WAVERLY-ELMIRA BRANCH</b> .....(31)					B
<b>SAYRE:</b>					
Upper Siding R & E Pattern & Fdy. Corp.....(33)		C	C	C	C
<b>WAVERLY:</b>					
Val Chemical Co. Siding.....		C	C	C	C
<b>AUBURN BRANCH</b> .....(26)					
<b>GROTON:</b>					
West End Station siding.....(24)		CD	C	C	C
Second Back track.....(23)		C	C	C	C
Finger Lakes Honey siding.....			C	C	C
<b>LOCKE:</b>					
Atwater siding.....			C	C	C
<b>AUBURN:</b>					
Columbia Rope, Tracks 1 & 6.....(19)		B	B		
Amn. Loco. Co., East Shop Siding.....		C	C	C	C
West Shop Siding.....		C	C	C	C
Cuddy & Geherin, Tracks 1 & 2.....(18-19)		B	B		
Clapp's Hole Siding.....		C	C	C	C
Clapp's Coal Co.....(19)		B	B		
Firth Carpet Co.....		C	C	C	C
Eagle Wagon Works.....		C	C	C	C
<b>AUBURN SECONDARY TRACK:</b>					
Clark St.....(29)		C	C	C	C
<b>ITHACA BRANCH</b> .....					
<b>TRUMANSBURG:</b>					
General Fuel & Supply Co.....(4)	B	B	B	B	B
<b>HAYTS CORNERS:</b>					
Bean Bros. siding.....(6-25)	B	BC	BC	BC	BC

LOCATION	CLASS OF ENGINES				
	DS	DRS-1 & DRS-2	DF; DRS-3 & DRS-4	DP	Wrecking Cranes
<b>AUBURN &amp; ITHACA BRANCH</b> .....(31)					B
<b>ITHACA:</b> Ithaca Fuel Supply Co., trestle.....(4-14-35)	B	B	B	B	B
<b>PORTLAND POINT:</b> Beam & Co. siding.....			C	C	C
<b>LUDLOWVILLE:</b> Townsend siding.....			C	C	C
<b>AURORA:</b> Wells College Trestle.....(19)		B	B		B
<b>UNION SPRINGS:</b> Station siding.....			C	C	C
<b>OAKWOOD:</b> Station siding.....			C	C	C
<b>CORTLAND BRANCH:</b> <b>CORTLAND:</b> Brewer-Titchner Middle track.....(11)	B				
A. J. Dunn Trestle.....(6)	B	B	B	B	B
Peckham & Morgan Trestle.....(6)	B	B	B	B	B
<b>CAZENOVIA:</b> Cazenovia Coal Co. Trestle.....(6)	B	B	B	B	B
<b>SENECA FALLS BR.</b> .....					
<b>NAPLES BRANCH</b> .....(31)					B
<b>RUSHVILLE:</b> Rushco, Inc. Coal Trestle.....(4)	B	B	B	B	B
<b>ROCHESTER BRANCH</b> .....					
<b>LEHIGH &amp; LAKE ERIE BRANCH</b> .....					
<b>NIAGARA FALLS BRANCH:</b> Williamsville, Airport Greenhouse over track pit.....(23)	B	B	B	B	B

- (1) Cars and/or engines prohibited operating through Breaker.
- (2) All eastward trains must stop west of Bridge EA77A over Lehigh River; westward trains when stopped on this bridge must not attempt to start with engine on bridge, but must back off bridge and secure assistance. Operation of three Class DS and/or DRS engines doubleheading permitted.
- (3) Class DS1, DS2 and DS3 engines 116 and 117 permitted Jersey City Trestle No. 1 and Jersey City Trestle No. 2.
- (4) Class DS1 engines permitted.
- (5) Wrecking Cranes Nos. 96511, 96517 and 96550 Prohibited; Nos. 96523 and 96534 permitted.
- (6) Class DS1, DS2 and DS3 engines 116 and 117 permitted.
- (7) Class DS1, DS2, DS3, DS4 and DS7 engines permitted.
- (8) Engines or cars must not pass Sign located 875 feet east of Morea Colliery loaded car switch.
- (9) Class DS1, DS2 and DS3 engines permitted.
- (10) All engines restricted from passing under Breakers and must exercise extreme care when passing adjacent to Loading Chutes, Tipples, Ramps, etc., on account of close clearance.
- (11) Class DS2 to DS7 engines inclusive permitted, excepting Class DS6 and DS7 equipped with platform steps.
- (12) Engines, box cars and other high equipment prohibited account close clearance.
- (13) Class DS2 engines 108, 109 and 111 to 115 incl.; also DS3 engine Nos. 106, 107 and 110 permitted.
- (14) Trestle limited to 160,000 lbs. including car and contents.
- (15) Class DS, DRS, DF and DP engines prohibited.
- (16) Engines using siding of Addy Asphalt Co., must not pass over track hopper.
- (17) Engines must not use track on Humphrey Mfg. Co.'s trestle at Dushore.
- (18) Engines must not operate west of Bent No. 9.
- (19) Class DF-2 engines permitted.
- (20) Class DS1, DS2, DS3, DS4, DS6 and DS7 engines permitted.
- (21) Engines prohibited from entering building.
- (22) Engines may be operated only on first 600 ft. of station siding and first 800 feet of Porter's siding. All engines prohibited over coal hoppers.
- (23) Engines must not use track beyond point designated.
- (24) Class DRS-1 engines Nos. 217 and 218 permitted. Movement of cars in excess of 52 feet in length prohibited on account bridge clearance.
- (25) Engines must hold necessary cars to avoid operating over track.
- (26) Class DP, DF and DRS engines should avoid starting, stopping or slipping on bridge L-271.
- (28) Engines are prohibited from moving beyond the switch points of the first switch east of the road crossing.
- (29) Operation of DRS engines permitted except, engines 215 and 216 which, may only be operated as a single unit.
- (30) Operation restricted on all tracks except Track No. 10 and the leader.
- (31) All wrecking cranes permitted except No. 96550.
- (33) Class DRS-1 engine permitted.
- (34) Cars exceeding 50 feet in length must be handled one at a time due to curvature.
- (35) Maximum height of car 13 feet 6 inches when used as idler due to roof clearance.
- (36) Wrecking cranes Nos. 96511, 96517, 96523 and 96534 permitted.
- (38) Engines must hold necessary cars to avoid operating on trestle.
- (39) Cars exceeding 15 feet 3 inches high prohibited on side track adjacent to new Warehouse.

**Note**—All power must be operated carefully on sidings and yard tracks account of possibility of close obstructions and track centers.

