

**ERIE-LACKAWANNA
RAILROAD COMPANY**

SCRANTON DIVISION

TIME 4 TABLE

EFFECTIVE 2:01 A.M. OCTOBER 28, 1962

EASTERN STANDARD TIME

Safety Everywhere All the Time

For Employees Only

J. W. CONWAY
Superintendent

W. G. DORSEY
Manager of Transportation

PER DIEM RATE IS \$2.88

CAR HANDLING IS EVERYONE'S RESPONSIBILITY. YOU CAN HELP BY PROMPT MOVEMENT OF ALL FREIGHT CARS

ROUGH HANDLING

HOW TO JUDGE IMPACT FORCE AND SPEED OF FREIGHT CARS

For the benefit of those engaged in train or yard service, there is shown below the impact force at various speeds, together with method of calculating speed of 40-foot car. This information should enable switching crews to couple cars at proper speed, thereby reducing damage to lading and subsequent claim payments.

The factor behind damage resulting from rough coupling of cars is: impact delivered by coupled cars increases in proportion to square of the speed. In other words, a car coupled at 8 miles per hour delivers 16 times as much impact force as a car coupled at 2 miles per hour.

The coupling speed of a 40-foot car may be determined by sighting the vertical end of car against some stationary object like a telegraph pole, switch stand or cross tie and noting the seconds it takes to pass. Speed in miles per hour is shown below. (A good way to count seconds without using a stop watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point.)

Figuring Speed Of 40-Foot Car		Impact Forces at Striking Speeds	
Seconds	Miles Per Hour	Car Coupled at	Units of Destructive Force
1	28	1 mph	1
2	14	2 mph	4
3	9.3	3 mph	9
4	7	4 mph	16
5	5.6	5 mph	25
6	4.7	6 mph	36
7	4	7 mph	49
8	3.5	8 mph	64
9	3.1	9 mph	81
10	2.8	10 mph	100
11	2.5		
12	2.3		
13	2.15		
14	2		

A safe range of speed is a brisk walk, which is about 4 miles per hour.

THINK

SCRANTON DIVISION

TIME TABLE No. 4

EFFECTIVE 2:01 A.M. OCTOBER 28, 1962



Schedules, special instructions and other information pages 1 to 74 in this time table apply to that portion of the railroad formerly known as the DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Reference herein to instructions on pages 75 to 82 apply to that portion of the railroad formerly known as the ERIE RAILROAD COMPANY.

EXPLANATION OF SYMBOLS

D—Train order office not open 24 hours daily.
(See local instructions for open hours.)

N—Train order office open 24 hours daily.

F—Stop on signal.

s—Stop—regular.

ss—Stop—as per Notes Page 14.

"Daily," "Ex. Sunday," etc., in schedule column indicate the days on which trains shall depart and arrive.

Agents must give advance notice to train dispatcher when requested to stop trains to pick up passengers as per time-table notes.

"Holidays" referred to are the following legal holidays: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

MEDICAL DEPARTMENT

W. E. Mishler
Chief Surgeon, Cleveland, Ohio

J. O. MacLean
Asst. Chief Surgeon, Scranton, Pa.

MOSES TAYLOR HOSPITAL STAFF
Telephone Diamond 4-7251

NAME	TITLE	OFFICE PHONE	RESIDENCE PHONE
J. O. MacLean.....	Asst. Chief Surgeon.	Diamond 2-9924	Diamond 3-6224
William M. Howell.	Assistant Surgeon...	Diamond 3-2860	JU 7-2426
Walter Redel.....	Assistant Surgeon...	Diamond 4-6797	JU 6-0191
Albert J. Cross....	Assistant in Medicine	Diamond 7-3479	Diamond 7-1616
John E. Swift.....	Assistant in Medicine	Diamond 3-1623	Diamond 3-1623

