ERIE-LACKAWANNA RAILROAD COMPANY

Eastern District

Schedules, special instructions and other information in this time table apply to that portion of the railroad formerly known as the Erie Railroad Company comprising,

SUSQUEHANNA DIVISION
DELAWARE DIVISION
TIOGA BRANCH

Reference to D.L.&W.R.R. in this time table applies to the former Delaware, Lackawanna & Western Railroad Company.

TIME TABLE NO. 63

Effective 2:01 A.M.

SUNDAY, OCTOBER 30, 1960

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

63

THINK!
THEN ACT SAFELY

C. S. KINBACK,
Superintendent

T. E. McGINNIS,
Assistant General Manager

A. E. KRIESIEN,
Assistant Vice President and General Manager

COMPANY SURGEONS

So far as New York State is concerned this notice applies to employees in interstate commerce only.

W. E. MISHLER, Chief Surgeon, CLEVELAND, OHIO

NAME	ADDRESS	TELEPHONE
G. W. Cheesman, Oculist	7 Union St.	Hornell 1521
	382 First St.	No. Hornell 368
C. G. Schwan, Oculist	19 Seneca St.	Hornell 715
	206 Main St.	Hornell 715
J. R. Kelly	27 Elm St.	Hornell 196
Jas. R. Kelly	27 Elm St.	Hornell 18
	61 Maple St.	Hornell 18
G. E. Taylor	37 Church St.	Hornell 103
W. J. Tracy	80 Broadway	Hornell 1189
	45 Genesee St.	Hornell 1189
A. J. Karl	66 Maple St.	Hornell 650
	68 Maple St.	Hornell 650
H. E. Auringer	24 Main St.	Addison 67
	57 Maple St.	Addison 26
T. L. McNamara	181 East Second St.	Corning 21114
	7 Crestwood Road	Corning 6-7911
P. M. Berzito	Main St.	Blossburg 143-J
	N. Williamson Rd.	Blossburg 143-M
M. F. Butler	378 W. Church St.	Elmira RE 4-8354
	420 W. Clinton St.	Elmira RE 2-0853
A. C. Smith, Oculist	410 W. Church St.	Elmira RE 4-8119
	Hillcrest Road	Elmira RE 2-0538
L. L. Hobler	426 W. Clinton St.	Elmira RE 4-5915
	Strathmont Pk.	Elmira RE 4-8678
R. E. Hobler	426 W. Clinton St.	Elmira RE 3-9682
	Mt. Zoar Rd.	Elmira RE 3-9027
P. E. Zoltowski	452 Penna. Ave.	Waverly 45
	452 Penna. Ave.	Waverly 45
Philip A. Nichols	271 Front St., Owego	MU 7-0350
George F. Pritchard	271 Front St., Owego	MU 7-0350
Robert R. Bethje	310 East Main Street	Endicott PI 8-6421
Robert G. Moore	310 East Main Street	Endicott ST 5-6621
G. C. Vogt, Oculist	140 Chapin St.	Binghamton RA 4-2243
	18 Stratford Pl.	Binghamton RA 2-9107
J. S. Griffin	151 Front St.	Binghamton RA 4-3237
	62 Crestmont Rd.	Binghamton SW 7-8864
C. L. Pope	151 Front St.	Binghamton RA 4-3237
	76 Grand Blvd.	Binghamton SW 7-3425
H. P. Griffin	151 Front St.	Binghamton RA 4-3237
	12 Stratford Pl.	Binghamton RA 2-8420
J. P. Zavoy	428 Grand St.	Susquehanna 3-3912
R. C. Davis	107 Erie Ave.	Susquehanna 3-3652
	410 Jackson Ave.	Susquehanna 3-3653
C. E. Dungan		Hancock 7-4681
Geo. R. Mills	Callicoon Hospital	Callicoon 28
		Callicoon 122
John A. Petkus	Shohola	Shohola 3703
Clair C. Kenny	206 Penna. Ave.	Matamoras 6-2622
	607 Fifth St.	Matamoras 6-1151
G. E. Kenny	Masonic Bldg.	Port Jervis 30-774
E. J. Walter, Oculist	154 E. Main St.	Port Jervis 46-214
	157 W. Main St.	Port Jervis 44-684

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

Effective November 30, 1952

TIME TABLES

Trains operating over another railroad will be subject to rules, special instructions and time tables of that railroad.

This time table is the authority for the movement of DL&W trains between "BD" Binghamton and "QO" Gibson. Operation on DL&W between "BD" and West "BD" Binghamton is under jurisdiction of Erie train dispatcher at Hornell, New York.

HOLIDAYS

Thanksgiving Day	November 24
Christmas Day	December 25
New Year's Day	January 1
Washington's Birthday	February 22

SIGNS

Additional to Rule 6 *Conditional.

HOURS OF SERVICE LAW

When it becomes apparent that a trip cannot be completed within sixteen hours, it is the duty of conductor and engineer to notify Superintendent promptly, giving at least two hours advance notice.

STANDARD CLOCKS

Hornell	Fast Freight Yard Office Telegraph Office Engine Dispatcher's Office
Gang Mills	Yard Master's Office
Elmira	General Foreman's Office Passenger Station — Baggage Room
Waverly	Telegraph Office
Binghamton	DL&W Passenger Station "QD" Yard Office
Susquehanna	Telegraph Office "SR" Tower Register Room Fuel Station
Deposit	Telegraph Office
Port Jervis	Engine Dispatcher's Office Telegraph Office
Blossburg	Freight Station Office

TRAIN REGISTERS

Hornell	Telegraph Office — first class trains
Elmira	Passenger Station — Baggage Room (all DL&W passenger trains)
Binghamton	DL&W Passenger Station (all DL&W passenger trains)
Susquehanna	Telegraph Office — first class trains originating and terminating at Susquehanna
Deposit	Telegraph Office — first class trains originating and terminating at Deposit.
Port Jervis	Telegraph Office — first class trains
Lawrenceville	
Blossburg	

Trains not scheduled to stop at points at which Train Registers are located, may register by throwing off train register slip, except when displaying signals for a following section when train must stop and the conductor register the train in person.

When registering trains, write out in full the color of signals displayed.

When not displaying signals write out in full "no signals," sign name and initials and do not use ditto marks.

It will be the duty of the employee in charge of the Register Station at points where trains are authorized to throw off train register slips, to enter the information on the Train Register and preserve the slip.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Hornell	Fast Freight Yard Office Telegraph Office Engine Dispatcher's Office
Gang Mills	Yard Master's Office
Elmira	Callers Office Passenger Station — Baggage Room
Waverly	Telegraph Office
Binghamton	DL&W Passenger Station "QD" Yard Office
Susquehanna	Telegraph Office Register Room Fuel Station "SR" Tower
Deposit	Telegraph Office
Port Jervis	Telegraph Office Engine Dispatcher's Office
Blossburg	Freight Station Office

SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class, except as otherwise provided.

CLEARING OF TRAINS

First class trains will not leave Hornell, Susquehanna or Port Jervis without clearance, (Form A).

DL&W passenger engineers must report to Elmira Ticket Office before leaving time of their assigned train.

First class trains originating at Deposit will not leave without clearance, (Form A).

Freight trains or light engines must not depart initial terminal without first obtaining permission from operator. Permission should not be requested until train or engine is about ready to leave.

All westward freight trains or engines for Buffalo and Allegany divisions must contact dispatcher "RF" Hornell, (632) for permission before leaving yard. Permission must not be requested until train or engine is about ready to leave. (Should train or engine be delayed after permission has been granted member of the crew must notify dispatcher accordingly.)

Freight trains or light engines must not leave Blossburg or Lawrenceville without clearance (Form A).

MOVEMENTS NOT PROVIDED BY TIME TABLE

In double track territory between Hornell and Susquehanna and Susquehanna and Port Jervis, extra trains, except passenger extras, will proceed without train orders.

MOVEMENT OF TRAINS

The only time an engine can be considered as operating backward is when a multiple unit road engine is operating with a blind unit or blind end ahead.

When light movements are made with multiple unit engines equipped with double end control, the engine must be operated from the end in the direction that the movement is being made.

In the multiple unit operation of engines the engine number will be displayed on the lead unit only.

Diesel engines and roller bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail.

When road engines series 700 and 800 are cut off trains at terminals trainmen will hook up air hose with hook provided for the purpose on end of engine.

Corning Station Switch must not be used by freight trains for setting off crippled cars, except by permission of dispatcher.

Trains setting off or switching at Owego on the westward side must leave cars to stand clear of east end of westward station platform.

Light engines, work extras and crews performing switching service, must not clear Main track for the purpose of meeting or passing trains at the following locations:

Adrian, N. Y., Station Switch ..... M.P. 322.48
Big Flats, N. Y., Oil Switch ..... M.P. 284.30
Smithboro, N. Y., Station Switch ..... M.P. 246.08
Crow-Smith Switch ..... M.P. 233.92
Johnson City, N. Y., Colonial Beacon Oil Switch ..... M.P. 217.36
Lordville Station Switch ..... M.P. 152.63

Switchtenders at Block 3 Hornell Yard and "SQ" Susquehanna Yard will use a yellow flag by day and a yellow light by night when signaling trains to proceed through switchtender's territory. Trains and engines must not accept hand signals other than above.

Automatic signal 192-1, M.P. 192.15, about one-half mile west of Susquehanna Station, is equipped with Grade Disc (Rule 509-C, Rules of the Operating Department, effective November 30, 1952). Trains or engines having instructions to, or making diverging movement within switchtenders territory at "SQ" Susquehanna Yard must receive hand signal from switchtender at "SQ". Trains or engines making a main track movement when signal 192-1 displays other than stop and proceed indication (Rule 291) may proceed without hand signal from the switchtender.

STARRUCCA VIADUCT

Eastward freight trains when in the time of westward passenger trains, must regulate speed or if necessary stop so that engine will not be on Starrucca Viaduct, bridge 189.46, east of Lanesboro, while passenger trains are passing over same.

PUSHER ENGINES

The following will govern handling of Pusher Engines between Susquehanna and Gulf Summit or between Deposit and Gulf Summit.

1. When 700 series engines regardless of number of units are used to push trains between Susquehanna and Gulf Summit or Deposit and Gulf Summit, same are not to push directly on caboose of trains. When necessary to use this class engine, engine should push on train and road caboose be behind engine.
2. When necessary to use four road switcher engines to push train from Susquehanna to Gulf Summit, pushers will push on train and road caboose be behind engines.
3. When three road switch engines are used for pushing trains, they can push on road caboose, but when passing over facing point switch leading from eastward to westward main track at "JA", engineers will back off to fifth throttle position until after engines have passed frog after which throttle may again be advanced to No. Eight throttle position.

RULES FOR THE MAINTENANCE OF AIR BRAKE AND AIR SIGNAL EQUIPMENT

Effective September 15, 1957

Running tests provided for in Rule 51 will be made before descending grades as follows:

Eastward — Gulf Summit
Westward — Gulf Summit

RULES GOVERNING MANUAL AND AUTOMATIC BLOCK SIGNAL SYSTEMS & INTERLOCKING RULES

Effective November 30, 1952

Between Hornell and Port Jervis Automatic Block Signal System Rules will govern.

Trains operating in automatic block signal system territory governed by telephone train order signals may run with current of traffic, upon signal indication, which signal indication supersedes timetable superiority, as per Rule D-251. Rules of the Operating Department.

Between "FS" Tower, Elmira and Southport Junction, movements may be made against the current of traffic on interlocking signal indication within the home signal limits as per Rule 605, trains or engines in this territory may proceed on interlocking signal indication without regard to train or timetable superiority against opposing trains or following superior trains.

Between Lawrenceville and Blossburg Manual Block Signal System Rules will govern.

TRAFFIC CONTROL SYSTEM DISTRICTS

Rule 261, Rules of the Operating Department, effective November 30, 1952, will apply on following tracks:

Single track between Shohola ("East SA") and West Shohola ("West SA").

Eastward and westward tracks "TU" Tusten and "BQ" Lackawaxen.