**3002.** Scale test cars must be handled in trains directly ahead of cabin.

**3003.** LVRR cars bearing non-revenue series numbers used for the transportation of employes or for the handling of Company material, including camp cars, work cars, tool cars and idlers for cranes, must not be handled in symbol trains, but must be kept on the rear of other freight trains directly ahead of cabin with the exception of:

LV Dry sand cars 90000 to 90009;  
 LV Tie cars 93200 to 93230;  
 LV Scrap material cars 93250 to 93302;  
 LV Wheel cars 93510 to 93528.

**3004. Handling Dead Engines in Revenue Freight Trains**

In the handling of foreign line diesel engines, be governed by billing instructions from the shipper. In the absence of such instructions confer with the office of Superintendent-Transportation.

L.V.R.R. diesel engines must be handled next to engine handling train or not to exceed 10 cars from head end, and need not be spaced in trains.

Speed restrictions, trains handling dead engines:

L.V.R.R. diesels Classes DS-1 to DS-7 inclusive . . . 30 miles per hour.

## GENERAL INSTRUCTIONS

**3101.** On all branches, except where automatic block system is in effect, absolute block must be provided for freight trains handling special cars or lading of any nature that is accompanied by Government guards.

**3102.** Light engines operating in block signal and interlocking territory will not use sand except in actual emergency, this to avoid possibility of interfering with track circuits which control signal indications.

**3103.** Referring to Rule 809. When diesel engine is left unattended on service track or similar designated location, hand brake must be applied; throttle placed in idle or closed position; reverser lever removed from controller; independent brake applied and generator field switch, except on Baldwin switcher, pulled out. Engine control switch on Alco passenger, 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.

**3104. Water connections for use in supplying cooling water for Diesel engines installed at:**

Lehighon, Coxton, Sayre, Odessa, Geneva, Rochester Jct., Caledonia, Batavia and Depew.

3201. MEDICAL EXAMINERS AND COMPANY SURGEONS

Dr. J. S. Niles Jr., Chief Surgeon . . . . . Sayre, Pa.

\* Indicates Eye Specialist + Indicates Bone Specialist # Indicates Dentist

Location	Name and Address	Telephone No.
New York City	A. B. Timm, 75 E. 55th St.	PL 3-8642
	G. J. McVeigh, 160 E. 74th	TR 9-0482
	R. G. Cerchione, Suite 134, Penn Sta.	PE 6-6000
	<i>MANUEL LICESE 84 JEFFERSON ST</i>	Ext. 2451 <i>3/1/67</i>
Jersey City	I. Goldowsky, 2540 Hudson Blvd.	DE 3-2696
	*Jos. F. Annasio, 2630 Hudson Blvd.	DE 3-8169 or
Newark	<i>LOUIS F. MARRELLA 89 FAIRVIEW AVE</i>	HE 3-5126 <i>434-7544</i>
	R. J. Lorello, 31 Lincoln Park	MI 2-4849
Perth Amboy	C. W. Naulty, Jr., 403 High St.	HI 2-0688
	B. F. Slobodien, 233 High St.	HI 2-1570
	*Ralph Siegel, 121 Market St.	VA 6-5159
Plainfield	J. P. Linke, 326 E. Front St.	PL 6-0882 or 6-0881
Bound Brook	<del>E. Borow, 574 Watchung Rd</del>	<del>EE 6-8546</del>
Easton	D. R. Quinn, 1001 Northampton St.	252-0223
	C. A. Waltman, 2007 Washington Blvd.	252-6123
	J. C. Regan, 2100 Lehigh St.	258-9459 or
	<i>MARY G. LIGHT 656 ELIZABETH</i>	253-0313 <i>9/18/64</i>
Bethlehem	<del>W. T. Estes, Jr., 35 E. Elizabeth Ave.</del>	<del>868-2488</del>
	J. A. Hampsey, 30 E. Elizabeth Ave.	868-5271 or 868-8882
	*G. W. Ojers, <del>219 Main St.</del> <i>356 ELIZ AVE</i>	868-8691 <i>865-2725</i>
Allentown	R. W. Bachman, 301 N. Second St.	432-0655
	L. T. Gabriel, 1412 Linden St.	435-5581
	+R. K. White, 1702 Walnut St.	434-7133
Lehighton	R. M. Gladding, Third & Alum Sts.	377-4310
Palmerton	L. A. Erskine, 135 Lafayette Ave.	1-826-5100
Jim Thorpe	J. J. Dougherty, 5 W. Broadway	325-2700
Nesquehoning	J. J. Evans, 36 W. Catawissa St.	669-6133
Hazleton	J. Kетrick, State Hospital	454-2441
	J. T. Delehanty, 10 W. Broad St.	455-0911
	*W. V. Coyle, 510 Traders Bank Bldg.	455-4766
Mahanoy City	W. A. VanSaun, 422 E. Center St.	773-3063
Shenandoah	W. T. Leach, Locust Mt. Hospital	462-2726
Mt. Carmel	E. R. Samuel, 103 No. Hickory St.	339-2800
Wilkes-Barre	D. S. Krajewski, 72 W. River St.	823-2739
	L. W. Jones, 314 E. South St.	823-7895
	L. L. Rogers, 3rd, 43 N. Franklin St.	823-8953
	*L. T. Buckman, 26 W. River St.	823-5218 or
	<i>JOHN W. TESTA 345 WYOMING AVE</i>	474-6370
Pittston	T. H. Murphy, Suite 400, New Rose Bldg.	654-7901
	*T. R. Gagion, 23 Broad St.	654-3771
	R. M. Bierly, 222 Wyoming Ave.	654-1242
West Pittston	A. B. Davenport, 74 Elm St.	TE 6-5701
Tunkhannock	E. C. Johnson, 12 Walnut St.	AN 5-6363
Towanda	G. C. Meikle, 417 N. Main St.	TU 2-2553
Athens	D. M. Clough, Packer Hospital	TU 3-9251
	R. L. Stedje, 208 Guthrie Sq.	TU 3-2981
	Manley Rockman, 220 S. Elmer Ave.	TU 3-7222
	D. R. Baker, Packer Hospital	TU 3-9251
	W. C. Beck, Packer Hospital	" "
	*M. D. Martin, Packer Hospital	" "
	A. B. King, Packer Hospital	" "
	William Baurys, Packer Hospital	" "
	J. M. Flood, Packer Hospital	" "
	*E. Kulczycki, Packer Hospital	" "
*H. D. Rentschler, Packer Hospital	" "	
Waverly	P. E. Zoltowski, 452 Penna. Ave.	LN 5-2063 or 5-2861
Auburn	O. E. Gomoll, 505 Metcalf Bldg.	AL 3-6011 or 3-3433
Elmira	C. M. Hower, 514 W. Water St.	RE 4-6986 or 4-8196
Van Etten	J. R. Cargill, 118 Main St.	589-4916
Cortland	R. P. Higgins, Jr., 20 Court St.	SK 6-5674 or 6-8953
Canastota	G. S. Pixley, 129 Center St.	OW 7-7753
Ithaca	L. R. Fisher, 110 N. Aurora St.	AR 2-2772 or 3-3041
	F. R. C. Forster, 407 N. Aurora St.	AR 3-6804
	J. W. Hirschfield, Trumansburg Rd.	AR 3-3161
	*D. Robb, 115 W. Buffalo St.	AR 2-3800 or 2-3593
Geneva	K. T. Fairfax, 423 Main St.	9-6245
	Benjamin Eisenberg, 453 S. Main St.	6495
Clifton Springs	R. M. Price, Sanitarium	HO 2121
Manchester	Fred Dikler, Main St.	289-3004
Shortsville	J. A. Crowther, 9 Grove St.	289-4654
Rochester	W. C. Sullivan, 277 Alexander St.	HA 6-0540 or 6-4600
	Lynn Rumbold, 277 Alexander St.	HA 6-0973
Honeoye Falls	Niels G. Madsen, 23 Ontario St.	68
Batavia	D. B. Johnson, 207 Summit St.	FI 3-0578
Niagara Falls	R. P. Brezing, 549 Fourth St.	BU 4-0444
	G. P. Eddy, 549 Fourth St.	BU 5-8552
	J. V. Carr, 367 Linwood Ave.	TT 4-7850
Buffalo	J. J. Creighton, 287 Lafayette	TT 3-8639 or
		TF 3-0981
	R. F. Sullivan, 2156 S. Park Ave.	TA 4-2386
	*T. LeWin, 112 Linwood Ave.	TA 4-4768