OTHER COMPANY SURGEONS

NAME	LOCATION	OFFICE	TELEPHONE
J. Earle Brackbill..	Bangor, Pa.	28 South First St...	JU 1-3770 HA 1-8650 Office HA 1-7700 If No Answer
Perry Stearns.....	Stroudsburg, Pa..	1015 Congdon Ave..	HA 1-3193 TE 9-7475 BU 7-6524 BU 7-4713
R. Frederick Jones.	E. Stroudsburg, Pa.	116 Washington St..	HA 1-3193
E. O. Headrick ...	Mt. Pocono, Pa...	3 E. Kinney Ave...	TE 9-7475
S. M. Davenport ..	Kingston, Pa. ...	137 S. Maple Ave...	BU 7-6524
L. S. Reese	Kingston, Pa. ...	300 Rutter Ave.....	BU 7-4713
(Eye Specialist)			
Geo. J. Marvin.....	Binghamton, N. Y.	81 Riverside Dr....	RA 2-1505
Dr. R. J. Bowen...	Binghamton, N. Y.	123 Murray St.....	RA 2-7123
Dr. J. J. Burnett...	Binghamton, N. Y.	88 Oak St.....	RA 2-8471
Robert H. Kerr ...	Cortland, N. Y....	84 N. Main St.....	Skyline 6-2112 Office
Jos. G. Reidel.....	Syracuse, N. Y...	400 W. Onondaga St.	GR 5-4181
John F. Burden ...	Oswego, N. Y....	37 W. Bridge St....	FI 3-4221
Geo. L. Manley....	Norwich, N. Y....	42 S. Broad St....	334-6735
Thos. F. Manley ...	Norwich, N. Y....	42 S. Broad St....	334-6735
G. A. Holden.....	Utica, N. Y.	286 Genesee St....	RAndolph 4-5315
Dr. L. C. Druffner.	Avoca, Pa.....	618 Main St.....	GL 7-2191
Dr. A. J. Horvat...	Duryea, Pa.....	608 Main St.....	Off. GL 7-2683 Res. GL 7-5072
Dr. T. R. Gagon..	Pittston, Pa.....	23 Broad St.....	Off. OL 4-3771 Res. OL 4-3682
(Oculist)			Off. DI 2-5264 Res. DI 2-8267
Dr. C. H. Jones....	Scranton, Pa....	Medical Arts Bldg..	Off. 27 Res. 334
Dr. M. B. Finneran	Carbondale, Pa....	28 River St.....	

LOCAL WATCH INSPECTORS

NAME	LOCATION
Wilson Steckel	Bangor, Pa., 32 South Main St.
R. K. Lesoine Co.	East Stroudsburg, Pa., 31 Washing- ton St.
Rogers Jewelry Co.	Scranton, Pa.
Albert G. Norcross	Kingston, Pa., 291 Wyoming Ave.
Sneidman Jewelry Co.	Bloomsburg, Pa.
A. Sherman	Berwick, Pa.
Leroy Graver	Northumberland, Pa.
Van Cott	Binghamton, N. Y., 60 Court St.
John Rushak	Syracuse, N. Y., 525 Gifford St.
Alpert's	Cortland, N. Y., 9 Main St.
J. W. Skillen	Norwich, N. Y., 12 American Ave.
Dufores Jewelers	Oswego, N. Y., 94 W. 42nd St.
Edward L. Resznetnik	Utica, N. Y., 460 Columbia St.