Westward track between "JA" Lanesboro and "GF" Gulf Summit.

Single track between "JA" Lanesboro and "JN" Jefferson Jct.

Eastward and westward tracks "VO" McCanns Blvd. and "FS" Tower Elmira.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

Rule 221, Rules of the Operating Department, effective November 30, 1952.

"ZY" Tower	Hornell
"HO" Tower	Horseheads
"FS" Tower	Elmira
"BD" Tower	Binghamton
"BQ" Tower	Lackawaxen

HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION

*Addison	8:15 A.M. to 12:15 P.M. 1:15 P.M. to 5:15 P.M.	
*Endicott	8:30 A.M. to 12:00 Noon 1:00 P.M. to 5:30 P.M.	
Hancock	7:30 A.M. to 7:15 P.M. 10:15 A.M. to 3:15 P.M. 4:15 P.M. to 7:15 P.M.	 Sat., Sun. & Holidays
Callicoon	8:00 A.M. to 7:30 P.M. 11:00 P.M. to 7:00 A.M. 11:00 A.M. to 5:00 P.M. 6:00 P.M. to 8:00 P.M.	 Sat., Sun. & Holidays

BQ Tower	5:00 P.M. to 1:00 A.M.	Mon., Wed., Fri. and as service required
*Blossburg	8:00 A.M. to 12:00 Noon	
	1:00 P.M. to 5:00 P.M.	
	9:00 A.M. to 11:00 A.M.	Saturdays

* Daily except Saturday, Sunday and Holidays.

Day or night Train Order Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation.

TONNAGE RATINGS

Train tonnage will be determined by the Chief Train Dispatcher. Trains will be given maximum tonnage rating, unless otherwise directed.

AUTOMATIC TRAIN STOP SYSTEM

See Rules 520, 520A and 520B, Rules of the Operating Department, effective November 30, 1952.

Automatic train stop system territory extends between westward automatic signals 87-3 located east of "WX" Sparrowbush to and including westward automatic signal 330-3 located at Block 3, Hornell Yard and between eastward automatic signal 331-2 located at Block 3, Hornell Yard to and including eastward home signals at "WX" Sparrowbush.

On DL&W Main tracks, territory extends eastward between DL&W eastward signal number 2670 and eastward DL&W home signal at "BD" Binghamton, N. Y.

Westward extends between DL&W westward home signal "BD" Binghamton, N. Y., and DL&W westward signal number 2657, west of "QO" Gibson, N. Y.

DL&W Engineers will be governed by instructions governing engineers departure test for automatic train stop "ATS" equipment and instructions for operation of automatic train stop equipped locomotives, both dated August 18, 1959.

Additional train stop device is in service on outside of left hand track rail on westward track between Gulf Summit and "SR" Tower, and on eastward track between Gulf Summit and "MX" Crossover to protect backup movement. The train stop inductors located at signals between these points are painted white. At the inductors, yellow reflector lens mounted on post and located between eastward and westward tracks, face east between "MX" and Gulf Summit, and face west between Gulf Summit and "SR" Tower, to designate location of inductors and enable enginemen to acknowledge when running against current of traffic.

Engineers are cautioned when entering Automatic Train Stop Territory that if entering signal is more restrictive than CLEAR acknowledgement of indication must be made as prescribed by instructions.

Open inductors are in service on engine dispatching tracks at Port Jervis, Deposit, Susquehanna, Binghamton, Elmira, Gang Mills and Hornell. Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

REMOTE CONTROL SWITCHES AND SIGNALS

Controlled by Train Dispatcher — Hornell

Hornell — Cass St. — Main track crossover, leads to Allegany Division and Ryans track.

Hornell — West Yard — Dwarf signal on west end of Pullout track.

"QO" Gibson — Main track crossover and switches connecting with DL&W. Eastward and westward interlocking signals on Erie and DL&W.

Controlled by "FS" Tower — Elmira.

"VO" Elmira Heights — Main track crossovers west of McCanns Blvd. Switches connecting east and west sidings to main tracks east of McCann Blvd.

Controlled by "FS" Tower — Elmira.

"VO" Elmira Heights — Interlocking signals controlling movements on Main Tracks and to or from sidings.

Elmira — Second St. — All Main Track switches. All interlocking signals.

"JF" Southport — All Main Track switches. All interlocking signals.

Controlled by "BD" Tower — Binghamton

West "BD" Binghamton — Main Track Crossover, switches connecting to DL&W. All interlocking signals.

Controlled by Operator "NS" — Susquehanna

"SR" West End Yard — All Main Track switches and No. 1 Yard switch.

"CP" Susquehanna — Switch.

"JA" Lanesboro — Main track crossover.

"GF" Gulf Summit — Main track crossover.

Controlled by Operator at Callicoon

"CO" Siding — Switch at east end of West siding.

Controlled by Operator at "BQ" Lackawaxen

"TU" Tusten — Main track crossovers.

Shohola — Switch at end of double track "East SA" and switch at end of double track, "West SA" are electrically operated automatically upon approach of trains. Home signals governing movements over these switches are automatically operated upon approach of trains except that Operator at "BQ" (during hours "BQ" is open) has supervisory control of these signals. Should switch fail to operate, enginemen, conductors or trainmen will communicate with Operator at "BQ" or Dispatcher and after receiving permission to operate switch manually, will proceed according to the instructions listed below which are also posted in the telephone box at each home signal.

Controlled by Operator Port Jervis Station

"WX" Sparrowbush — Eastward main track switch lead to eastward yard. Switch in eastward yard.
Interlocking signals governing movements over controlled switches and signal governing movement from "B" yard through main track spring switch.

INSTRUCTIONS FOR OPERATING KEY CONTROLLERS "K" AND PUSH BUTTONS "P" SHOHOLA, PA.

In the event signals fail to clear on approach of trains at East or West Shohola and there is no evidence of approaching train, communicate by telephone with Dispatcher at Hornell, and after receiving permission to do so, insert switch key in key controller marked "K" located adjacent to the track off which movement is to be made, turn key clockwise and hold for ten (10) seconds, then remove the key and after a time interval of six (6) minutes, if signal fails to clear, communicate with Dispatcher for further instructions.

If after receiving a signal, and train is unable to proceed, the signal can be restored to "STOP" indication by pushing button marked "P" located at switch key controller adjacent to the signal governing the stopped train.

In the event a signal fails to clear after the foregoing has taken place and it is necessary to position the switch at either end of single track, the crank secured by switch padlock located on outside of instrument case at westward home signal must be used to hand crank East switch, and crank located on outside of concrete house used to crank West switch.

INSTRUCTIONS FOR OPERATING OVER POWER OPERATED SWITCH MACHINES

1. Trains or engines must not enter or foul main track, or re-enter such track after having cleared it without proper indication of the governing signal and permission of the operator. Protection must then be provided in accordance with Rule 99, Rules of the Operating Department.
2. When switching movements are to be made over switches equipped with power operated switch machines an understanding must be had with Operator or Dispatcher. When necessary to operate a power operated switch by hand, special instructions posted at locations will be followed.
3. When a train is stopped by a "STOP" signal a member of crew will immediately communicate with Operator or Dispatcher.
4. When set offs or pick ups are made at "FS" Fifth St., Elmira, and movement back to train is to be made and signal indication cannot be displayed, crew will have an understanding with the Operator at "FS" Tower and after making certain that switches are properly lined, movement may be made as directed by the Operator.
5. A Klaxon horn, bell or white light known as "Maintainer's Call Signal" is located on instrument housing near power operated switches or signals at the following locations:

   Cass Street, Hornell
   West end Westward Yard, Hornell
   "QO" Gibson
   "VO" Elmira Heights
   "FS" Fifth Street, Elmira
   Second Street, Elmira
   "JF" Southport Jct.
   West "BD" Binghamton
   "SR" West end Susquehanna Yard
   "CP" Susquehanna
   "JA" Lanesboro
   "GF" Gulf Summit
   East "SA" Shohola
   West "SA" Shohola
   "TU" Tusten
   "WX" West end Port Jervis Yard.

Trains or engines working or standing in the vicinity and hearing or seeing this signal will immediately contact operator or dispatcher as this signal may be used to call train employees to telephone.

INSTRUCTIONS COVERING HAND OPERATION OF ELECTRICALLY OPERATED SWITCHES

When necessary to operate a power operated switch by hand the following instructions will govern:

1. Communicate with the dispatcher by telephone, and obtain permission to operate the switch machine by means of the hand crank.
2. After receiving permission, remove crank from holder on signal instrument case, or concrete house.
3. Raise cover, which is painted white, on top of switch machine and place crank on square shaft at that point. Crank switch to desired position.
4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from the last switch machine cranked until train movement is completed and switch restored to normal.
5. Crank covers should then be locked and cranks restored to holder.

6. Switches should not be hand operated except in an emergency, and the maintainer notified.
7. Switch blocks, spikes, spike maul and claw bar will be found on racks near each switch, and should be returned to the rack after being used.

ELECTRICALLY LOCKED SWITCHES

Located at:

GANG MILLS YARD

All main track switches M.P. 289, east of Post Creek Crossover, to M.P. 294.93, "RG" Crossover.

A white light is located on instrument housing at "RG" and "GN" crossovers Gang Mills.

Trains or engines working in the vicinity and seeing light lighted will contact dispatcher as this signal may be used to call train employees to telephone.

BIG FLATS

Spur to DL&W.

HORSEHEADS

Koppers Co. switch M.P. 276.54.

"VO" ELMIRA HEIGHTS

Reformatory switch, West McCanns Blvd.

"XY" siding east of Waverly—switches east "XY" and west "XY".

OWEGO

Crossovers to Lehigh Valley Railroad off westward main track.

LACKAWAXEN

Old "BQ" lead westbound.

SHOHOLA

West end passing siding M.P. 106.23.

East end passing siding M.P. 105.90.

At points where white light is located on instrument housing, trains or engines working or standing in the vicinity and seeing this signal will immediately contact operator or dispatcher as this signal may be used to call train employees to telephone.

INSTRUCTIONS GOVERNING USE OF ELECTRIC LOCKS ON FACING AND TRAILING POINT SWITCH

1. Train desiring to use switch must first secure permission from Train Dispatcher.
2. Indicators with switch key operated controller are provided at switch location.
3. When indicator shows "CLEAR" the switch lock may be removed from the latch and switch may be operated in the usual manner.
4. The switch lock is removed or applied by depressing small pedal on top of electric lock. The switch stand is then released by stepping on lower pedal.
5. When indicator shows "STOP" and Dispatcher is notified and permission has been secured to use main line switch with approach circuit occupied, first remove padlock from the electric lock, insert switch key in the switch key operated controller and turn key to right as far as possible, remove key and after an eight (8) minute time interval has elapsed, the indicator will show "CLEAR" and switch may be operated as in paragraph 3.
6. When switching moves require the use of switch more than once, the switch padlock should not be replaced in the electric lock until all moves are completed, or train is in clear and switches lined for main track.
7. Short track circuits extend a distance of approximately 50 feet either side of switch, which is for the purpose of releasing the electric lock automatically when part of train has been left on approach section, and must be occupied by engine or cars to effect release.

SWITCH POINT LOCKS

Barton Station Switch — M.P. 248.32

Tub Switch — Waverly, N. Y. — M.P. 254.00

North Side Switch — Waverly, N. Y. — M.P. 255.18

Station Switch — Waverly, N. Y. — M.P. 255.35

Switch point locks are located four (4) feet back of point of switch on closed point. When necessary to throw switch per movement, into siding, it will be necessary to open switch lock with switch key and step on lever to release switch point lock. Switch then can be thrown. After movement has been completed and switches returned to normal, switch lock will be replaced and locked.

SPRING SWITCHES

Located at:

West end of Westward Yard Pull-out, Hornell.

East end of Eastward Siding, "GN", Gang Mills.

West end of Westward Siding, "RG", Gang Mills.

East end of Westward Siding, Second St., Elmira.

West end "XY" Siding, Waverly.

East end "XY" Siding, Waverly.

East end of Eastward Siding, "LR", Owego.

West end "VR", Campville Siding.