LANANDAIGUE - AUGUST W. SAVINBURK 42 NORTH ST "1/7/66"

① - GEN. ORDER # 819 - ZONE A - 9/18/64

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
New York City...	BEEKMAN DOWNTOWN, 170 William St.....	BE 3-5300
	St. CLARE's, 415 W. 51st St.....	JU 6-1500
Jersey City.....	LINCOLN, Concord Ave. & 141 St., Bronx	CY 2-9200
	CHRIST, 176 Palisade Ave.....	OL 3-1220
Newark.....	St. JAMES, 142 Jefferson St.....	MA 2-6437
Perth Amboy.....	PERTH AMBOY GENERAL, 530 New Brunswick Ave...	HI 2-3700
Plainfield.....	MUHLENBERG, Park Ave. & Randolph Rd.	PL 6-1750
Bound Brook.....	BOUND BROOK, 507 Church St.....	EL 6-0420
Easton.....	EASTON, 21st & Lehigh Sts...	258-7773
Bethlehem.....	St. LUKE's, St. Luke's Place and Ostrum Street.....	867-3991
Allentown.....	ALLENTOWN, 1627-47 Chew Street.....	434-7161
	SACRED HEART, 4th and Chew Streets.....	434-9441
Palmerton.....	PALMERTON, 135 Lafayette Ave.....	1-826-2333
Hazleton.....	STATE, East Broad St.....	454-2441
Lehighton.....	GNADEN HUETTEN MEMORIAL.....	377-1300
Ashland.....	STATE.....	875-2000
Shenandoah.....	LOCUST MOUNTAIN STATE, Shenandoah Heights.....	462-2726
Wilkes-Barre.....	GENERAL, N. River & Auburn Sts...	823-1121
	MERCY, 196 Hanover St.....	822-8101
Pittston.....	PITSTON, Oregon Heights...	654-3341
Sayre.....	ROBERT PACKER, South Wilbur Ave.....	TU 3-9251
Waverly.....	TIoga COUNTY GENERAL, North Chemung St.....	LN 5-2861
Auburn.....	MEMORIAL, 17 Lansing St...	AL 3-5331
Elmira.....	ARNOT-OGDEN MEMORIAL, Roe Ave. & Grove St.....	RE 4-5221
Cortland.....	MEMORIAL, 134 Homer Ave..	SK 6-7525
Ithaca.....	TOMPkins COUNTY, Trumansburg Road.....	AR 2-7480
Geneva.....	GENERAL, 198 North St.....	9-4222
Canastota.....	LENOX MEMORIAL, 150 Center St.....	OW 7-2231
Canandaigua.....	FREDERICK FERRIS THOMP- SON, 120 N. Main St.....	798
Clifton Springs...	SANITARIUM AND CLINIC...	HO 2-2121
Batavia.....	GENESEE MEMORIAL, 127 North St.....	FI 3-6030
Rochester.....	Highland, South Ave., & Belvue Dr.....	GR 3-2200
Buffalo.....	EMERGENCY THE SISTERS OF CHARITY, 108 Pine St.....	TL 4-4850
	MERCY, 565 Abbott Road.....	TA 2-5000
Niagara Falls.....	Mt. St. MARY's, 515-35 Sixth St.....	BU 5-5761

### 3301. LOCATION OF TELEPHONES

All Interlockings, Block Stations, Yard Offices and Agency Stations, also at wayside locations painted with yellow band.

After using wayside telephone it is the responsibility of the employee to close and lock telephone box or shelter. Absence of lock must be reported to the Superintendent.

### 3401. RETAINING VALVES

Except as provided in Special Instruction 3402, the use of retaining valves must be observed on grades herein specified:

On trains of empty cars the retaining valve handles will be placed in horizontal position.

On heavily loaded, mineral or grain cars, retaining valves should be turned to high pressure position, and on other cars retaining valves should be turned to (horizontal) low pressure position. Where empty cars are on rear of loaded cars, retaining valves should not be used on empty cars, unless absolutely necessary.

Trains which consist of more than 40% heavily loaded, mineral or grain should be handled in accordance with instructions covering solid trains of mineral or grain.

#### Brake Pipe Pressure

Before descending grades herein specified, enginemen will adjust brake pipe pressure to between 95 and 100 pounds, main reservoir pressure must be a minimum of 130 pounds. On such grades the engineman must operate the air brake to have a brake pipe pressure of not less than 70 pounds at any time.

On trains of empty cars on such grades, the brake pipe pressure must be the standard, 80 pounds.