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance to Hoboken via Cut-off	Distance Between Stations	BINGHAMTON TO		
			EASTWARD.		First Class.
			STATIONS	6	40
				Pagr.	Pagr.
Daily	Ex. Sun.				
			A. M.	P. M.	
		HOBOKEN.....AR	8.45	2.40	
	45.74	11.87 PORT MORRIS JCT....N	7.31	1.29	
136	57.61	3.08 GREENDELL.....	7.17	1.18	
	60.69	4.10 JOHNSONBURG.....			
	64.79	9.43 BLAIRSTOWN.....D	\$ 7.09	\$ 1.10	
12	66.56	3.44 WASHINGTON.....D			
	70.95	4.39 OXFORD FURNACE.....			
	79.82	8.87 DELAWARE.....			
124	82.57	2.75 PORTLAND.....D			
	74.27	7.29 SLATEFORD JCT.....	6.58	12.58	
	81.56	1.55 STROUDSBURG.....N	\$ 6.48	\$ 12.48	
	83.11	2.69 GRAVEL PLACE.....	6.39	12.29	
	85.80	3.43 ANALOMINK.....	6.37	12.27	
	89.23	5.38 HENRYVILLE.....			
	94.61	3.31 CRESCO.....D	\$ 6.28	\$ 12.18	
	97.92	2.38 PARADISE.....			
	100.30	2.29 MOUNT POCONO.....	6.18	12.05	
	102.59	5.08 POCONO SUMMIT.....D	6.15	\$ 12.01	
	107.67	5.26 TOBYHANNA.....D	6.09	\$ 11.51	
	112.93	1.77 GOULDSBORO.....	6.03	\$ 11.40	
	114.70	5.88 LEHIGH.....	6.01	11.36	
	120.58	2.38 MOSCOW.....D	5.53	\$ 11.26	
	122.96	10.21 ELMHURST.....		11.20	
	133.17	3.11 SCRANTON.....N	\$ 5.32 5.20	\$ 11.04 10.44	
	136.28	4.27 CAYUGA.....			
	140.55	3.53 CLARKS SUMMIT.....		\$ 10.32	
	144.08	1.97 DALTON.....	5.05	10.26	
	146.05	2.24 LA PLUME.....			
	148.29	3.83 FACTORYVILLE.....	5.01	10.22	
	152.12	5.48 NICHOLSON.....D	4.57	\$ 10.14	
	157.60	4.29 FOSTER.....D	4.52	\$ 10.09	
	161.89	3.55 KINGSLEY.....			
	165.44	6.22 ALFORD.....			
190	171.66	5.92 NEW MILFORD.....D	4.40	\$ 9.52	
	177.58	11.41 HALLSTEAD.....D	4.34	\$ 9.40	
	188.99	1.73 E. BINGHAMTON.....N	4.23	9.28	
	190.72	1.00 BD TOWER.....N	4.20	9.25	
	191.72	BINGHAMTON.....LV	4.18	9.23	
		AR	4.09	9.03	
			A. M.	A. M.	
			Daily	Ex. Sun.	
			6	40	

See Notes on Page 14.

PORT MORRIS JCT.—WASHINGTON				
EASTWARD.				First Class.
2	42	44	1306	10
Pagr.	Pagr.	Pagr.	Mail & Express	Pagr.
Daily	Sun. & Hol. Only	Ex. Sun. & Hol.	Mon. Only	Ex. Mon.
P. M.	P. M.	A. M.	A. M.	A. M.
6.45	10.20	12.05		4.20
5.28	9.07	10.54		3.00
5.16	8.55	10.42		2.48
\$ 5.08	\$ 8.47	10.34		2.40
4.58	8.37	10.25		2.31
\$ 4.47	\$ 8.26	\$ 10.14		\$ 2.19
4.36	8.13	10.02		1.56
4.34	8.11	10.00		1.54
\$ 4.24	\$ 8.00	9.50		1.44
4.14	7.50	9.43		1.35
\$ 4.10	\$ 7.46	\$ 9.40		1.32
4.03	\$ 7.38	\$ 9.32		1.26
3.58	\$ 7.30	9.23		1.20
3.56	7.28	9.21		1.18
3.48	7.20	9.14		1.11
3.43	7.16	9.11		1.06
\$ 3.26 3.13	7.00	8.55	12.05	\$ 12.50
2.58			11.51	12.01
2.54			11.47	11.57
2.49			11.42	11.52
2.44			11.36	11.46
2.31			11.23	11.33
2.25			11.17	11.27
2.13			11.05	11.15
2.10			11.02	11.12
2.08			11.00	11.10
1.44				10.15
P. M.	P. M.	P. M.	P. M.	P. M.
Daily	Sun. & Hol. Only	Ex. Sun. & Hol.	Sun. Only	Ex. Sun.
2	42	44	1306	10

See Notes on Page 14.