East end of Eastward Siding, "BD", Binghamton.

West end of Westward Siding, "CO", Callicoon.

West end of Westward Yard, "WX", Port Jervis.

Switches are equipped with spring stands set normal for main track movement. Trains or engines may pull out of siding to main track without operating switch by hand.

Switches are equipped with switch signals located between main tracks; indications as follows:

GREEN — Switch points properly lined for main track movement, proceed over switch.

RED — Switch points NOT properly lined for main track movements. Trains moving on main track stop and examine switch points, use hand throw to correct alignment of switch if necessary, and proceed only when switch is properly secured, reporting any improper condition immediately to superintendent.

Distant switch signal for operation against current of traffic is located in approach to switch signal. Indications are as follows:

GREEN — Proceed.

YELLOW — Approach switch signal prepared to stop.

Trains authorized to leave siding will be governed by dwarf signal located at clearance point. Indications as follows:

Rule 292-D
Rule 290-C
Rule 287-B

1. Indications as per Rules 290-C and 287-B will be secured by inserting switch key in switch key operated controller located adjacent to switch, except at west end Westward Yard Pullout, Hornell and west end Westward Yard, "WX", Port Jervis, turning key to right as far as possible and remove key, (a) When approach circuit is not occupied, signal will display proper indication to leave siding. (b) When approach circuit occupied, signal will display proper indication to leave siding after a time interval as posted at location.
2. When key has been inserted in switch key operated controller and movement is not completed, signals must be restored to normal position by operating push-button located at key controller.

TELEPHONE TRAIN ORDER SIGNALS

Eastward

Automatic Signal—331-2 Block No. 3, Hornell
322-2 "AP" Crossover, Adrian
303-2 "QZ" Siding, Addison
301-2 "DI" Crossover, Addison
294-2 "RG", Gang Mills
261-2 "JT" Crossover, Chemung
255-2 "W" Crossover and "XY" Siding, Waverly
235-2 "LR" Siding, East of Owego
221-2 "EQ" Crossover, Endicott
216-2 "JB" Crossover, Johnson City
212-2 "DH" Crossover, Binghamton
169-2 "HF" Crossover, Roods Creek
162-2 "KI" Crossover, Hancock
136-2 "CO" Siding, Callicoon
129-2 "PS Pages
87-2 Port Jervis

Westward

Automatic Signal—128-1 "PS" Pages
161-1 "KI" Siding, Hancock
169-1 "HF" Crossover, Roods Creek
216-1 "JB" Crossover, Johnson City
220-1 "EQ" Crossover, Endicott
227-1 "VR" Siding, Campville
251-1 "XY" Siding, Waverly
255-1 "W" Crossover, Waverly
260-1 "JT" Crossover, Chemung
292-1 "GN" Gang Mills
301-1 "DI" Crossover, Addison
302-1 "QZ" Siding, Addison
321-1 "AP" Crossover, Adrian
330-1 Block No. 1, Hornell
330-3 Block No. 3, Hornell

SIDINGS

	Car Capacity	
	Eastward	Westward
"QZ" Addison	126	125
Gang Mills	160	160
"VO" Elmira	125	121
Southport	105	
"XY" Waverly Center Siding	185	
"LR" Owego	125	
"VR" Campville		174
"KZ" Endicott	129	
"BD" Binghamton	160	
Gulf Summit	124	
Hancock		135
Callicoon	130	125
Shohola	35	

ENGINE RESTRICTIONS

ENGINES, SERIES 700 and 800, MUST NOT OPERATE on THE FOLLOWING TRACKS:

Hornell, N. Y.

No. 6 turnouts—Tracks 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16, west end of Classification Yard at the Hump or operate over Hump.

Cameron Mills, N. Y.

Pump House Track (Trestle only).

Horseheads, N. Y.

Main track turnout at station.

Elmira, N. Y.

Hankins Container

Elmira Coal Co. Trestle

Thatcher Mfg. Co.

American Bridge Works

ENGINES, SERIES 900 TO 1400, INCLUSIVE MUST NOT OPERATE ON THE FOLLOWING INDUSTRIAL TRACKS IN ELMIRA YARD.

Remington Rand Co.

Ward LaFrance Co.

American Bridge Co.

Pitcher's Coal Co.

Harris-McHenry Lumber Co.

Engines 1150-1161 are restricted from operating on all trestles in Elmira Yard territory.

Waverly, N. Y.

No. 1 Track, North Side, from overhead bridge M.P. 255 east.

Endicott, N. Y.

North side, west of Oakhill underpass.

Johnson City, N. Y.

Lester Ave. north side.

Pond Eddy, Pa.

Station switch beyond highway crossing.

ROLLER BEARING EQUIPMENT

When train or engine crew having locomotive or car equipped with roller bearings and an unusual odor is detected (stink bomb) the train will immediately be brought to a halt and an inspection of the roller bearing equipment made. If upon inspection, a hot roller bearing is detected, the dispatcher will be notified immediately, and train is to be operated at restricted speed to the first switch or siding where car or unit can be disposed of.

RAILROAD CROSSINGS AT GRADE

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 feet nor more than 800 feet from crossing at grade.

CROSSOVER MOVEMENT

When necessary to enter upon main tracks or cross-over from one main track to another, permission will first be obtained except in Hornell, Binghamton, Susquehanna and Port Jervis yard limits. This does not apply to:

Crossovers Block No. 1 Hornell Yard.

Crossovers and switches west of Cass St., Hornell Yard (See Special Instructions Hornell Yard).

Crossover and westward yard switch, Bridge No. 1, Susquehanna Yard.

"WX" West end Port Jervis Yard.

This does not relieve enginemen and trainmen from protecting the movement as per rule 99.

OWEGO, MAIN TRACK CROSSOVER

Permission must be received from Train Dispatcher. After securing permission to use crossover, carefully observe whether train is approaching from either direction, if not, operate crossover from east to west allowing 6 minutes to elapse before occupying crossover.

This does not relieve enginemen and trainmen from protecting the movements as per Rule 99.

YARD LIMITS (Indicated by Signs)

Hornell
Gang Mills
South Waverly — Nichols — DL&W
Binghamton
Susquehanna
Port Jervis

RULE 93-A

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93-A need not be afforded.

West of Cass St., Hornell Yard.
Gang Mills Yard.

FLAG STOPS

Trains scheduled to make flag stop at station where no employee is on duty to give the necessary signal will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

SPECIAL INSTRUCTIONS

Hornell Yard

All crossover movements at Block No. 1 are to be made on permission of the yardmaster on duty in Westbound Woodruff yard office.

This Permission must be obtained by calling on telephone and contacting yardmaster.

Yard crews desiring to do work between Cass St. interlocking and "VN" crossover will secure permission from train dispatcher "RF" Hornell (632).

Yard crews desiring to perform switching service on Allegany Division west of Cass St. Interlocking, will secure necessary permission from operator "V" telegraph office and after receiving train orders dispatcher "RF" should be notified and permission received for further movement.

Yard crews desiring to move from west end of Westward Yard Hornell to westward main track, must secure permission through yardmaster Woodruff yard.

Yard and road crews desiring to enter west end of Westward Yard must contact yardmaster Westward Yard for permission and route.

Normal position of switches have been established for switch off Ryan's track to south lead. Normal position is set for south lead. Eastward trains or engines must have instructions where train is to be yarded before passing this switch.

Normal position of switches for the westerly crossover from switching lead to pull-out Westward Yard just east of dwarf signal is set for pull-out and switching lead.

Trains and engines will report to train dispatcher for permission before crossing over or using hand thrown crossover at West St. and Subway.

SNOW FIGHTING EQUIPMENT

Large Steam Locomotive Tenders numbered 04035 and 04036 equipped as snow plows may operate under the following restrictions:

Bridge 330.66, Canisteo River, on Ryans track, Hornell, 10 M.P.H.

Bridge 255.30, Waverly, freight house siding and second and third track south of eastward main track, not permitted to operate.

Bridge F-212.52, R&H Whiting Siding, Binghamton, not permitted to operate.

Tioga Division, not permitted to operate.

Bridge 191.24, Exchange St., Susquehanna, not permitted to operate on track 4, old westward yard and boiler shop track south of eastward main track.
Bridge 189.46, Starrucca Viaduct, 20 M.P.H.
Bridge 90.84, Mill Rift, 20 M.P.H.

Small Steam Locomotive Tenders numbered 04037 and 04038 equipped as snow plows may operate under the following restrictions:
Bridge 255.30, Waverly, second and third track south of eastward main track, 10 M.P.H.
Bridge F-212.52, R&H Whiting Siding, Binghamton, 15 M.P.H.

HANDLING OF EXPLOSIVES

PASSENGER TRAINS

Cars containing explosives will not be placed next to occupied coaches when possible to avoid it.

Conductors and enginemen will see that they are furnished form 4899 to cover shipments. Such cars will be properly placarded.

FREIGHT TRAINS

Cars placarded "Explosives" shall when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose.

When transported in a freight train made up in blocks or classifications a car placarded explosive shall be placed near the middle of the block or classification in which moving, but not nearer than sixth car from engine or occupied caboose.

Cars placarded "Explosives" may be placed in local freight trains not nearer than the second car from the engine or caboose.

MISCELLANEOUS

Metal heat retaining shields have been installed on propane and natural gas switch heaters in this territory.

Propane gas, when not ignited, being heavier than air, has the tendency to sink to the bottom and collect in air pocket becoming very dangerous.

When in the vicinity of heater location, extreme care must be exercised to avoid possibility of a lighted match or smoking materials being thrown on or near the heater shields that might cause an explosion. When heaters are operating, the covers become hot and care must be taken to avoid touching them to prevent burns.

Employees in train and engine service while deadheading must not take part in card games.

Employees must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels, etc., are observed, trainmen will be notified by use of the following code:

HOT JOURNALS:

By day — Hold nose with first finger and thumb of right hand and point down toward track with left hand.
By night — Swing lantern in small vertical circle.

CONNECTION DRAGGING:

By day or night — Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL:

By day — Raise hand above head and hold it stationary.
By night — Same signal with lantern, in addition give stop signal.

BRAKE STICKING:

By day — Shove hand in sliding movement from body.
By night — Same signal with lantern, in addition give stop signal.

FLAT WHEELS:

By day — Place palms of both hands together in horizontal position.

By night — Hold lantern at arm's length in horizontal position.

ALL CLEAR:

By day or night — Proceed signal.

Care will be taken that the above code signals are not used with passing trains as sign of greeting.

When noticing a hot journal in train or receiving hot Journal signal from operators and all others stop will be made as soon as possible and journal inspected and if necessary repair before moving to first switch.

Conductors handling Wrecking Derrick at scene of operation must use Green Flag by day and Green Light by night when giving hand signal to effect movement of Derrick. Green Flag and Lantern are supplied to wrecking outfit.

Powdered Chemical known as "DU-GAS" for extinguishing fires in hot boxes of freight cars has been distributed to engines and cabooses (except yard engines and yard cabooses). Following instructions will govern use of same: "Throw half of the powder from tube directly on blaze and close box lid. Wait one minute, then open box, distribute remainder of powder over hot journal and close box lid. If more than one box of powder is needed to extinguish fire it must be used. This prevents dope from taking fire after car is set out. Car Must Be Set Out After Powder Has Been Used. Important — Box lid must be closed tight after powder is applied." In the event there is none of this powdered chemical available and it is necessary to set car or cars out of a train on account of a hot box, dope is to be entirely removed from journal box and fire extinguisher and dope left some distance away from the car so in case it should again ignite, it will not set fire to the car. Lid of journal box should be closed so that journal will cool slowly in order not to result in checks and cracks in axle.

OVERHEAD CLEARANCES

Employees are warned of close overhead clearances of less than 21 feet and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

Hornell, N. Y.

Overhead bridge between icehouse and icehouse platform south lead.

Ice conveyors over south lead at Icing plant.

Ice chutes over both north and south lead tracks.

All tracks entering engine house and shop buildings.

Canisteo, N. Y.

Bridge H-326.55, eastward and westward tracks.