Kind of Train	From	To	Number of Effective
			Retaining Valves to be Turned Up
<b>EASTWARD</b>			
Mineral or Grain.....	Gracedale .....	Tannery .....	50%
	Tannery .....	Packerton .....	70 to 94 cars, 15 Over 94 cars, 20
Other freight trains.....	Gracedale .....	Packerton .....	25 to 50 cars, 10
			50 to 75 cars, 15
			75 to 85 cars, 20
			85 to 100 cars, 25
Empty car trains.....	Gracedale .....	Tannery .....	Over 100 cars, 35
			50 to 75 cars, 10
			75 to 100 cars, 15
	Tannery .....	Packerton .....	Over 100 cars, 20 Over 75 cars, 10
<b>WESTWARD</b>			
Mineral or Grain.....	Mountain Top .....	Coxton .....	75%
	(via Mountain Cut-Off)		
Other freight trains.....	Mountain Top .....	Coxton .....	25 to 50 cars, 10
			50 to 75 cars, 15
			75 to 100 cars, 20
			Over 100 cars, 25
Empty car trains.....	Mountain Top .....	Coxton .....	75 to 75 cars, 10
			50 to 100 cars, 15
			Over 100 cars, 20
Freight train consisting of 40%, or more coal, steel, cement or other heavily loaded cars .....	Mountain Top .....	Franklin .....	100%
Other freight trains.....	Mountain Top .....	Franklin .....	50%
Empty car trains.....	Mountain Top .....	Franklin .....	25%

#### BRANCHES

Easton & Northern Branch:

Use of retaining valves not required but brake pipe pressure requirements must be observed Alta to 13th St. Jct; Belfast Jct. to L. & N. E. Jct. and Alta to Easton.

Hazleton Branch—Ashmore Secondary Track

Mineral, grain or frt....	Ashmore .....	Penn Haven Jct. ..	100%
Mixed, empty and loaded cars .....	Ashmore .....	Penn Haven Jct. ..	75%
	(See Note 1)		
Empty Car Trains.....	Delano .....	Kohinoor Jct.... }	50 to 75 cars, 15
	Aristes Jct. ....	Mount Carmel.. }	75 to 100 cars, 20
			Over 100 cars, 25
Freight .....	Aristes Jct. ....	Mount Carmel ...	50%
Freight .....	Aristes Jct. ....	Kohinoor Jct. ....	75%

Quakake Branch—Hazleton Branch

Mineral, grain or frt....	Delano .....	Penn Haven Jct. ..	75%
	(See Note 1)		

Hays Creek Branch:

Mineral, grain or frt....	Hazleton .....	Tannery .....	50%
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Freeland Branch:

Mineral, grain or frt....	Freeland .....	Drifton .....	100%
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Eckley Branch:

Mineral, grain or frt....	Eckley .....	Eckley Jct. ....	50%
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Bowmans Creek Branch:

Mineral, grain or frt....	Chestnut Ridge....	Harvey Jct. ....	100%
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State Line & Sullivan Branch:

Mineral, grain or frt....	Dushore .....	Monroeton .....	100%
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Ithaca Branch:				
Mineral, grain or frt....	North Spencer	...	Ithaca	100%
Mixed, empty and loaded cars .....	North Spencer	...	Ithaca	75%
Mineral, grain or frt....	Willow Creek	...	Ithaca	50%
Naples Branch:				
Mineral, grain or frt....	Stanley	.....	Geneva	75%
Cortland Branch:				
Mineral, grain or frt....	Blakeslee	.....	Canastota	33 1/2%
Passenger (over 5 cars)	Blakeslee	.....	Canastota	50%

(See Note 2)

Note 1. For manipulation retaining valves Penn Haven Jct. to Packerton be governed by Main Line instructions, Gracedale to Packerton.

Note 2. Valves to be turned up on every second car, starting from head end of train and must be changed to car following or car ahead alternating every three minutes.

### Special instructions for handling mineral, grain or freight trains between Hazleton and Packerton.

The main reservoir pressure carried must be 140 lbs. The brake pipe pressure must be 100 lbs. Brake pipe leakage must not exceed five pounds per minute. Trains must not be permitted to depart from yards before the cabin gauge register 94 lbs., brake pipe pressure. All retainers to be tuned up to high pressure position.

### 3402 Dynamic Brake Operation

Diesel freight engines class DF-2, DF-3, DF-4, DF-5, DRS-3, DRS-4, also class DS-4 engines 256 to 273, inclusive, equipped with dynamic brakes.

The maximum tonnage permitted to be moved with operative dynamic brake and without the use of retaining valves, with 80 lbs. brake pipe pressure, will be as follows:

	1 Unit	2 Units	3 Units	4 Units	Note
Mountain Top to Franklin .....	750	1500	2250	3000	1
Gracedale to Coxton Int'lg. Via Mountain Cut-Off.....	1250	2500	3750	5300	2
Gracedale to Packerton .....	1250	2500	3750	5300	2
Between Mt. Carmel and Delano....	875	1750	2625	3500	3
Delano to Penn Haven Jct. Via Quakake Branch.....	875	1750	2625	3500	2
Hazleton to Tannery via Hays Creek Branch .....	1250	2500	3750	5300	2
North Spencer to Ithaca .....	750	1500	2250	3000	1
Willow Creek to Ithaca .....	1250	2500	3750	5300	2

#### Notes:

- 4 retainers must be turned up for each additional 375 tons or less.
- 4 " " " " " " " " " " 625 " " "
- 4 " " " " " " " " " " 425 " " "

Trains must use not less than the time shown below on descending grades.

	Distance Miles	Minutes
Gracedale to Tannery .....	14.7	28
Tannery to Penn Haven Jct... .	13.0	22
Penn Haven Jct. to Packerton.	10.1	20
Gracedale to Coxton Inter- locking .....	20.5	45
Mountain Top to Bradley....	12.6	38
North Spencer to Ithaca.....	13.9	32
Willow Creek to Ithaca.....	6.6	12

When speed of train reaches 20 miles per hour in vicinity of Apex eastward or Mountain Top (via Cut-off) westward; and 15 miles per hour when operating via Mountain Top to Franklin, the dynamic brake must be placed in dynamic position to the extent of about 100 to 150 amperes to gather slack. When slack is all in, the dynamic brake should be placed in full dynamic position and, if the speed increases with the operation of dynamic brakes to 30 miles per hour east of Apex; west of Mountain Top when operating via Cut-off, or 20 miles per hour when operating Mountain Top to Franklin, a service application of the automatic brake should be made with a 6 lb. reduction of brake pipe pressure. If speedometer indicates speed is decreasing, automatic brake should be released, if speed is not reducing, further reductions should be made until speedometer indicates speed is reducing.

Eastward trains should make a full service application approaching west of White Haven to insure release of all brakes.

Except east of Tannery, if dynamic brake becomes inoperative on all units, train must be brought to a stop, brake pipe pressure increased to 90 lbs. and retaining valves turned up as prescribed by Special Instruction 3401.



### 3501. OVERHEAD OBSTRUCTIONS, MAIN TRACKS ON MAIN LINE; MOUNTAIN CUT-OFF; BRANCHES AND SECONDARY TRACKS

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these Bridges or structures:

#### MAIN LINE

Bridge, Johnston Avenue, Jersey City.

Overhead electric power wires for electric operation from Bridge 5-A Jersey City, to west side of Newark Bay.

Newark Bay Draw.

Bridge, seven-tenths (0.7) mile east of Oak Island Hump.

Bridge, six-tenths (0.6) mile west of Oak Island Hump.

Bridge, two-tenths (0.2) mile east of Hillside Station.