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken via Cut-off	Distance Between Stations	PORT MORRIS JCT.—WASHINGTON			
			WESTWARD.		First Class.	
			STATIONS	15	1301	41
				Pagr.	Mail & Express	Pagr.
Ex. Sun.	Sun. Only	Ex. Sun.				
			A. M.	A. M.	A. M.	
		HOBOKEN.....LV	12.55		7.45	
	45.74	PORT MORRIS JCT.....N	1.57		9.27	
	57.61	11.87 GREENDELL.....	2.08		9.88	
	60.69	3.08 JOHNSONBURG.....				
	64.79	4.10 BLAIRSTOWN.....D	2.15		\$ 9.47	
12	66.56	3.44 WASHINGTON.....D				
	70.95	4.39 OXFORD FURNACE.....				
	79.82	8.87 DELAWARE.....				
124	82.57	2.75 PORTLAND.....D				
102	74.27	9.48 SLATEFORD JCT.....	2.25		9.57	
	81.56	STROUDSBURG.....N	\$ 2.52		\$ 10.25	
	83.11	1.55 GRAVEL PLACE.....	2.54		10.27	
	85.80	2.69 ANALOMINK.....	2.57		10.30	
	89.23	3.43 HENRYVILLE.....				
	94.61	5.38 CRESCO.....D	3.10		\$ 10.44	
	97.92	3.31 PARADISE.....				
	100.30	2.38 MOUNT POCONO.....	3.22		10.58	
	102.59	2.29 POCONO SUMMIT.....D	3.26		\$ 11.04	
	107.67	5.08 TOBYHANNA.....D	3.30		\$ 11.20	
185	112.93	5.26 GOULDSBORO.....	3.37		\$ 11.29	
	114.70	1.77 LEHIGH.....	3.39		11.31	
	120.58	5.88 MOSCOW.....D	3.45		\$ 11.41	
	122.96	2.38 ELMHURST.....	3.48		11.45	
	133.17	10.21 SCRANTON.....N	\$ {4.05 4.50	4.45	12.02	
	136.28	3.11 CAYUGA.....				
129	140.55	4.27 CLARKS SUMMIT.....				
	144.08	3.53 DALTON.....	5.30	5.05		
	146.05	1.97 LA PLUME.....				
	148.29	2.24 FACTORYVILLE.....	5.34	5.09		
	152.12	3.83 NICHOLSON.....D	5.39	5.13		
	157.60	5.48 FOSTER.....D	5.48	5.19		
	161.89	4.29 KINGSLEY.....				
	165.44	3.55 ALFORD.....				
117	171.66	6.22 NEW MILFORD.....D	6.02	5.33		
	177.58	5.92 HALLSTEAD.....D	\$ 6.12	5.38		
	188.99	11.41 E. BINGHAMTON.....N	6.25	5.50		
	190.72	1.73 BD TOWER.....N	6.28	5.53		
	191.72	1.00 BINGHAMTON.....AR	6.30	5.55		
		LV				
			A. M.	A. M.	P. M.	
			Ex. Sun.	Sun. Only	Ex. Sun.	
			15	1301	41	

See Notes on Page 14.