Bridge H-325.50, eastward and westward tracks.

Cameron, N. Y.

Wire crossing, M.P. 314.06, over town track.

Addison, N. Y.

Wire crossing, over town tracks north side.

Gang Mills, N. Y.

Bridge H-294.09, Paterson's Rd. (Route 17), west end Gang Mills yard, all tracks.

Corning, N. Y.

Bridge H-290.35, High St. Viaduct, over all N. Y. C. interchange tracks.

Big Flats, N. Y.

Bridge H-281.50, eastward and westward tracks.

Wire crossing, GLF Co. siding, .06 miles east of station (DL&W), and station track, .22 miles east of station (DL&W).

Elmira, N. Y.

Door opening into Hankins Container Corp. building.

Wire crossing, American Bridge Co. siding, 1,000 feet east of point of switch at Suffern's Crossing.

I-Beam, 1050 feet and structural steel 1450 feet from point of switch, over old track, Eclipse Mfg. Co.

Wire crossing, 1450 feet from point of switch, over new track, Eclipse Mfg. Co.

Wire crossing and platform over track D. Thatcher Mfg. Co.

Door openings into cleaning rooms over tracks serving General Electric Co. plant.

Door opening to engine house.

Frame over turn table.

Bridge H-273.24, Washington Ave., all tracks.

Wire crossing over tracks serving Moore Business Forms and A. C. Rice Storage Co. on Railroad Ave.

Door opening into LeValley, McLeod & Kinkaid building.

Wire crossing in City Yard at:
Hatch St., 250 feet from point of switch at Fifth St.
Inside of fence, 300 feet from point of switch at Fifth St.
Over City Yard proper, 30 feet from point of switch.

Door opening into Elmira Wholesale Grocery Co. building.

Door opening into Rose, Kimball & Baxter Co. building.

Overhead bridge, between buildings over track serving American LaFrance Co., 460 feet from point of Lead switch.

Wire crossings over track serving Kennedy Valve Co., 1190 feet from point of switch.

Powerhouse building, Remington Rand.

Structural steel traveling crane over coal trestle, power house, Remington Rand.

Elmira — DL&W

Wire crossing all tracks, .20 miles west of M.P. 252.

Wire crossing Standard Oil switch, .28 miles east of M.P. 250.

Overhead cable Chemung Coal and N. Y. Telephone switch, .14 miles west of DL&W station building.

Overhead cable James Mfg. Co. switch, .41 miles east of station building.

Overhead bridge 247.33, East Water St., all tracks, 1.39 miles east of station building.

Wire crossing Industrial track, .20 miles east of E. Water St.

Overhead bridge 247.24 (Newtown Creek), all tracks, 1.42 miles east of station.

Southport, N. Y.

Bridge 269.31, Seeley Creek, eastward and westward tracks.

Chemung, N. Y.

Bridge F-262.36, DL&W overhead, eastward and westward tracks.

Waverly, N. Y.

Bridge H-255.54, Elmira St., eastward and westward tracks.

Bridge H-254.79, Spaulding St., all tracks.

Nichols Spur — DL&W.

Wire crossing, Coal Dock switch .25 miles east of Waverly.

Wire crossing, Stock Pen switch .30 miles east of Waverly.

Bridge 229.28, 1.72 miles east of Waverly.

Barton, N. Y.

Bridge H-250.42, state highway, eastward and westward tracks.

Tioga Center, N. Y.

Bridge H-243.78, River Road, eastward and westward tracks.

Owego, N. Y.

Central Ave. Siding, Owego:

Telephone wire, located 30 feet north of the north side of Fox St., 810 feet from the point of switch.

Telephone wire, located 10 feet south of south side of Fox St., 860 feet from point of switch.

Power Line, located 100 feet south of south side of Fox St., 955 feet from point of switch.

Telephone wire, located 120 feet south of the south side of Fox St., 975 feet from point of switch.

Power Line, located 130 feet south of the south side of Fox St., 985 feet from point of switch.

Power Line, located 220 feet south of the south side of Fox St., 1,075 feet from point of switch.

Telephone wire, located 200 feet north of the north side of Temple St., 1,230 feet from point of switch.

Tioga Foundry Siding power line located 1240 feet East of point of switch.

Endicott, N. Y.

Endicott Johnson Plant No. 6 building.

Overhead walk way, over "Back Sole Leather Switch" track serving Endicott Johnson Corp.

Hide house, Clark St., steam pipe on overhead crane.

Belo Coal Co., roof shed, Hayes Ave.

Endicott Box & Lumber Co., building.

Johnson City, N. Y.

Wire crossings, at Avenue "C" between 100 feet and 200 feet north of Main St.

Cross arm on pole, over Long Switch 200 feet east of Lester Ave.

Wire crossings and pipe carrier over track in Willow St. serving Endicott Johnson Corp.

Bridge H-216.43, Lester Ave., all tracks.

Wire crossing, over track serving Sole Leather Tannery.

Wire crossing and steam pipe, M.P. 216.25, east of Lester Ave., over tracks south side serving Endicott Johnson Corp.

Binghamton, N. Y.

M.P. 214.90, Binghamton Coal Co., trestle.

Glenwood Coal Company, trestle.

Bridge H-214.01, Chenango St., Viaduct, all tracks.

M.P. 213.65, Sand spout at Engine Terminal over track to sand house.

Door opening on track through engine house.

M.P. 209.40, Triple Cities Rubber Co., canopy on building.

DL&W — Bridge 191.70, Chenango St., all tracks West End Station.

Susquehanna, Pa.

Fueling station, eastward and westward tracks, eastward and westward sidings.

All tracks entering shop buildings in coach shop yard.

Covington, Pa.

M.P. 39.90 wire crossing over main track.

Mansfield, Pa.

Door opening into Armco Metal and Drainage Co. building.
Bridge H-35.77, Wellsboro St.
M.P. 33.80, wire crossing over main track to dwelling.

Deposit, N. Y.

Shed at Delaware Mills plant.
Wires crossing at Delaware Mills and Bordens plants.
Wilcox Coal Co., shed.

Cochecton, N. Y.

Wires crossing, Station switch.

Narrowsburg, N. Y.

Wire crossing, Narrowsburg Lumber Co. track.

Mast Hope, Pa.

Signal Bridge, M.P. 117.26.

Lackawaxen, Pa.

Wire crossing, M.P. 110.20 over both main tracks.
Signal Bridge, M.P. 110.74.
Signal Bridge, M.P. 109.40.

Mill Rift, Pa.

Bridge H90.98, one-quarter mile east of Mill Rift, over both main tracks.

OVER HEAD SIGNAL LINE CONDUCTOR CLEARANCE

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.

Hornell, N. Y.

M.P. 330.71, Over coal track.

Cameron, N. Y.

M.P. 314.05, Over station switch.

Cameron Mills, N. Y.

M.P. 309.04, Over both main tracks.

Horseheads, N. Y.

M.P. 277.35, Over Station switch.

Elmira, N. Y.

M.P. 275.75, Over Hankins Container Co. switch.
M.P. 275.25, Over Pitcher's Coal Co. switch.
M.P. 274.80, Over Thatcher Mfg. Co. switch.
M.P. 274.12, Over Streeter Corp. switch.
M.P. 271.45, Over Kennedy Valve Co. switch.

Wellsburg, N. Y.

M.P. 265.84, Over Creamery switch.
M.P. 265.75, Over station switch.

Smithboro, N. Y.

M.P. 246.00, Over Smithboro Station switch.

Endicott, N. Y.

M.P. 222.22 Over Kelly Coal Co. switch.
M.P. 221.40, Over IBM Powerhouse siding.

Johnson City, N. Y.

M.P. 216.15, Over Endicott Johnson siding eastward side.
M.P. 216.10, Over Robertson Lbr. Co. siding eastward side.

Binghamton, N. Y.

M.P. 213.85, Over No. 3 and No. 4 freight house tracks.

M.P. 213.55, Over Tyler and Van Atta Coal Co. track westward side.

M.P. 212.72, Over Cities Service Oil Co. switch.

M.P. 212.65, Over Elliott Coal Co. switch.

Hancock, N. Y.

M.P. 163.12, Over both main tracks.

M.P. 163.06, Over storage track west of freight house.

M.P. 162.74, Over both main tracks.

Tusten, N. Y.

M.P. 117.73, Over both main tracks.

Lackawaxen, Pa.

M.P. 110.20, Over both main tracks.

SLIDE DETECTOR FENCE

Slide Detector Fences are located along westward main track at M.P. 307.23 and M.P. 309.39 East of Cameron Mills. Fence at M.P. 307.23 is connected to Signals 306-1 and 308-2 and fence at M.P. 309.39 is connected to signals 308-1 and 310-2. Employees finding these signals displaying most restrictive indication must be on lookout for slides on track and immediately report condition to Superintendent.

DRAGGING EQUIPMENT DETECTORS

Susquehanna Division

FOR EASTWARD TRAINS:

1. At Signal 294-2 M.P. 294.88. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to Signal 291-2 and will prevent eastward home signal "QO" Gibson, N. Y., from clearing.
2. At Signal 259-2, M.P. 259.21. When actuated by dragging equipment, letter "E" will be illuminated on signs attached to Signals 257-2 and 255-2 and will prevent Signal 255-2 from clearing.
3. At Signal 219-2, M.P. 219.60. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to Signal 216-2 and will prevent eastward home signal "West BD" Binghamton, N. Y., from clearing.

FOR WESTWARD TRAINS:

1. At Signal 208-1, M.P. 208.99. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to Signal 211-1 and will prevent westward home signal at "BD" Binghamton, N. Y., from clearing.
2. At M.P. 247.46. When actuated by dragging equipment letter "E" will be illuminated on signs attached to Signals 249-1 and 251-1 and will prevent Signal 251-1 from clearing.
3. At Signal 266-1, M.P. 266.81. When actuated by dragging equipment, Letter "E" will be illuminated on sign attached to Signal 270-1 and will prevent westward home signal at "JF" Southport Jct. from clearing.

When letter "E" is illuminated at above locations, immediate action must be taken to stop train and inspection made to locate dragging equipment.

When train reaches Signals 255-2 or eastward home signals "QO" Gibson or "West BD" Binghamton, or westward home signal at "BD" Binghamton or "JF" Southport Jct. Dispatcher must be notified as to cause of delay. To permit signal to clear, break seal on switch key controller marked "E" located adjacent to signal, insert switch key, turn clockwise and hold ten (10) seconds, then remove key. Signal will then clear. If signal does not clear, confer with Dispatcher for further instructions.