Bridge, one-tenth (0.1) mile east of Hillside Station.

Overhead electric wires, between Prospect Avenue and Freight Station, New Market.

Bridge at Middlesex.

Bridge at Read Valley Station.

Bridge, one and one-tenth (1.1) miles east of Neshanic.

Bridge, one and one-tenth (1.1) miles east of Three Bridges.

Bridge, four-tenths (0.4) mile west of Flemington Junction.

Bridge, eight-tenths (0.8) mile west of Landsdown.

Bridge, five-tenths (0.5) mile west of Jutland.

Musconetcong Tunnel.

Bridge, one-tenth (0.1) mile east of Bloomsbury.

Bridge, three-tenths (0.3) mile west of Bloomsbury.

Bridge, one-tenth (0.1) mile west of Alpha.

Bridge, five-tenths (0.5) mile west of Easton Station.

Bridge, at Glendon.

Bridge, one-tenth (0.1) mile east of Freemansburg.

Bridge, three-tenths (0.3) mile east of Bethlehem Station.

Bridge, two-tenths (0.2) mile west of East Penn Junction.

Bridge, one and sixty-seven hundredths (1.67) miles west of East Penn Junction.

Bridge, five-tenths (0.5) mile east of Catasauqua.

Bridge, two-tenths (0.2) mile east of Coplay Station.

Bridge at Lower Lehigh.

Bridge at Lehigh.

Highway Bridge at Jim Thorpe Station.

Bridge, five-tenths (0.5) mile west of Coalport.

Rockport Tunnel.

Bridge, one-tenth (0.1) mile east of Parrish Street, South Wilkes-Barre.

Bridge, one and seven-tenths (1.7) miles west of Wilkes-Barre Station.

Bridges, seven-tenths (0.7) mile east of Port Bowkley.

Bridge, eight-tenths (0.8) mile west of Plainsville.

Water Street Bridge at Pittston.

Bridge, three-tenths (0.3) mile west of Falls.

Bridge at Vosburg Station.

Vosburg Tunnel.

Bridge, one and three-tenths (1.3) miles east of Towanda.

Bridge, five-tenths (0.5) mile west of Towanda.

Bridge, two (2.0) miles west of Milan.

Bridge, five-hundredths (0.05) mile east of Sayre Station.

Bridge, six-hundredths (0.06) mile west of Sayre Station.

Bridge, ninety-four hundredths (0.94) miles west of Sayre Station.

Bridge, and telephone wires three hundredths (0.03) mile west of State Line Interlocking.

Bridge, twenty one hundredths (0.21) mile west of East Waverly.

Bridge, three (3) miles west of Odessa Station.

Bridge, thirty-seven hundredths (0.37) mile east of Burdett

Bridge, one and five-tenths (1.5) miles east of Gilbert.

Bridge, seven-tenths (0.7) mile east of Victor.

Bridge, seventy-seven hundredths (0.77) mile east of Rochester Jct.

Bridge, two (2) miles west of Rush.

Bridge, two and three-tenths (2.3) miles west of P. & L. Junction Station (No. 2 track).

Bridge, one and seven-tenths (1.7) miles east of Wende.

Bridge, one-tenth (0.1) mile west of Niagara Junction Interlocking Station.

Bridge, two-tenths (0.2) mile west of Niagara Junction Interlocking Station.

#### Allentown Secondary Track

Bridge at Allentown.

Bridge, one-tenth (0.1) mile west of Allentown Station.

Bridge, one and two-tenths (1.2) miles west of Allentown Station.

Bridge, five-tenths (0.5) mile east of Catasauqua.

#### MOUNTAIN CUT-OFF

Bridge, four-tenths (0.4) mile east of Avoca.

Bridge, three-tenths (0.3) mile west of Avoca.

Bridge, four-tenths (0.4) mile west of Avoca.

Bridge, two-tenths (0.2) mile west of Jenkins.

Bridge at Olivers Mills.

#### National Docks Branch

Bridge, one-tenth (0.1) mile west of P. R. R. Junction.

Bridge, two-tenths (0.2) mile west of P. R. R. Junction.

Waldo Avenue Tunnel.

Bridge, three-hundredths (0.03) mile west of Edgewater Junction.

Signal Bridge, one-tenth (0.1) mile west of C. R. R. Phillips Street crossing.

Bridge, P. R. R. (0.25) mile west of Constable Junction.

Bridge, 49th St. (0.75) mile west of Constable Junction.

Bridge, Naval Base (1.20) miles west of Constable Junction.

#### Bayonne Branch

Bridge, L.V.R.R. (0.12) mile west of E. Claremont Yard Office.

Bridge, Chapel Ave. (0.43) mile west of E. Claremont Yard Office.

Bridge, Linden Ave. (0.78) mile west of E. Claremont Yard Office.

Bridge, Gates Ave. (1.19) miles west of E. Claremont Yard Office.

Bridge, L.V.R.R. (1.24) miles west of E. Claremont Yard Office.

#### Jersey City Branch No. 1

Bridge, C.R.R. Newark Branch at Culver Avenue, Jersey City.

#### Merchant's National Bank Branch

Bridge, Route No. 29 at Empire Street, Newark.

#### Passenger Connection at Newark

Overhead electric power wires for electric operation at Newark.

#### Bloodgood Branch

Bridge, State Parkway, five hundred (500) feet east of Walnut Ave.

#### Perth Amboy Yard—Perth Amboy Secondary Track

Bridge, six-tenths (0.6) mile west of State St., Perth Amboy.

Bridge, one and thirty-five hundredths (1.35) miles west of State St.

Bridge, one-tenth (0.1) mile west of upper Yard.

Bridge, one-tenth (0.1) mile west of Raritan Junction.

Bridge, one-tenth (0.1) mile east of Fords.

Bridge, one and one-tenth (1.1) miles west of Valentines.

Bridge at Lake Ave., Metuchen.

P. R. R. Bridge, one-tenth (0.1) mile west of Lake Ave. bridge.

Bridge, six-tenths (0.6) mile west of Durham Ave., Metuchen.

#### Clinton and Pittstown Branch

Pipe line and wire crossing over main track and siding, 3,600 feet west of Mile Post 59, Kings.

#### Easton and Northern Branch

Bridge, six-tenths (0.6) mile west of Easton.

#### Hazleton Branch

Two (2) steam lines and overhead conveyor on Hazleton Shaft Branch.

Bridge, five-tenths (0.5) mile west of Lofty.

Bridge at Kohinoor Junction.

**Quakake Branch**

Bridge, three-tenths (0.3) mile east of Pine Junction.

**Freeland Branch**

Jeddo Tunnel.

Crane, steam line and wires over track at Drifton shops.

**Ebervale Branch**

Bridge, between Oakbur Junction and Harleigh Junction.

**Deringer Branch**

Steam line and tipple.