TO BINGHAMTON.				
WESTWARD.				First Class
1	43	45	5	17
Pagr.	Pagr.	Pagr.	Pagr.	Pagr.
Daily	Ex. Sun.	Sun. Only	Daily	Sat. Only
A. M.	P. M.	P. M.	P. M.	P. M.
10.20	4.45	4.45	7.45	11.05
11.33	5.59	5.59	9.08	12.11
11.44	6.10	6.10	9.17	12.23
\$ 11.52	\$ 6.19	\$ 6.19	\$ 9.24	12.30
12.02	6.29	6.29	9.34	12.40
\$ 12.15	\$ 6.51	\$ 6.51	\$ 9.48	\$ 1.01
12.17	6.53	6.53		1.03
12.20	6.56	6.56	9.52	1.06
\$ 12.37	\$ 7.13	\$ 7.13	\$ 10.09	1.22
12.50	7.25	7.25	10.19	1.34
\$ 12.54	\$ 7.31	\$ 7.31	\$ 10.24	1.41
1.01	\$ 7.40	\$ 7.40	10.29	1.47
1.06	7.47	7.47	10.34	1.54
1.08	7.49	7.49	10.36	1.56
1.14	7.55	7.55	10.42	2.02
1.17	7.59	7.59	10.45	2.05
\$ {1.34 1.46	\$ {8.15 8.40	\$ {8.15 8.40	\$ {11.02 11.17	\$ {2.23 2.43
2.00	8.56	8.56	11.34	3.03
2.04	9.00	9.00	11.38	3.07
2.08	9.04	9.04	11.42	3.11
2.13	9.10	9.10	11.47	3.17
2.25	\$ 9.23	\$ 9.23	12.00	\$ 3.32
2.30	9.29	9.29	12.04	3.40
2.40	9.40	9.40	12.15	3.53
2.43	9.43	9.43	12.18	3.56
2.45	9.45	9.45	12.20	3.58
3.00	10.00		12.45	
P. M.	P. M.	P. M.	A. M.	A. M.
Daily	Ex. Sun.	Sun. Only	Daily	Sun. Only
1	43	45	5	17

See Notes on Page 14.

Car Capacity of Sidings in addition to Two Engines and Caboose	Distance from Hoboken via Cut-off	Distance from Northumberland	Distance Between Stations	NORTHUMBERLAND TO		
				EASTWARD.		First Class.
				STATIONS	1316	Mail & Express
					Sun. Only	
	133.17	80.35		SCRANTON.....N	A. M. 4.45	
	136.75	76.77	3.58	TAYLOR.....	4.37	
	136.80	76.72	0.05	MINOOKA JCT.....	4.35	
	140.07	73.45	3.27	OLD FORGE.....D		
	141.04	72.48	0.97	DURYEA.....		
	142.74	70.78	1.70	PITTSTON.....		
	144.06	69.46	1.32	WEST PITTSTON.....D		
	146.06	67.46	2.00	WYOMING.....D		
	149.60	63.92	3.54	LUZERNE.....		
	150.75	62.77	1.15	KINGSTON.....		
	152.82	60.70	2.07	PLYMOUTH JCT.....		
	153.93	59.59	1.11	PLYMOUTH.....D		
	155.42	58.10	1.49	HANOVER YARD.....		
	157.48	56.04	2.06	WEST NANTICOKE.....		
	160.90	52.62	3.42	HUNLOCK CREEK.....		
	166.51	47.01	5.61	SHICKSHINNY.....D		
	177.48	36.04	10.97	BERWICK.....		
	184.08	29.44	6.60	LIME RIDGE.....		
	187.52	26.00	3.44	ESPY.....		
83	190.03	23.49	2.51	BLOOMSBURG.....D		
29	191.75	21.77	1.72	RUPERT.....		
	193.33	20.19	1.58	CATAWISSA.....		
28	201.77	11.75	8.44	DANVILLE.....D		
	213.52		11.75	NORTHUMBERLAND.....	A. M.	
					Sun. Only	
					1316	