SPEED RESTRICTIONS

Susquehanna Division

	Miles Per Hour
Passenger trains (on unrestricted track)	70
Freight trains (on unrestricted track)	50
Trains handling ore	40
Spreader cars (must be handled with blades in trailing position)	30
Yard engines, Classes SA (except SA-3), SB, SE, MSA, and MSL, must not be operated with train nor towed in train at a speed in excess of	40
Classes SA-3 and SG will operate with or without train or be towed in trains under Special Instructions issued by Mechanical Department.	
All Classes of yard engines when operating as a single unit running light	25
All classes of road engines, including roadswitchers, when operating as a single unit running light	35
Road engines consisting of two or more units operated from cab at rear	35
Trains handling wrecking derrick	30
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Loaded cars carded Form 5432	30
Pivoted machinery listed immediately above is to be handled on rear of train not more than 15 cars from caboose. Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineers will not leave terminal until so notified.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track or through crossovers except as otherwise provided	10
Curve 250 and Fueling Station, Susquehanna M.P. 191.88 to M.P. 192.38, eastward and westward track	30
Fueling Station to "SR" Tower, eastward and westward tracks	50
To and from Eastward Main and No. 1 Yard track "SR" West End Susquehanna Yard M.P. 193.92	15
Crossover "SR" Susquehanna M.P. 193.94	15
Curves 10, 11, 12, 13, 14, 15, 16 and 17, east and west of Hickory Grove, M.P. 194.17 to M.P. 196.94 eastward and westward tracks	60
Curves 18, 19, 20 and 21, east of Great Bend, M.P. 197.01 to M.P. 198.57, eastward and westward tracks	45
Curve 35, east of Binghamton, M.P. 211.34 to M.P. 211.64, eastward track	60
Curves 36 and 37, east of Binghamton, M.P. 211.70 to M.P. 212.39, eastward and westward tracks	60
"BD" Binghamton — east leg of DL&W Wye entering and leaving DL&W Main track	15
"BD" Crossover and switches:	
Passenger Trains	30
Freight Trains	30
Side track serving R. H. Whiting & Sons. All engines and 4 axles cars having a gross weight less than 180,000 pounds and 6 axle cars less than 200,000 pounds	15
Cars in excess of these weights will not be operated on bridge F212.52 without special instructions.	
DL&W Binghamton Passenger Station to Chenango River Bridge, eastward and westward tracks	25
Curves, 37-A, and 38, Binghamton, M.P. 214.44 to M.P. 215.15, eastward and westward tracks	60

	Miles Per Hour
West "BD" Binghamton, crossover and switches:	
Passenger	30
Freight	30
Curve 42 east of Endicott M.P. 219.76 to M.P. 220.06, eastward and westward tracks	55
Curves 47, 48, 49, 50, 51, 52 and 53, west of Endicott, M.P. 224.33 to M.P. 226.26, eastward and westward tracks	60
Curve 54, east of Campville crossover, M.P. 227.02 to M.P. 227.70, eastward and westward tracks	65
Curve 57, west of Campville siding, M.P. 229.84 to M.P. 230.16, eastward and westward tracks	60
Curve 72, east of Smithboro, M.P. 244.63 to M.P. 244.94, eastward and westward tracks	65
Curves 77, 78, 79, and 80, east and west of Barton, M.P. 247.76 to M.P. 250.18, eastward and westward tracks	60
Curves 82, 83, 84 and 84-A east of XY Siding, M.P. 252.14 to M.P. 250.84, eastward track	55
Curves 82 and 83, east of XY Siding, M.P. 250.84 to M.P. 251.50, westward track	60
Nichols Spur — All trains	20
All movements must stop before proceeding over Pennsylvania Ave. Crossing, So. Waverly (DL&W) and member of crew equipped with red flag during daylight hours and during hours of darkness equipped with lighted white lantern and lighted red lantern precede the movement on ground.	
All movements stop at Litchfield Crossing, Nichols (DL&W) and proceed over the crossing at speed of not more than	5
Van Ripers Crossing, Nichols (DL&W)	5
All movements stop at Cemetery Road Crossing, Nichols (DL&W) and proceed over crossing at speed of not more than	5
All movements stop at Main St., Nichols (DL&W) and proceed over crossing at speed of not more than	5
All movements over this crossing on southerly side track will be protected by member of crew	
WAVERLY BRIDGE 255.30	
Freight House lead all engine and cars (except that 4 axle cars having a total weight in excess of 200,000 lbs. and a 6 axle car in excess of 225,000 lbs. must not be operated over this bridge without special instructions)	15
Second and third track south of eastward main track all engines are restricted from operating on this bridge except engines of 700 horsepower or less and all cars (four axle cars having total weight in excess of 220,000 lbs. or six axle cars in excess of 250,000 lbs. must not be operated on these tracks	10
250 ton wrecking derrick must not be operated on Freight House lead or second and third track south of eastward main.	
Curves 88 and 89, west of Waverly, M.P. 255.48 to M.P. 256.30, eastward and westward tracks	60
Curve 90, west of Waverly, M.P. 256.43 to M.P. 257.17, eastward and westward tracks	65
Curve 95, Chemung, M.P. 259.52 to M.P. 260.21, eastward and westward tracks	65
Curve 96, west of Chemung, M.P. 260.22 to M.P. 260.43 eastward and westward tracks	60

	Miles Per Hour
To and from west end eastward siding, Southport Jct. M.P. 271.78	15
Crossover Southport Junction, M.P. 271.85	25
To and from eastward track and PRR Southport Jct. M.P. 271.88	15
Elmira Viaduct between Pennsylvania Avenue, M.P. 271.88 and Washington Avenue M.P. 273.23 all freight trains	30
Crossovers 5th Street, Elmira, M.P. 273.03	25
Crossovers "VO" Elmira Heights	30
Crossover "HO" Tower, Horseheads, M.P. 276.91	15
To and from westward track and PRR "HO" Tower, M.P. 276.94	15
Curve 114 west of Horseheads, M.P. 280.04 to M.P. 280.29, eastward and westward tracks	60
"QO" Gibson — Crossover and switches.	
Passenger Trains	30
Freight Trains	30
When passenger trains are standing at station platform, Corning, all trains and engines	25
Curve 130, east of Addison, M.P. 300.13 to M.P. 300.53 eastward and westward tracks	65
Curve 131, east of Addison, M.P. 300.94 to M.P. 301.17, eastward track	60
Curve 131, east of Addison, M.P. 300.93 to M.P. 301.17, westward track	65
Curve 131-A. Reverse curve Addison Station M.P. 301.25 to M.P. 301.35, eastward track	45
Curves 132, 133, west of Addison, M.P. 301.50 to M.P. 302.32, eastward and westward tracks	60
Curve 138, Rathbone, M.P. 305.81 to M.P. 306.34, eastward and westward tracks	65
Curve 140, west of Rathbone, M.P. 307.67 to M.P. 307.98, eastward and westward tracks	55
Curves 142, 143 and 144, west of Rathbone, M.P. 309.05 to M.P. 309.70, eastward and westward tracks	50
Curve 147, west of Cameron Mills, M.P. 311.99 to M.P. 312.38, eastward and westward tracks	65
Curves 149, 150 and 151, east and west of Cameron, M.P. 313.92 to M.P. 314.87, eastward and westward tracks	60
Curve 153, west of Cameron, M.P. 315.89 to M.P. 316.13, eastward and westward tracks	55
Curve 154, west of Cameron, M.P. 317.12 to M.P. 317.42, eastward and westward tracks	60
Curves 155 and 156, west of Cameron, M.P. 317.79 to M.P. 318.17, eastward and westward tracks	55
Curve 160, east of Adrian, M.P. 321.14 to M.P. 321.43, eastward and westward tracks	65
Curves 165 and 166, east of Canisteo, M.P. 325.83 to M.P. 326.99, eastward and westward tracks	50
Curve 167, east of Canisteo, M.P. 326.43 to M.P. 326.62, eastward and westward tracks	60
Trailing point crossover, "ZY" Tower, Hornell, M.P. 328.35	15
Facing point crossover, "ZY" Tower, Hornell, M.P. 328.41	25
Curve 170, Hornell Yard, M.P. 329.35 to M.P. 329.52 eastward and westward tracks	50
Curve 171, Hornell Yard, M.P. 330.00 to M.P. 330.07, eastward and westward tracks	50

	Miles Per Hour
250 ton Diesel wrecking crane over south track Bridge 330.66 Hornell	10
Curves 172, 173 and 174, Hornell Yard, M.P. 330.22 to M.P. 330.91, westward track	30
Eastward track	35
Curves between Block 3 and Cass St., Hornell Yard, eastward and westward tracks	15
Crossover, Cass St., Hornell, M.P. 331.74	25
To and from eastward Main and Allegany Division M.P. 331.78	25

Tioga Branch

Freight Trains	30
All classes of yard engines when operating as a single unit running light are restricted to	25
250 Ton wrecking derrick not permitted.	
Train handling wrecking derrick, 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20
Pivoted machinery listed immediately above is to be handled on rear of train not more than 15 cars from caboose. Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineer will not leave terminal unless so notified. All trains must stop at Main Street Crossing, Mansfield, Pa., and will not proceed until member of crew on ground has stopped all highway traffic.	
All engines over Bridge 32.87, Lambs Creek	15
M.P. 27.00 to M.P. 29.75, Mill Creek	20
Park St. Crossing, Mansfield	10
Between Blossburg and Oil Switch M.P. 47.60	15
Cars having shipments with maximum gross weight of car and lading in excess of 220,000 lbs., with four axles and 250,000 lbs. with six axles, will not be operated between Lawrenceville and Blossburg except by special instructions.	

Delaware Division

Passenger trains on unrestricted track	50
Freight trains on unrestricted track	50
Trains handling ore	40
Spreader cars (must be handled with blades in trailing position)	30
All classes of yard engines when operating as a single unit running light	25
All classes of road engines, including roadswitchers, when operating as a single unit running light	35
Road engines consisting of two or more units operated from cab at rear	35
Yard engines, Classes SA (except SA-3), SB, SE, MSA and MSL, must not be operated with train nor towed in train at a speed in excess of	40
Classes SA-3 and SG will operate with or without train or be towed in trains under Special Instructions issued by Mechanical Department.	
Cars with maximum gross weight of car and lading in excess of 260,000 lbs., with four axles, and	
Cars with a maximum gross weight of car lading in excess of 260,000 lbs., with four axles, and	
250 ton wrecking derrick over Bridge 90.84 (Mill Rift) and 189.46 (Starrucca Viaduct)	20
Trains handling wrecking derrick	30

	Miles Per Hour
Trains handling 8 wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Loaded cars, carded Form 5432	30
Pivoted machinery listed immediately above is to be handled on rear of train not more than 15 cars from caboose. Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineer will not leave terminal until so notified.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through crossovers, except as otherwise provided	10
Port Jervis Station to Bridge 90.84, Mill Rift, eastward and westward tracks	40
Over switches at Germantown Bridge, Port Jervis yard, except diverging movement	30
Diverging movement, Sparrowbush	15
Curve 4, Mill Rift, M.P. 90.92 to M.P. 91.26, Eastward track	30
Westward track	40
Curves 17, 18, 19, 20, 21 22, 23, and 24, east of Rosas, M.P. 94.71 to M.P. 96.57, eastward track	45
Curve 31, Pond Eddy, M.P. 98.47 to M.P. 98.75, eastward and westward tracks	45
Curves 37 and 38, west of Pond Eddy, M.P. 100.44 to M.P. 100.87, eastward and westward tracks	45
Curve 48, west of Parkers Glen, M.P. 102.59 to M.P. 103.14, eastward and westward tracks	45
Curve 52, west of Parkers Glen, M.P. 103.86 to M.P. 104.26, eastward and westward tracks	45
Curve 56, east of Shohola, M.P. 104.81 to M.P. 105.10, eastward and westward tracks	45
Curves 58, 59 and 60, east of Shohola, M.P. 105.32 to M.P. 106.10, eastward, westward and single track	45
All trains passing from double to single or single to double track "East SA" and "West SA"	50
Curves 66 and 67, east of "BQ" Lackawaxen, M.P. 107.52 to M.P. 107.99, eastward and westward tracks	45
Crossovers, "BQ" Lackawaxen, M.P. 109.35	25
Curve 96, Tusten, M.P. 117.83 to M.P. 118.02, eastward and westward tracks	45
Crossovers, TU Tusten, M.P. 18.67	25
Curve 104, east of Narrowsburg, M.P. 121.08 to M.P. 121.48, eastward and westward tracks	40
Curves 105 and 106, west of Narrowsburg, M.P. 121.57 to M.P. 122.72, eastward and westward tracks	45
Curve 118, Skinners, M.P. 127.23 to M.P. 127.60, eastward and westward tracks	45
Curve 122, Cochecton, M.P. 130.06 to M.P. 130.59, eastward and westward tracks	45
Curves 145.50 and 146, west of Hankins, M.P. 143.36 to M.P. 143.80, eastward and westward tracks	45
Curves 163 and 164, east of Lordville M.P. 150.61 to 151.45, eastward and westward tracks	45
Curve 168, west of Lordville, M.P. 153.33 to M.P. 153.82, eastward and westward tracks	45
Curve 173, east of Stockport, M.P. 156.22 to M.P. 156.58, eastward and westward tracks	45
Curve 180, east of Hancock, M.P. 161.07 to M.P. 161.28, eastward and westward tracks	45
Curve 183, Hancock, M.P. 162.73 to M.P. 163.00, eastward and westward tracks	45