**Sheppton Branch**

Loading tipple at Humboldt.

**West Pittston Branch**

Bridge, two-tenths (0.2) mile west of Maltby Junction.

**State Line and Sullivan Branch**

Bridge, twenty-nine hundredths (0.29) mile west of New Albany.

Bridge, three-hundredths (0.03) mile west of Kellogg.

Bridge, one-tenth (0.1) mile west of Washington Street Station, Towanda.

Bridge at Packer Avenue, Towanda.

**Waverly-Elmira Branch**

Bridge, six-hundredths (0.6) mile west of Sayre Station.

Bridge, seven-tenths (0.7) mile east of Waverly.

Bridge, two-tenths (0.2) mile east of Waverly.

Bridge, one-tenth (0.1) mile east of Waverly.

**Ithaca Branch**

Bridge, one and thirty-one hundredths (1.31) miles west of Newfield.

Bridge, two and three-tenths (2.3) miles west of Newfield.

Bridge, two and fifty-five hundredths (2.55) miles east of Ithaca.

Bridge, two and thirty-seven hundredths (2.37) miles west of MacDougall.

**Naples Branch**

Bridge, seven-hundredths (0.07) mile east of Pre-emption.

Bridge, thirty-six hundredths (0.36) mile east of Stanley.

**Auburn Branch—Auburn Secondary Track**

Bridge, sixty-three hundredths (0.63) mile west of Sayre.

E.-L.R.R. overhead bridge, two and eight-tenths (2.8) miles west of Sayre.

E.-L. R. R. overhead bridge, one and eight-tenths (1.8) miles east of Barton.

Bridge, one and nine-tenths (1.9) miles east of Tioga Center.

Bridge, one and three-tenths (1.3) miles west of Dryden.

Bridge, one and nine-tenths (1.9) miles west of Groton.

Bridge, one and nine-tenths (1.9) miles east of Locke.

**Auburn and Ithaca Branch**

Bridge, three-tenths (0.3) mile west of Ludlowville.

Tramway at Rock Salt Co. Plant three-fourths (0.75) mile east of Ludlowville.

Wire Crossing at Aurora.

**Rochester Branch**

Bridge, one and one-tenth (1.1) miles east of Henrietta.

Bridge, eight-tenths (0.8) mile east of Henrietta.

Bridge, one (1) mile east of Rochester.

Trolley Wire, Subway Railway Connection, Rochester.

### Niagara Falls Branch

Bridge, one-tenth (0.1) mile west of Niagara Junction Interlocking station.

Bridge, two-tenths (0.2) mile west of Niagara Junction Interlocking Station.

Bridge, nine-tenths (0.9) mile east of North Tonawanda.

Bridge, three-tenths (0.3) mile east of North Tonawanda.

Bridge, two and eight-tenths (2.8) miles east of Niagara Falls.

Bridge, four-tenths (0.4) mile east of Niagara Falls.

Bridge, two-tenths (0.2) mile west of Niagara Falls.

### Lehigh and Lake Erie Branch

Bridge, four and eight-tenths (4.8) miles east of Tifft Terminal.

Bridge, three and five-tenths (3.5) miles east of Tifft Terminal.

Bridge, three and thirty-five hundredths (3.35) miles east of Tifft Terminal.

NOTE: This instruction also applies to all yard tracks, not herein listed, serving enginehouses, shops, warehouses, piers, wharves, or other facilities, where there are overhead pipes or structures over such tracks.

### 3601. ELECTRICAL OPERATION

(a) The single track and the engine change track between Hunter interlocking, and westward interlocking home signal, Newark, are equipped for A. C. electrified operation. Also over Newark Bay extending to Greenville Sub-station.

In the event of difficulty of any kind, communicate immediately with the Power Director, located at New York.

Telephones in the electrified territory are located as follows:

Signal at east end of engine change track.

Engine change track.

Signal bridge east of Newark interlocking.

Hunter interlocking station.

Newark interlocking station.

East and West ends Newark Bay Draw.

These are equipped with three-way switches with telephone lines connected with:

1. Power Director.

2. Telephone Switchboard, PRR, Newark.

3. Hunter and Newark interlocking stations.

Detailed instructions are posted in each box.

When necessary to clear the line to get the Power Director, the words "Power Emergency" will be used; all other persons using line at that time must yield at once.

(b) Yardmasters, Yard Foremen and Conductors will be responsible for knowing that trainmen and caretakers of shipments and equipment understand these instructions.

Enginemen will be responsible for knowing that firemen understand and comply with these instructions.

Foremen will be responsible for knowing that their men understand and comply with these instructions.

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

(c) Employes must not work on or near energized wires, except in emergency, and then only under direction of the Power Director. Rails, frogs, switches and splices must not be changed, bonds or connections broken, unless temporary bonds have been placed and permission obtained from the Power Director.

(d) While working in electrified territory, employes are prohibited from getting upon, riding upon, or working upon, the top or roof of any freight car, passenger car, cabin, engine, or other high equipment or high lading.

(e) Employes 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 some one to watch such wires until their removal. Other persons in danger should be warned of their location.

Loose or broken impedance bond connections in the tracks must be regarded as energized (live) and reported immediately to the Superintendent and Power Director.

(f) Employes must not allow their bodies, material or equipment of any kind to come within eight (8) feet of transmission wires or within three (3) feet of catenary system and signal power wires.

(g) Bridge warnings ("tell tales") will not be used above tracks equipped with overhead wires.

(h) While making back-up movements with light electric engines, the Helper must take his position on the forward end of engine in the direction of movement and control movement of engine by means of hand signals to the Engineman. He must observe all signals affecting the movement of his engine and will be held responsible for disregarding same.

(i) When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be protected immediately.

In cases where catenary wires are noticed to be shaking violently, unusually heavy arcing occurring, or it is believed that electrical trouble exists, all pantographs should be lowered at once and Power Director advised of conditions immediately.

(j) When an A. C. electric engine or an A. C. multiple unit car becomes derailed, pantograph must be lowered immediately.

When there is a possibility that the contact between A. C. electric engines or A. C. multiple unit cars and the electric return circuit, as represented by the running rail, may be broken, pantographs must be immediately lowered.

No pantograph shall be raised until it has been definitely known that the A. C. electric engine or A. C. multiple unit car is again making proper contact with the rail return circuit.

(k) When necessary to remove power from catenary system to prevent loss of life or damage to property, Power Director must be immediately notified and person so notifying Power Director will await his instructions.

(l) The emergency train brake attachment on master controller handles of electric engines must be in service on the end from which engine is operated, except that while making shifting movements, the grip lever may be fastened to the master controller handle in order to facilitate such movements.

(m) Specially treated wood poles (pantograph poles) and rubber gloves have been placed at telephone pole just east of Westward home signal, Newark, and Hunter interlocking station for use under the direction of the Power Director.