SCRANTON.				SCRANTON TO NORTHUMBERLAND.			
EASTWARD.		Second Class.		WESTWARD.			
1738	1734			First Class.	Second Class.		
Freight	Freight			1327	1737	1733	
Daily	Ex. Sa., Su. & Hol.			Mail & Express	Freight	Freight	
A. M.	P. M.			Mon. Only	Daily	Ex. Sa., Su. & Hol.	
3.00				A. M.	P. M.	A. M.	
2.50				12.05	5.30		
2.35				12.13	6.00		
2.25				12.17	6.05		
2.20					6.15		
2.10					6.19		
					6.25		
2.05					6.31		
1.55					6.36		
1.45					6.45		
1.40	3.50				6.50	7.30	
1.30	3.40				6.58	7.35	
1.25	3.35				7.03	7.40	
1.15	3.25				7.15	7.45	
1.05	3.15				7.30	7.58	
12.55	3.05				7.40	8.08	
12.45	2.55				7.48	8.15	
12.30	2.35				8.05	8.30	
11.40	2.00				8.45	9.25	
11.30	1.55				9.00	9.35	
10.50	1.30				9.30	9.55	
10.30					10.00		
P. M.	P. M.			A. M.	P. M.	A. M.	
Daily	Ex. Sa., Su. & Hol.			Mon. Only	Daily	Ex. Sa., Su. & Hol.	
1738	1734			1327	1737	1733	

BANGOR & PORTLAND BRANCH					
EASTWARD.			WESTWARD.		
	Second Class			Second Class	
	Distance from Portland	STATIONS	Distance from Hoboken	Distance Between Stations	
		PORTLAND.....	82.57		
	0.71	HILL YARD.....	83.28	0.71	
	3.62	STIER.....	86.19	2.91	
	5.52	EAST BANGOR.....	88.09	1.90	
	7.07	BANGOR.....	89.64	1.55	
	7.27	SHOPS.....	89.84	0.20	
	8.64	FLICKSVILLE.....	91.21	1.37	
	9.81	MARTINS CREEK JCT.....	92.38	1.17	
	13.51	MARTINS CREEK, PA.....	96.08	3.70	
	14.41	MARTINS CREEK, N. J.....	96.98	0.90	
	14.17	PEN ARGYL JCT.....	96.74	4.36	
	14.67	PEN ARGYL.....	97.24	0.50	
	16.67	WIND GAP.....	99.24	2.00	
	17.32	MILLER.....	99.89	2.69	
	18.87	EDELMAN.....	101.44	1.55	
	21.01	BELFAST JUNCTION.....	103.58	2.14	
	21.23	HERCULES JCT.....	103.80	0.22	
	24.17	NAZARETH.....	106.74	2.94	
	27.62	BATH JUNCTION.....	110.49	3.75	

NOTES

East Binghamton to Port Morris Jct.

HALLSTEAD STATION—All Westward scheduled passenger trains will stop to pick up swing trainman. All Eastward scheduled passenger trains will stop to let off swing trainman. (It will not be necessary to make this stop provided that trainman is already aboard the train.)

Nos. 43-45 will stop at New Milford on advance notice to agent or conductor to discharge and pick up revenue passengers only.

Freight trains must not Block off Mail Crane at Elmhurst when No. 40 and 2 are due.

East Siding at New Milford must not be occupied when No. 2 is approaching this station.

Times shown on eastward and westward trains at Elmhurst apply at crossovers.

No. 1 Gouldsboro—Reduce Speed to 55 MPH—for delivery of U. S. Mail.

No. 15 New Milford—Reduce Speed to 50 MPH—for delivery of U. S. Mail.

Nos. 1-2-15 Foster—Reduce Speed for delivery of U. S. Mail.

Nos. 15 and 17 will Reduce Speed passing Cresco, Dalton, La Plume and Nicholson daily for delivery of papers.

No. 1306-1327 and No. 1316-1301 will run via Hyde Park Wye. Time shown at Scranton indicates time train due at Hyde Park Wye.

GENERAL INSTRUCTIONS

(See Book of Rules of the Operating Department effective April 27, 1952 for Rules referred to in these Instructions.)

Changes in Operating Rules

"Stickers" for insertion in the Book of Rules have been issued covering the revision of the following Rules:

Rule 670(a) — (Revised August 1, 1952).