	Miles Per Hour
Curve 186, west of Hancock, M.P. 163.88 to M.P. 164.09, eastward and westward tracks	45
Curves 189, 190, 191 and 192, west of Hancock, M.P. 165.27 to M.P. 166.33, eastward and westward tracks	45
Curves 195 and 196, east of Hale Eddy, M.P. 167.69 to M.P. 168.06, eastward and westward tracks	45
Between Deposit and Gulf Summit, westward track	30
Curves 226 and 227, east of Gulf Summit, M.P. 182.41 M.P. 183.07, eastward track	45
Eastward and westward freight trains will not run to exceed speed of twenty (20) miles per hour over Apex of grade at Gulf Summit	20
Between Lanesboro and Gulf Summit, eastward track	30
Curves 243, 244, 245, 246, 247 and 248 Starrucca Viaduct and west, M.P. 189.33 to M.P. 191.78 westward track	40
Traffic route crossover, "JA" Lanesboro, M.P. 189.97	25
Between "JA" Lanesboro and "JN" Jefferson Jct	20
Curves 245, 246, 247, and 248 Susquehanna and east, M.P. 189.98 to M.P. 191.78, eastward track	40
Brakes must not be applied or speed changed on Starrucca Viaduct except in case of emergency.	
Bridge 191.24, Exchange St., Susquehanna, all engines and cars with a maximum gross weight in excess of 200,000 lbs., with four axles and 225,000 lbs., with six axles on track 4, old Westward Yard and Boiler Shop track south of eastward main track	15
250 ton wrecking derrick must not be operated over tracks, Bridge 191.24, Exchange St., Susquehanna on other than main track with following exceptions Third yard track North of westward main track and (4 Track) Boiler shop track South of westward main track	10
Susquehanna Coach Shop track leading to Whiting Jack and all circle tracks from main lead to Motor Car Shop, back and including Track 17, are restricted to all except Diesel Switch engines of 1000 horsepower or less.	
Curve 250 and Fueling Station, Susquehanna, M.P. 191.88 to M.P. 192.38, eastward and westward tracks	30
Crossover, "SQ" Susquehanna, M.P. 192.35	15
Crossover, "SR" Susquehanna, M.P. 193.94	15

FLASHER LIGHTS CROSSING PROTECTION

Hayes Ave., Endicott, N. Y.

Short track circuits starting about 15 feet from crossing are installed on all siding tracks through this crossing.

Trains or engines working on these tracks will stop before reaching the crossing and be sure flashing lights are operating before movement is made over it.

No cars or engines must be left standing at any time occupying track circuits on these tracks except in switching operation.

Base of rail is painted white to indicate clearance points of track circuit.

AUTOMATIC ELECTRIC CROSSING GATES

Automatic Gates are in operation at the following crossings:

Cass St.	Hornell
Taylor St.	Hornell
East Avenue	Hornell
Main St.	Addison
14th St.	Elmira Heights
Loder St.	Waverly
Fulton St.	Waverly
Main St.	Owego
State Route Crossing	Lackawaxen

GENERAL INSTRUCTIONS

1. The track circuits for these crossings with the current of traffic are arranged for fast and slow speed.
   Trains operating with the current of traffic under 30 miles per hour a distance of 3,500 feet, or about 80 car lengths, from crossing must not accelerate to exceed 30 miles per hour until crossing has been reached.
2. Automatic cutout devices are connected to the switches within the circuit limits which permits gates to raise when switch is open.
   Trains switching in these locations using main track must have both switches of crossover or switch to turnout open and derail in "OFF" position to permit gates to raise when crossing is not occupied.
   Trains or engines which have been stopped, delayed or have done switching within circuit limits will approach these crossings prepared to stop, and not proceed over crossing until gates are known to be down except under flag protection.
3. Trains performing switching, setting off or picking up at these locations must leave their trains back of crossing circuit start a sufficient distance to assure that after returning to train, engine and cars will not be on crossing circuit.
   "End of Circuit" Signs are located:
   Addison — 700 feet east of Dairymen's League crossing, westward track, 2,100 feet west of Signal 301-2, eastward track.
   Waverly — 1,400 feet west of M.P. 254 on westward track and 400 feet west of M.P. 256 on eastward track.
   Owego — 10 feet east of automatic signal 234-1 on westward track.
   "Circuit" sign is located:
   Elmira Heights — 500 feet west of Suffern's Crossing at M.P. 275.76 on eastward track.

SPECIAL INSTRUCTIONS APPLICABLE AT LOCATIONS BELOW:

Cass, Taylor Sts., East Ave., Hornell

End of circuit sign is located at Mile Post 331.48 (300 ft. east of Subway Bridge). Passenger trains stopping at Hornell Station must stop east of "End of Circuit" sign. Freight trains or engines stopping at station or held account interlocking signals not displaying a proceed indication, must also stop east of this sign to avoid having gates down while train is at station or waiting for signal. When starting after such stops trains or engines must not exceed a speed of Fifteen (15) miles per hour until the crossings are reached.

Operating starting circuits on Buffalo Division are located at Mile Post 332.06 (Main St. Overhead bridge) and on Allegany Division at Mile Post 332.21. Trains or engines must not pass these points to exceed Thirty (30) miles per hour until crossings are reached.

Trains or engines passing Mile Post 331.30 (20 feet east of Hornell Station Building) at a speed less than Fifteen (15) miles per hour must not increase speed above Fifteen (15) miles per hour until Cass and Taylor Sts. crossings have been reached.

All eastward and westward trains or engines delayed or switching or operating hand thrown switches between Mile Post 331.17 (Block 3) and Mile Post 332.06 (Main St. Overhead Bridge) must approach Cass and Taylor Sts. prepared to stop and must not proceed over these crossings until gates are seen to be lowered except under flag protection knowing that all highway traffic has been stopped.

All yard tracks through Taylor St. are equipped with short track circuits. Trains and engines working on these tracks or making westward movement on Ryan's track will stop before reaching the crossing and be sure gates are down before moving over crossing. No cars or engines must be left standing at any time occupying the short track circuits on the tracks except in switching operation.

Yard engines having switching to do on Eastward Passenger Trains must not occupy main track circuits west of "End of Circuit" Sign at Mile Post 331.48 until passenger train has reached Cass and Taylor Sts. crossing.

Westward: The normal and reverse starting circuit is located at M.P. 329.92, 2950 feet east of crossing, for trains or engines operating at speeds higher than Twenty (20) miles per hour. For trains or engines operating at speeds Twenty (20) miles per hour or less, starting circuit is located at M.P. 330.16, 1675 feet east of crossing. Trains or engines operating at a speed of (Twenty (20) miles per hour or less must not exceed this speed until crossing is reached.

A straight time releasing circuit is in service on westward track between M.P. 330.16, 1675 feet east of crossing, and M.P. 330.32, (Signal 330-1). Trains or engines operating on this track, either stopped or delayed, after a time interval will permit automatic short arm gates at East Avenue to raise until a point 225 feet east of crossing is reached.

Eastward: The normal starting circuit is located at M.P. 330.99 (Signal 330-3) for trains or engines operating at speeds higher than Twenty (20) miles per hour.

Reverse starting circuit is located at M.P. 330.99 (Signal 330-3).

For trains or engines operating on eastward track at speeds Twenty (20) miles per hour or less, starting circuit is located at M.P. 330.79, 1575 feet west of crossing. Trains or engines operating at a speed of Twenty (20) miles per hour or less must not exceed this speed until crossing is reached.

A straight time releasing circuit is in service on eastward track between M.P. 330.79 (1575 feet west of crossing) and M.P. 330.55 (Signal 330-2). Trains or engines operating on this track, either stopped or delayed after a time interval will permit automatic short arm gates at East Ave. to raise until a point 350 feet west of crossing is reached.

All yard tracks in the vicinity of East Avenue Crossing are equipped with short track circuits starting about 30 feet from the crossing and extending through the crossing to, or about, 30 feet on the opposite side, except track known as Ryans Track which is equipped with a straight time releasing circuit between M.P. 330.52, 225 feet west of crossing, and M.P. 330.67, 50 feet west of Canisteo River Bridge. Trains or engines operating on this track, either stopped or delayed, after a time interval will permit automatic short arm gates at East Avenue to raise, until a point 225 feet west of crossing is reached.

Base of rail on yard tracks are painted white to indicate clearance point of track circuits.

All trains or engines having work to do on these tracks will come to a Full Stop after occupying track circuits and before reaching crossing.

Movements must not proceed over crossing until Automatic short arm gates are seen or known to be down, except by Flag protection. No cars or engines will be left standing at any time occupying short track circuits on yard tracks except in switching operations.

MOVEMENT AGAINST THE CURRENT OF TRAFFIC

WESTWARD and Eastward track starting circuit is located at Mile Post 331.48 (300 feet east of Subway) trains or engines must not operate to exceed a speed of Fifteen (15) miles per hour until crossings are reached.

Main St., Addison, N. Y.

Eastward and westward normal circuits are arranged for fast and slow speeds when operating with current of traffic. Trains or engines operating at a speed of Thirty (30) MPH or less at the following locations must not accelerate to exceed Thirty (30) MPH until crossing is reached:

Westward: Start of Thirty (30) MPH Signal 299-1.

Eastward: Start of Thirty (30) MPH 200 ft. west of M.P. 302.

Through trains switching, setting off and/or picking up at Addison must leave their train back of "End of Circuit" signs sufficient distance to assure that after returning to train, train will clear "End of Circuit" signs located 700 ft. west of Dairymen's League Crossing westward track or 2,100 ft. west of Signal 301-2 eastward track. This will also apply to movements operating against the current of traffic. Straight time circuits are in service on both tracks in both directions as follows:

Westward track — 350 feet east of Water St.

Eastward track — At signal 301-2.

Westward — Against current of traffic at end of circuit sign 700 ft. east of Dairymen's League Crossing.

Eastward — Against current of traffic at End of Circuit sign 2,100 ft. west of Signal 301-2.

Automatic switch cutouts are in service on all main track switches within starting circuit limits of Main St. Crossing. Reversing of any switches will permit gates to raise. Trains or engines on either track in either direction delayed in this territory will approach Main St. prepared to stop and not proceed over crossing until gates have lowered, except under flag protection.

Sufferns Crossing, Elmira Heights

Automatic straight time releasing circuits on eastward main track at Sufferns Crossing, Elmira Heights, N. Y., and automatic cut out circuits on the Eclipse Switch, M.P. 275.58, and the Bridge Works Switch, M.P. 276.08.

EASTWARD TRACK: Trains or engines stopping or consuming two or more minutes on the eastward starting section located 2,500 ft. west of Sufferns Crossing at M.P. 276.18 will permit the automatic flagmen to stop operation until a point 500 ft. west of the crossing is reached. Movement should not proceed over the crossing until automatic flagmen are seen or known to be operating and then at a speed of Ten (10) M.P.H. except by flag protection.

After switching at Eclipse Switch, M.P. 275.88 automatic flagmen at Sufferns Crossing will stop operation until a point 200 ft. east of crossing is reached. Movement should not proceed over the crossing until automatic flagmen are seen or known to be operating and then at a speed of Five (5) M.P.H. except by flag protection.

WESTWARD TRACK: Trains or engines after switching at Bridge Works Switch M.P. 276.08 will stop operation of automatic flagmen at Sufferns Crossing until a point 500 ft. west of the crossing is reached. Movement should not proceed over crossing until automatic flagmen are seen or known to be operating and then at a speed of Ten (10) M.P.H. except by flag protection.

14th St., Elmira Heights

Straight time releasing circuits on westward track at 14th St., Elmira Heights, N. Y. Westward trains or engines stopped or delayed in the territory between M.P. 274.65 and M.P. 275.31 will permit automatic short arm gates at 14th St., Elmira Heights, to raise until a point of 250 feet east of crossing is reached. Movement must not proceed over crossing until automatic short arm gates are seen or known to be down except by flag protection.