(n) Fires in proximity to overhead wires may interrupt power and must be reported immediately to the Superintendent.

Fires originating from electrical causes should be extinguished with earth, sand, or Lux portable fire extinguishers.

Water or Pyrene should not be used unless it is known that the electric current has been shut off.

(o) When operation of wrecking cranes, locomotive cranes or Maintenance of Way machinery equipped with booms in the electrified territory is necessary, the permission of the Power Director must be secured.

## GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS, TRAIN REGISTERS

**3701.** Locations of Bulletin Boards on this System and other railroads where General Orders and Bulletins of this System will be posted and General Orders delivered, locations of Employees' Register, Standard Clocks and Train Registers on this System, also locations on this System where General Orders and Bulletins of other Divisions will be posted and General Orders delivered.

Bulletin Boards	Employees' Register	Standard Clocks	Train Register (See Note)	Location	Other Divisions or Railroads	Zones or Regions
x		x		Jersey City—Disprs. Ofs.		
x	x			Jersey City—Washington St. Yard Ofs.		
x	x			Jersey City—Jersey Ave. Yard Ofs.		
x	x			East Claremont—Yard Ofs.		
x				Oak Island—Hump Yard Ofs.		
x	x	x		Oak Island—Enginehouse		
x	x			Newark—Yard Ofs.		
x	x			Irvington—Yard Ofs.		
		x		So. Plainfield—Intl'g Sta.		
x	x			So. Plainfield—Yard Ofs.		
x	x			Manville		
		x		Easton—Intl'g Sta.		
x	x	x		So. Easton—Engine Terminal		
x	x	x		Bethlehem—Yard Ofs.		
x	x	x		Allentown—Yard Ofs.		
x	x	x		Lehighon—Crew Disprs. Ofs.		
x	x	x		Packerton—Main Yard Ofs.		
x	x			Wilkes-Barre—Yard Ofs.		
x	x	x		Coxton—Main Yard Ofs.	Buffalo P.R.R.	D Northern
x	x			Coxton—Westward Yard Ofs.	Buffalo P.R.R.	D Northern
		x		Coxton—Eastward Yard Ofs.		
x	x	x		Sayre—Crew Disprs. Ofs.	New York E.-L.R.R. D. & H.R.R. N.Y.C.R.R.	B Susque. Div. Susque. Div. Syra. Div.
x	x			Sayre—Eastward Yard Ofs.	New York	B
x	x			Sayre—Westward Yard Ofs.		
x	x			Geneva—Yard Ofs.		
x	x			Geneva—Station		
x	x	x		Manchester—Main Yard Ofs.	N.Y.C.R.R.	Buffalo Div.
x	x			Manchester—Westward Yard Ofs.	N.Y.C.R.R.	Buffalo Div.
x	x	x		Buffalo—Tift Terminal Yard Ofs.	N.Y.C.R.R.	Buffalo Div.
x	x	x		Perth Amboy—Yard Ofs.		
x	x	x		Hazleton—Diesel shop	P.R.R.	Philadelphia
x	x	x		Hazleton—Shop Ofs.	P.R.R.	Philadelphia
x	x	x		Delano—Crew Disprs. Ofs.	P.R.R.	Philadelphia
x	x	x		Delano—Yard Ofs.	P.R.R.	Philadelphia

Bulletin Boards	Employees' Register	Standard Clocks	Train Register (See Note)	Location	Other Divisions or Railroads	Zones or Regions
x	x	x		Ithaca—Freight Sta.		
			x	Freeville		
x	x			Auburn—Trainmen's Room	N.Y.C.R.R.	Syra. Div.
		x		Auburn—Yard Ofs.		
x	x	x		Cortland-Freight Station		
x	x	x		Rochester—Enginehouse		
x	x	x		Suspension Bridge—Yard Ofs.	M.C.R.R. C.N.R.R. C.&O.R.R. N.Y.C.R.R.	Can. Div. London Div. Can. Div. Buffalo Div.
x	x	x		Suspension Bridge—Enginehouse	M.C.R.R. C.N.R.R. C.&O.R.R. N.Y.C.R.R.	Can. Div. London Div. Can. Div. Buffalo Div.
x				P.R.R.—Northumberland Yard Master's Ofs.	L.V.R.R.	Zone C
x				P.R.R.—Weigh Scales Yard Ofs.	L.V.R.R.	Zone C
x				P.R.R.—Buttonwood Yard Master's Ofs.	L.V.R.R.	Zone C
x				P.R.R.—Pottsville	L.V.R.R.	Zone C
x				D. & H.R.R.—Binghamton Yard Ofs.	L.V.R.R.	Zone F
x				D. & H.R.R.—Binghamton Enginehouse	L.V.R.R.	Zone F
x				N.Y.C.R.R.—Susp. Bridge Yard Ofs. Lockport St.	L.V.R.R.	Zone E
x				N.Y.C.R.R.—Susp. Bridge Yard Ofs. Days	L.V.R.R.	Zone E
x				C.&O.R.R.—Susp. Bridge Yard Ofs.	L.V.R.R.	Zone E
x				M.C.R.R.—Montrose, Ont. Enginehouse	L.V.R.R.	Zone E
x				C.N.R.R.—Niagara Falls, Ont. Enginehouse	L.V.R.R.	Zone E

**NOTE**—X Indicates in service.

**NOTE**—Trains not scheduled to stop at Registering stations, must be registered by the operator.

**NOTE**—Employees' registers are also located at other points on system where yard crews are employed.

3702. Standard Clocks at other points:

Block Stations.  
Train Dispatcher's Office's.

### GENERAL ORDER AND BULLETIN ZONES

3703. General Order and Bulletin Zones of the System are as follows:

Zone	New York Division
A	Jersey City to M.P. 119 east of Lehighton, including adjacent Branches.
B	M.P. 119 east of Lehighton, to M.P. 191 west of Ransom, including Mountain Cut-Off and adjacent Branches, except Hazleton and Hays Creek Branches.
C	Hazleton, Quakake, Freeland, Hays Creek and adjacent Branches.
<b>Buffalo Division</b>	
D	M.P. 191 west of Ransom, to M.P. 269 east of Athens, including Montrose and State Line and Sullivan Branches.
E	M.P. 269 east of Athens, to Buffalo, also Ithaca, Naples, Rochester, Niagara Falls and Lehigh and Lake Erie Branches.
F	Auburn, Waverly-Elmira, Cortland, Auburn and Ithaca and Seneca Falls Branches.

Note: Each Zone also includes connecting secondary tracks and yards in its respective territory.

3704. Referring to Rule 75. Employees assigned to yard or terminal service 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.

#### Qualification of Train and Engine service employees

3705. 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 division officer.