Rule 913(e) — (Revised September 26, 1954).

Rule 19 — (Revised February 4, 1955).

Rule 99 — (Revised October 30, 1955).

Rules 700 to 719 inclusive, are cancelled. (Effective October 28, 1956) (See General Instruction No. 20.)

Hours of Service Law

1. (a) When it becomes apparent that a trip cannot be completed within 16 hours, it is the duty of conductor and engineman to notify Superintendent promptly, giving at least two hours advance notice when possible. (See Rule 751).

(b) Officers and agents are personally responsible for violations of the Hours of Service Law.

Security

2. Every railroad employee should realize the importance of protection against overt acts. Everyone should develop an alertness which will make him a part-time plant protector along with his daily work. To this end, the following are of the greatest importance:

(a) Report any suspicious act or circumstance immediately to your supervisor, foreman, department head, or railroad police officer.

(b) Ask strangers what their purpose is in and around railroad property. If the reasons given are not sufficient or if they have no passes or other identification, the Police Department should be notified at once.

(c) Be constantly on the alert for suspicious remarks or acts of others that may lead to serious consequences.

(d) Report all cases of repeated or deliberate carelessness.

(e) Be suspicious of and report strangers asking for information in which they have no apparent interest. This is particularly true of questions concerning yard capacities, track capacities, fuel storage capacities, vulnerable bridges and tunnels, etc.

(f) Do not attempt to evaluate information. A report of the smallest detail may lead to discoveries of vital importance.

Miscellaneous Instructions

3. All employes are responsible for the proper handling of cars placarded explosive and inflammable, and will be governed by existing instructions conspicuously posted in cabooses and yard offices.

4. Employes must use care to avoid unnecessary blocking of highway grade crossings. Some state and municipal laws pro-

vide that willfully obstructing a highway crossing for a period longer than five consecutive minutes constitutes a misdemeanor. The inconvenience created by excessively holding traffic at a grade crossing also causes poor public relations and a loss of good will.

5. (a) Conductors, Trainmen, Engineers and Firemen in passenger service called for trip over territory in which they have not been over in the preceding ninety (90) days and Enginemen in freight service called for a trip over territory in which they have not been over in the preceding six (6) months, must report the fact to the Superintendent and be examined to ascertain that they are qualified on the physical characteristics of the road over which they will operate.

(b) Qualified firemen who are permitted by the engineman to operate engines under the engineman's supervision and responsibility in accordance with Operating Rule 913(e), revised, are likewise subject to the above regulations.

(c) In complying with Operating Rule 126, conductor will use paragraph (a) above as a guide.

(d) Engine crews will avoid working with engine cabs excessively warm in winter weather and will utilize cab windows to assure sufficient fresh air and ventilation, which in turn prevents drowsiness.

6. (a) Conductors, trainmen, Engineers and Firemen in road service who have been absent from duty for thirty (30) days or more must be examined by the proper officer, prior to resuming duty, on any changes in operating rules and the current bulletin orders in effect. If absence has been four months or longer, examination must not be conducted over the telephone.

(b) Employee absent for more than thirty (30) days because of sickness or injury must pass physical examination by company doctor before resuming work.

Instructions to Rules 101(b) and 101(c)

8. (a) When defects are observed by crew members or they are so notified by signal from passing employes or otherwise, the train must be stopped at once to safeguard their own and other movements and not attempt to continue to terminal or convenient clearing or switching location without a standing inspection to determine the exact nature of defect and action required.

(b) On freight trains, head trainman will ride in cab of leading unit. If locomotive is equipped with more than one operating cab, middle trainman will ride in unit next to train.

Automatic Train Stop

9. Automatic Train Stop equipment must be tested before leaving originating service track from which locomotive is dispatched. Open inductors are in service at the following locations:

Scranton—Hog Pit, Relay and Roundhouse Lead Tracks.