When Automatic Signal 275-1, located just east of 14th St. Crossing, Elmira Heights, is displaying a "STOP AND PROCEED" indication (Rule 291-A) trains or engines must not pass 11th St. crossing without first communicating either by radio, or telephone located at 11th St., with operator or dispatcher to determine whether or not the train ahead is proceeding. When instructed to proceed, trains will not exceed a speed of ten(10) miles per hour until 14th St. crossing is

reached and will observe that gates are down before proceeding over crossing.

If signal 275-1 changes to "APPROACH" indication (Rule 285-A) trains or engines may proceed without further instructions but must not exceed a speed of ten (10) miles per hour until 14th St. crossing is reached and the crossing gates are down.

All switching moves over 14th St. crossing will be made at a speed not to exceed five (5) miles per hour.

Straight time releasting circuits on Westward reverse start for 14th Street Crossing, Elmira Heights, Eastward track. Trains or engines operating reverse on Eastward track either stopped or delayed in the territory between Mile Post 274.64, 500 feet west of Signal Bridge at "VO" and Mile Post 275.24, 100 feet west of 11th Street Crossing, after a time delay will permit automatic short arm gates at 14th Street, Elmira Heights, to raise, until a point 700 feet east of crossing is reacher. Movements must not proceed over crossing until automatic short arm gates are seen or known to be down except by flag protection.

Waverly

Short track circuits starting about 15 feet from crossing are installed on all sidings and yard tracks through Loder and Fulton St. crossings.

Trains or engines working on these tracks will stop before reaching the crossing and be sure gates are down before movement is made over crossing.

No cars or engines must be left standing at any time occupying track circuits on these tracks except in switching operation.

Base of rail is painted white to indicate clearance points of track circuit.

TIOGA BRANCH

EASTWARD — **WESTWARD**

SECOND CLASS TRAINS

256 Tues. Thurs. Sat.	Distance from Blossburg	No. 63 STATIONS	Distance from Gang Mills	255 Mon. Wed. Fri.
P.M.				A.M.
1.31	37.1	A GANG MILLS ..... L	0.0	9.10
		VIA N.Y.C.		
1.01	25.5	LAWRENCEVILLE ..... N	11.6	9.40
12.30	18.3	Single Track — TIOGA	18.8	10.05
12.00	9.6	Single Track — MANSFIELD	27.5	11.05
11.30	4.7	Single Track — COVINGTON	32.4	11.25
11.15	0.0	L BLOSSBURG ..... A .... D	37.1	11.40
A.M.				A.M.

SUSQUEHANNA DIVISION

EASTWARD — FIRST CLASS TRAINS

Distance from Hornell	Distance between Stations	No. 63 STATIONS		E 6 Daily Note	DL&W 8 Daily Except Sunday	DL&W 14 Sunday Only
				A.M.	A.M.	A.M.
.....	.....	HOBOKEN.....A.....	.....	8.25	.....	.....
139.7	2.2	SUSQUEHANNA.....A....N	.....	3.55	.....	.....
137.5	19.4	SR TOWER.....	.....	3.50	.....	.....
118.1	0.9	BD TOWER.....N	.....	3.30	4.15	6.02
		DL&W RR CROSSING				
117.2	.....	BINGHAMTON.....L.....	.....	3.29	4.13	6.00
117.2	1.2	BINGHAMTON.....A.....	.....	3.15	3.56	5.41
116.0	1.5	WEST BD.....	.....	3.13	3.53	5.38
114.5	5.9	JOHNSON CITY.....	.....	.....	.....	.....
108.6	13.4	ENDICOTT.....D	.....	* 3.06	3.46	s 5.30
95.2	5.7	OWEGO.....	.....	2.52	3.33	5.14
89.5	13.4	TIOGA CENTER.....	.....	.....	.....	.....
76.1	4.8	WAVERLY.....N	.....	* 2.33	s 3.14	s 4.54
71.3	5.8	CHEMUNG.....	.....	.....	.....	.....
65.5	6.1	WELLSBURG.....	.....	.....	.....	.....
59.4	0.9	SOUTHPORT JCT.....	.....	2.16	2.56	4.35
58.5	.....	ELMIRA.....L.....	.....	2.14	2.54	4.33
58.5	0.2	ELMIRA.....A.....	.....	2.06	2.44	4.20
58.3	3.8	FS TOWER.....N	.....	.....	.....	.....
54.5	0.6	HO TOWER.....N	.....	2.01	2.39	4.14
53.9	5.2	HORSEHEADS.....	.....	.....	.....	.....
48.7	6.1	BIG FLATS.....	.....	.....	.....	.....
42.6	2.1	QO GIBSON.....	.....	1.49	2.27	4.02
40.5	2.2	CORNING.....	.....	s 1.47	.....	.....
38.3	8.3	GANG MILLS.....	.....	1.42	.....	.....
30.0	10.2	ADDISON.....D	.....	1.32	.....	.....
19.8	16.9	CAMERON MILLS.....	.....	.....	.....	.....
2.9	2.9	ZY TOWER.....N	.....	1.05	.....	.....
.....	.....	HORNELL.....L....N	.....	1.01	.....	.....
.....	.....	HORNELL.....A.....	.....	12.51	.....	.....
				A.M.	A.M.	A.M.

EASTWARD—FIRST CLASS TRAINS

No. 6 Reduce speed to ten (10) miles per hour at Waverly to discharge U. S. Mail. Stop at Waverly and Endicott to discharge passengers from Jamestown and West.

SUSQUEHANNA DIVISION

EASTWARD — FIRST CLASS TRAINS

DL&W 2	E 2		DL&W 6	E 8		DL&W 10	DL&W 1306	
Daily Except Sunday	Daily Note		Daily	Daily Note		Daily Except Sunday	Daily	
A.M.	P.M.		P.M.	P.M.		P.M.	P.M.	
.....	6.55	.....	.....	9.55	.....	.....	.....	.....
.....	2.10	.....	.....	5.13	.....	.....	.....	.....
.....	1.59	.....	.....	5.01	.....	.....	.....	.....
9.25	1.39	.....	2 09	4.38	.....	11.57	11.48	.....
9.23	1.38	.....	2.07	4.37	.....	11.55	11.45	.....
9.03	1.28	.....	1.52	4.23	.....	10.46	.....	.....
9.00	1.26	.....	1.49	4.21	.....	10.43	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 8.50	s 1.17	.....	s 1.41	s 4.12	.....	s10.34	.....	.....
s 8.32	* 1.01	.....	s 1.25	* 3.55	.....	s10.16	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 8.09	*12.41	.....	s 1.02	s 3.35	.....	s 9.52	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
7.47	12.21	.....	12.45	3.14	.....	9.27	.....	.....
7.45	12.19	.....	12.43	3.12	.....	9.25	.....	.....
7.30	12.14	.....	12.38	3.02	.....	8.53	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
7.25	12.09	.....	12.33	2.57	.....	8.48	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
7.13	11.56	.....	12.21	2.44	.....	8.36	.....	.....
.....	s11.54	.....	.....	s 2.42	.....	.....	.....	.....
.....	11.49	.....	.....	2.35	.....	.....	.....	.....
.....	s11.39	.....	.....	s 2.25	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.10	.....	.....	1.55	.....	.....	.....	.....
.....	11.06	.....	.....	1.50	.....	.....	.....	.....
.....	10.56	.....	.....	1.35	.....	.....	.....	.....
A.M.	A.M.		P.M.	P.M.		P.M.	P.M.	

EASTWARD—FIRST CLASS TRAINS

No. 2 Stop at Waverly and Owego to let off or take on passengers and U.S. Mail.

No. 8 Stop at Owego Daily except Saturday, Sunday and Holidays to discharge and take on U.S. Mail.

SUSQUEHANNA DIVISION

WESTWARD — FIRST CLASS TRAINS

Distance from Hoboken	Distance between Stations	No. 63 STATIONS		E 9	DL&W 17	DL&W 1301
				Sunday Only	Sunday Only	Daily Except Monday
				A.M.	A.M.	A.M.
.....	.....	HOBOKEN.....L.....	.....	12.45	.....	.....
191.6	.....	SUSQUEHANNA.....L....N	.....	5.18	.....	.....
193.8	2.2	SR TOWER.....	.....	5.31	.....	.....
213.2	19.4	BD TOWER.....N	.....	5.51	3.56	5.53
		DL&W RR CROSSING				
214.1	0.9	BINGHAMTON.....A.....	.....	5.52	3.58	5.55
214.1	.....	BINGHAMTON.....L.....	.....	6.02	7.05	.....
215.3	1.2	WEST BD.....	.....	6.04	7.07	.....
216.8	1.5	JOHNSON CITY.....	.....	.....	.....	.....
222.7	5.9	ENDICOTT.....D	.....	s 6.15	s 7.17	.....
236.1	13.4	OWEGO.....	.....	s 6.32	s 7.37	.....
241.8	5.7	TIOGA CENTER.....	.....	.....	.....	.....
255.2	13.4	WAVERLY.....N	.....	s 6.55	s 8.03	.....
260.0	4.8	CHEMUNG.....	.....	.....	.....	.....
265.8	5.8	WELLSBURG.....	.....	.....	.....	.....
271.9	6.1	SOUTHPORT JCT.....	.....	7.13	8.19	.....
272.8	0.9	ELMIRA.....A.....	.....	7.15	8.21	.....
272.8	.....	ELMIRA.....L.....	.....	7.24	8.45	.....
273.0	0.2	FS TOWER.....N	.....	.....	.....	.....
276.8	3.8	HO TOWER.....N	.....	7.29	8.50	.....
277.4	0.6	HORSEHEADS.....	.....	.....	.....	.....
282.6	5.2	BIG FLATS.....	.....	.....	.....	.....
288.7	6.1	QO GIBSON.....	.....	7.40	9.01	.....
290.8	2.1	CORNING.....	.....	s 7.50	.....	.....
293.0	2.2	GANG MILLS.....	.....	7.52	.....	.....
301.3	8.3	ADDISON.....D	.....	s 8.02	.....	.....
311.5	10.2	CAMERON MILLS.....	.....	.....	.....	.....
328.4	16.9	ZY TOWER.....N	.....	8.32	.....	.....
331.3	2.9	HORNELL.....A....N	.....	8.38	.....	.....
.....	.....	HORNELL.....L.....	.....	8.50	.....	.....
				A.M.	A.M.	A.M.

SUSQUEHANNA DIVISION

WESTWARD — FIRST CLASS TRAINS

E 7	DL&W 15	E 1	DL&W 3	DL&W 5		DL&W 27	DL&W 7	E 5
Daily Except Sunday	Daily Except Sunday	Daily Note	Daily	Daily Except Sunday		Sunday Only	Daily Note	Daily Note
A.M.	A.M.	A.M.	P.M.	P.M.		P.M.	A.M.	P.M.
12.45	.....	9.30	.....	.....	.....	.....	.....	8.15
5.38	.....	2.08	.....	.....	.....	.....	.....	12.48
5.51	.....	2.21	.....	.....	.....	.....	.....	1.01
6.15	6.14	2.42	3.01	9.46	.....	9.28	12.31	1.20
6.16	6.16	2.43	3.03	9.48	.....	9.30	12.33	1.21
6.38	7.12	2.54	3.20	10.03	.....	.....	12.50	1.33
6.40	7.14	2.56	3.22	10.05	.....	.....	12.52	1.35
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 6.53	s 7.27	s 3.06	s 3.32	s10.15	.....	.....	* 1.01	* 1.44
s 7.11	s 7.50	s 3.22	s 3.49	s10.35	.....	.....	1.14	1.58
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 7.39	s 8.19	* 3.44	s 4.10	s11.02	.....	.....	s 1.35	s 2.20
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
7.58	8.35	4.03	4.26	11.18	.....	.....	1.51	2.36
8.00	8.37	4.05	4.28	11.20	.....	.....	1.53	2.38
8.22	9.02	4.18	4.36	11.38	.....	.....	2.06	2.49
.....	.....	.....	.....	.....	.....	.....	.....	.....
8.28	9.07	4.23	4.41	11.43	.....	.....	2.11	2.54
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
8.41	9.18	4.35	4.52	11.54	.....	.....	2.22	3.06
s 8.59	.....	s 4.47	.....	.....	.....	.....	.....	s 3.17
9.01	.....	4.49	.....	.....	.....	.....	.....	3.19
s 9.14	.....	5.00	.....	.....	.....	.....	.....	3.29
.....	.....	.....	.....	.....	.....	.....	.....	.....
9.46	.....	5.34	.....	.....	.....	.....	.....	3.59
9.53	.....	5.41	.....	.....	.....	.....	.....	4.05
10.08	.....	5.51	.....	.....	.....	.....	.....	4.15
A.M.	A.M.	P.M.	P.M.	P.M.		P.M.	A.M.	A.M.