A fireman must not operate an engine in the State of New Jersey unless he is a promoted engineman and has qualified on the physical characteristics of the portion of the road in the same manner as prescribed for an engineman. Rule 809 superseded accordingly. (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 and Colliery Branches excepted). When an engineman makes a trip (not in service) for the purpose of retaining his qualifications, 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.

3706. Conductors, trainmen, engineman and firemen when off 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, general orders and bulletins that became effective during their absence.

Conductors, trainmen, enginemen and firemen when off duty more than 30 days account sickness or injury must also pass a physical examination prior to resuming duty.



Home Division ..... Name ..... Occupation .....

QUALIFIED FOR SERVICE

Part Of Zone Qualified For

Zone


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

**A. F. DOODY**

Superintendent Transportation

**APPROVED**

**C. W. BAKER**

Vice-President  
and  
General Manager

**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.

**A. F. DOODY**

Superintendent-Transportation

**APPROVED**

**C. W. BAKER**

Vice-President  
and

General Manager

**SAFETY RULE OF THE DAY  
GOVERNING EMPLOYEES of the TRANSPORTATION  
DEPARTMENT**

Date	Jan.	Feb.	Mar.	Apr.	May	June
1	1083	1011	1040	1007	1039	1068b
2	1084	1012	1041	1008	1040	1069
3	1085	1013	1042	1009	1041	1071
4	1086	1014	1043a	1011	1042	1072
5	1087	1015	1043b	1012	1043a	1074
6	1090	1016	1044	1013	1043b	1076
7	1091	1017	1045	1014	1044	1077
8	1092	1018	1046	1015	1045	1078
9	1093	1019	1047	1016	1046	1079
10	1095	1020	1048	1017	1047	1080
11	1096	1021	1049	1018	1048	1081
12	1097	1022	1050	1019	1049	1082
13	1098	1023	1051	1020	1050	1083
14	1099	1024	1052	1021	1051	1084
15	1100	1025	1053	1022	1052	1085
16	1101	1026	1054	1023	1053	1086
17	1150	1027	1055	1024	1054	1087
18	1151	1028	1056	1025	1055	1090
19	1153	1029	1057	1026	1056	1091
20	1154	1030	1058	1027	1057	1092
21	1155	1031	1059	1028	1058	1093
22	1141	1032	1060	1029	1059	1095
23	1001	1033	1061	1030	1060	1096
24	1002	1035	1062	1031	1061	1097
25	1003	1036	1063	1032	1062	1098
26	1004	1037	1001	1033	1063	1099
27	1005	1038	1002	1035	1064	1100
28	1006	1039	1003	1036	1065	1101
29	1007	—	1004	1037	1066	1102
30	1008	—	1005	1038	1067	1150
31	1009	—	1006	—	1068a	—

**SAFETY RULE OF THE DAY**  
**GOVERNING EMPLOYEES of the TRANSPORTATION**  
**DEPARTMENT**

Date	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1151	1029	1059	1093	1020	1050
2	1153	1030	1060	1095	1021	1051
3	1154	1031	1061	1096	1022	1052
4	1155	1032	1062	1097	1023	1053
5	1001	1033	1063	1098	1024	1054
6	1002	1035	1064	1099	1025	1055
7	1003	1036	1065	1100	1026	1056
8	1004	1037	1066	1101	1027	1057
9	1005	1038	1067	1150	1028	1058
10	1006	1039	1068a	1151	1029	1059
11	1007	1040	1068b	1153	1030	1060
12	1008	1041	1069	1154	1031	1061
13	1009	1042	1071	1155	1032	1062
14	1011	1043a	1072	1001	1033	1063
15	1012	1043b	1074	1002	1035	1064
16	1013	1044	1076	1003	1036	1065
17	1014	1045	1077	1004	1037	1066
18	1015	1046	1078	1005	1038	1067
19	1016	1047	1079	1006	1039	1068a
20	1017	1048	1080	1007	1040	1068b
21	1018	1049	1081	1008	1041	1069
22	1019	1050	1082	1009	1042	1071
23	1020	1051	1083	1011	1043a	1072
24	1021	1052	1084	1012	1043b	1074
25	1022	1053	1085	1013	1044	1076
26	1023	1054	1086	1014	1045	1077
27	1024	1055	1087	1015	1046	1078
28	1025	1056	1090	1016	1047	1079
29	1026	1057	1091	1017	1048	1080
30	1027	1058	1092	1018	1049	1081
31	1028	1141	—	1019	—	1082

## LEHIGH VALLEY RAILROAD COMPANY

Jersey City, N. J. }  
Buffalo, N. Y. } October 22, 1962

GENERAL ORDER {  
No. 801 ZONE A  
No. 801 ZONE B  
No. 801 ZONE C  
No. 801 ZONE D  
No. 801 ZONE E  
No. 801 ZONE F

**EFFECTIVE 2.01 A.M., SUNDAY, OCTOBER 28, 1962**

(a) Time Table No. 8 in effect. It contains the necessary instructions issued in general orders up to and including

GENERAL ORDER {  
No. 711 ZONE A  
No. 707 ZONE B  
No. 706 ZONE C  
No. 705 ZONE D  
No. 709 ZONE E  
No. 706 ZONE F

all of which must be removed from Bulletin Boards.

Each employe must examine each page of Time Table No. 8 to see that his copy is complete, pages properly lined up, and note changes.

(b) **BOOK OF RULES**

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.

Employes must paste Rule revisions in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

This General Order is printed in Time Table No. 8 and will not be issued in sticker form.

A. J. Ferentz  
J. E. Crowley





































































## COMPLETE UNDERSTANDING

Failure to completely understand the job at hand, failure to observe, failure to think, failure to be alert, failure to comprehend are the fundamental causes of accidents and personal injuries in train and engine service.

Conductors and enginemen, particularly, have the opportunity to observe and improve the manner in which their trainmen and firemen conduct themselves and carry on their work with respect to safety. A cautionary word, a reminder to look up the safety rules now and then, may save an injury or even a life.

A man who is thoroughly posted by his conductor or engineman about just what the train or switching movement is to be, is a man who has a better chance than otherwise to protect himself and also others who might place themselves in a dangerous position. He knows what the job is all about and he can be more alert in performing it. It is especially important to keep all members of a crew advised of any change in orders so as to avoid a misunderstanding on anyone's part which may set up an accident for himself or others.

Conductors and enginemen can, by their own safe actions and workmanship, set a good example for the rest of the crew to follow.

Complete knowledge, understanding and a good example will do much toward preventing accidents and injuries.

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**Every accident is a notice that something is wrong with material, method or man.**

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**It is not enough to put your best foot forward. Put it in a safe place every time you step.**

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**There is a right and wrong way to do every task. The wrong way is not worth trying.**

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**THINK SAFE, ACT SAFE AND BE SAFE**

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

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**STOP**

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**Damage to Freight**

— By —

**HANDLING CARS CAREFULLY**

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