No. 1 Stop at Waverly to let off or take on passengers and take on U.S. Mail..

No. 5 Stop at Endicott to discharge passengers from Ridgewood and East.

DL&W No. 7 Stop at Endicott to discharge passengers from Dover and East.

DELAWARE DIVISION

EASTWARD — FIRST CLASS TRAINS

Distance from Susquehanna	Distance between Stations	No. 63 STATIONS		E 6 Daily Note A.M.	E 2 Daily Note P.M.	E 8 Daily Note P.M.
.....	.....	HOBOKEN.....A.....	.....	8.25	6.55	9.55
104.3	2.5	PORT JERVIS.....A....N	.....	6.16	4.43	7.50
101.8	1.4	SPARROWBUSH.....	.....	6.11	4.38	7.45
100.4	5.8	MILL RIFT.....	.....	.....	.....	.....
94.6	1.4	ROSAS.....	.....	6.02	4.28	7.35
93.2	3.8	POND EDDY.....	.....	.....	.....	.....
89.4	3.3	PARKERS GLEN.....	.....	.....	.....	.....
86.1	.6	Single Track: EAST SHOHOLA.....	.....	.....	.....	.....
85.5	.3	Single Track: SHOHOLA.....	.....	.....	s 4.14	* 7.22
85.2	3.0	Single Track: WEST SHOHOLA.....	.....	.....	.....	.....
82.2	0.7	BQ TOWER.....D	.....	5.47	4.08	7.17
81.5	3.0	LACKAWAXEN.....	.....	.....	s 4.07	* 7.16
78.5	2.3	WESTCOLANG.....	.....	.....	.....	.....
76.2	3.2	MAST HOPE.....	.....	.....	.....	.....
73.0	2.8	TU CROSSOVER.....	.....	5.36	3.56	7.05
70.2	5.9	NARROWSBURG.....	.....	5.32	s 3.52	s 7.01
64.3	1.6	SKINNERS.....	.....	.....	.....	.....
62.7	1.0	PAGES.....	.....	5.22	3.39	6.48
61.7	5.2	COCHECTON.....	.....	.....	* 3.37	.....
56.5	6.9	CALLICOON.....D	.....	* 5.14	s 3.31	s 6.40
49.6	4.3	HANKINS.....	.....	.....	.....	.....
45.3	6.3	LONG EDDY.....	.....	.....	.....	.....
39.0	10.4	LORDVILLE.....	.....	4.52	3.08	6.15
28.6	8.1	HANCOCK.....D	.....	* 4.39	s 2.56	s 6.02
20.5	4.9	HALE EDDY.....	.....	.....	.....	.....
15.6	7.1	DEPOSIT.....N	.....	* 4.23	s 2.38	s 5.44
8.5	6.7	GULF SUMMIT.....	.....	4.14	2.28	5.33
1.8	1.8	LANESBORO.....	.....	4.00	2.15	5.19
.....	.....	SUSQUEHANNA.....L....N	.....	3.57	2.12	5.15
		A.....	.....	3.55	2.10	5.13
2.2	2.2	SR TOWER.....	.....	3.50	1.59	5.01
				A.M.	P.M.	P.M.

No. 6 reduce speed to twenty (20) miles per hour at Deposit, Hancock and Callicoon to discharge U.S. Mail and papers.

No. 2 Stop at Cochecton to discharge passengers from Binghamton and West, and take on passengers for Ridgewood and East.

No. 8 Stop at Lackawaxen and Shohola Sundays to take on or discharge passengers.

DELAWARE DIVISION

WESTWARD — FIRST CLASS TRAINS

Distance from Hoboken	Distance between Stations	No. 63 STATIONS	E 9 Sunday Only Note	E 7 Daily Except Sunday Note	E 1 Daily Note	E 5 Daily Note
			A.M.	A.M.	A.M.	P.M.
.....	.....	HOBOKEN.....L.....	12.45	12.45	9.30	8.15
87.3	.....	PORT JERVIS.....L....N	2.40	2.55	11.36	10.26
89.8	2.5	SPARROWBUSH.....	2.45	3.00	11.41	10.31
91.2	1.4	MILL RIFT.....	*	.....	.....	.....
97.0	5.8	ROSAS.....	2.54	3.09	11.50	10.40
98.4	1.4	POND EDDY.....	.....	.....	.....	.....
102.2	3.8	PARKERS GLEN.....	.....	.....	.....	.....
105.5	3.3	Single Track { EAST SHOHOLA.....	.....	.....	.....	.....
106.1	.6	SHOHOLA.....	.....	.....	s12.01	*10.51
106.4	.3	WEST SHOHOLA.....	.....	.....	.....	.....
109.4	3.0	BQ TOWER.....D	3.08	3.23	12.05	10.55
110.1	0.7	LACKAWAXEN.....	*	.....	s12.07	*10.57
113.1	3.0	WESTCOLANG.....	.....	.....	.....	.....
115.4	2.3	MAST HOPE.....	*	.....	.....	.....
118.6	3.2	TU CROSSOVER.....	3.19	3.34	12.17	11.06
121.4	2.8	NARROWSBURG.....	s 3.25	s 3.41	s12.23	*11.11
127.3	5.9	SKINNERS.....	.....	.....	.....	.....
128.9	1.6	PAGES.....	3.35	3.51	12.33	11.21
129.9	1.0	COCHECTON.....	*		*12.36	.....
135.1	5.2	CALLICOON.....D	s 3.49	s 4.07	s12.45	*11.30
142.0	6.9	HANKINS.....	.....	.....	.....	.....
146.3	4.3	LONG EDDY.....	*	.....	.....	.....
152.6	6.3	LORDVILLE.....	4.10	4.28	1.07	11.51
163.0	10.4	HANCOCK.....D	s 4.26	s 4.46	s 1.22	*12.05
171.1	8.1	HALE EDDY.....	.....	.....	.....	.....
176.0	4.9	DEPOSIT.....N	s 4.48	s 5.08	s 1.40	*12.21
183.1	7.1	GULF SUMMIT.....	5.02	5.22	1.53	12.34
189.8	6.7	LANESBORO.....	5.13	5.33	2.03	12.43
191.6	1.8	SUSQUEHANNA.....A....N	5.16	5.36	2.06	12.46
		L.....	5.18	5.38	2.08	12.48
193.8	2.2	SR TOWER.....	5.31	5.51	2.21	1.01
			A.M.	A.M.	P.M.	A.M.

No. 9 reduce speed to thirty (30) miles per hour at Mill Rift, Lackawaxen, Mast Hope, Cochecton and Long Eddy to discharge papers when instructed by Conductor.

No. 1 Stop at Cochecton to discharge passengers from Ridgewood and East and take on passengers for Binghamton and West.

No. 5 Stop at Narrowsburg, Callicoon, Hancock and Deposit to let off and take on passengers. Stop at Shohola and Lackawaxen Fridays to discharge passengers.

STATION LIST

For the Use of Agents, Conductors and Others, for Reporting Movements of Trains, Locomotives and Cars

SUSQUEHANNA DIVISION

Miles from		Station No.
——	Susquehanna, Pa.	192
3	Hickory Grove	195
8	Great Bend	200
13	Kirkwood, N. Y.	205
15	Langdon	207
18	Walker's Switch	210
20	Asylum Switch	212
22	Binghamton	214
25	Johnson City	217
28	Hooper	220
30	Endicott	222
31	Endicott (Liberty St.)	223
37	Campville	229
44	Owego	236
50	Tioga Centre	242
54	Smithboro	246
56	Barton	248
63	Waverly	255
68	Chemung	260
74	Wellsburg	266
80	Southport Junction	272
81	Elmira	273
84	Elmira Heights	276
86	Horseheads (278)	9884
91	Big Flats	283
92	Atlantic Switch	284
93	NYS Electric & Gas Corp.	285
98	Corning	290
100	Painted Post	292
101	Gang Mills	293
104	Erwins	296
108	Crane's Switch	300
109	Addison	301
110	QZ Crossover	302
114	Rathbone	306
119	Cameron Mills	311
120	Cameron Pump Station	312
122	Cameron	314
130	Adrian	322
135	Canisteo	327
139	Hornell	331

WATKINS BRANCH

Miles from		Station No.
——	Elmira	273
7	Horseheads (Recon. Plant)	2280
10	Pine Valley	2283
13	Millport	2286
14	Croton	2287
18	Montour Falls	2291
22	Watkins Glen	2295
23	Coal Point	2296

TIOGA BRANCH

Miles from		Station No.
——	Lawrenceville (1304)	4298
4	Tioga Junction	3294
8	Tioga	3298
9	Berry's Bridge	3299
17	Mansfield	3307
19	Canoe Camp	3309
22	Covington	3312
27	Blossburg	3317

NEW YORK CENTRAL TRACKAGE

Miles from		Station No.
——	Gang Mills, N. Y.	293
1	WK Tower	1294
5	Presho	1298
9	Lindley	1302
11	Lawrenceville (4298)	1304
13	Cowanesque Valley Jct., Pa.	1306
19	Tioga	1312
23	Hammond	1316
26	Holiday	1319
28	Middlebury	1321
29	Niles Valley	1322
32	Wellsboro Jct.	1325
38	Marsh Creek	1331
40	Ansonia	1333
44	Stone	1337
49	Tiadaghton	1342
50	D1 Tower	1343
51	Pine	1344
57	Blackwell	1350
62	Cedar Run	1355
67	Slater Run	1360
73	Cammal	1366
76	Bluestone	1369
78	Jersey Mills	1371
83	Waterville	1376
86	Ramsey	1379
90	TW Tower	1383
92	JS Tower	1385
94	Jersey Shore Jct.	1387
95	Jersey Shore	1388
97	Larry's Creek	1390
103	Linden	1396
107	Newberry Jct.	1400

DELAWARE DIVISION

Miles from		Station No.
——	Port Jervis, N. Y.	87
3	Sparrowbush	89
10	Rosas, Pa.	97
11	Pond Eddy	98
16	Oak Tree	103
19	Shohola	106
23	Lackawaxen	110
31	Tusten, N. Y. (9848)	118
34	Narrowsburg	121
40	Skinner's Falls	127
41	Page's Oil Switch	128
42	Cochecton Long Switch	129
43	Cochecton	130
47	Callicoon Quarry	134
47	Callicoon Creamery Switch	9849
48	Callicoon	135
55	Hankins	142
59	Long Eddy	146
66	Lordville	153
76	Hancock	163
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Table Showing Rate of Speed Required Per Mile to Equal a Given Number of Miles Per Hour

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 min. 51 sec.	70.59	2 min. 0 sec.	30.00
0 min. 55 sec.	65.45	2 min. 11 sec.	27.48
1 min. 0 sec.	60.00	2 min. 24 sec.	25.00
1 min. 5 sec.	55.38	2 min. 40 sec.	20.00
1 min. 12 sec.	50.00	3 min. 0 sec.	22.50
1 min. 20 sec.	45.00	4 min. 0 sec.	15.00
1 min. 30 sec.	40.00	4 min. 48 sec.	12.50
1 min. 42 sec.	35.29	6 min. 0 sec.	10.00

Chief Train Master

C. H. ZIMMERMAN

Train Masters

W. E. GODFREY

R. C. NEAL

Train Master - Road Foreman

A. I. WINTERS

Road Foreman of Engines

P. R. FRISBEE

Chief Train Dispatcher

G. H. PACKER

Assistant Chief Train Dispatchers

F. O. REYNOLDS

C. D. JONES

J. A. McGUIRE