Enginemen are required to take a brake application passing over the first of the inductors and to acknowledge passing over the other. This originating test must be made in accordance with "Instructions for Enginemen's Departure Test" circular of August 18, 1959. Enginemen conducting the departure test will so note on work report form. Relieving Engineman enroute will accept this as evidence that originating test has been made.

Handling of Locomotives and Freight Cars in Trains

10. (a) Yard switcher type locomotives moving "dead" in trains, shall be not less than six cars nor more than twelve cars behind the road locomotive. Two or more freight cars must be placed between each locomotive.

(b) Ten or more cars with operative air brakes must be placed behind the last "dead" locomotive on heavy ascending grades.

(c) No carloads of lumber, piling, pipe or other shipments loaded on flats or gondolas over the tops or the sides of the cars, susceptible to shifting, are to be operated in trains next to caboose or locomotives. This to avoid possible injuries due to loads shifting.

11. Locomotives with power brake inoperative must not be moved light over any portion of the road, but may be handled in freight trains, provided requirements of the United States Safety Appliance Act are met.

12. The handling of a car with inoperative hand brake is considered by the Interstate Commerce Commission a violation of the Safety Appliances Act.

Exception: When crippled and in condition to haul, car may be handled to nearest repair point in direction in which train is moving, provided it is coupled, and in addition securely chained to another car equipped with brakes in good working order.

13. (a) Caboose cars of 850-class may be pushed on regardless of the number of units.

(b) Not more than two units of diesel power (3000 H.P.) or one unit 1850-class (2400 H.P.) may push behind eight-wheel steel frame caboose cars in series 600-849 inclusive.

Exception:

On west trains from Analomink, Scranton or Taylor and east trains from Kingston, Taylor, Hampton or Scranton pushing is prohibited on cabooses of series 600-849, inclusive.

14. Special service cars in series 95000-99000 (except all steel dump cars 95700-95784, 97000-97031, dump cars 97050-97053, all steel ballast cars 98750-98799, and 98851-98875, side dump cars 02000-02036, all inclusive) must be placed on rear of trains ahead of caboose. Pusher locomotives must be placed ahead of such cars.

15. When two or more cars used for loading long materials are coupled together, as prescribed in Rules Governing Loading On Open Cars, adopted by the Association of American Railroads, brake staff may be removed from the idler car to permit curving; the staff, however, must be attached to the car from which removed and reapplied as soon as cars are released of lading. A group of cars so handled must have at least one accessible and operative hand brake for each multiple of three cars or fraction thereof.

16. Cars of other than steel underframe construction, must be placed on rear of trains, and behind pusher locomotives. If any doubt exists as to the type of car, car inspectors should be consulted. If no inspector is available, cars should be handled on rear of trains, and behind pusher locomotive.

17. On trains consisting of fifteen or more heavy loads (ore, coal, grain, stone, steel, cement, etc.) and empties, if less than twenty-five empties they may be handled in any location in the train. If more than twenty-five empties, fifteen empties or light loads must be placed next to the locomotive and the balance of the empties towards the rear. Notify engineman as to consist of train as between loads and empties.

18. When necessary to cut out air brakes on a car for defects rendering the brake inoperative, air brake tag, Form M. P. & E. 254, dated and signed by conductor, must be fastened to train line cross-over pipe, close to triple valve.

19. Enginemen when noting defects on locomotive affecting availability for dispatchment at the next terminal will notify train dispatcher by the first available means of communication.

Inspection and Braking

20. (a) At point where train is originally made up, test of train brake system must be made as follows:

After air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but not less than 60 pounds as indicated by the caboose gauge, and on a passenger train when charged to not less than 70 pounds and upon receiving signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, then note the number of pounds of brake pipe leakage per minute as indicated by brake pipe gauge; (brake pipe leakage must not exceed 5 pounds per minute) after this the brake pipe reduction must be increased to full service. Inspection of train brakes must be made to determine if brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of brake equipment are properly secured.

When this inspection has been completed, release signal must be given and brakes released and each brake inspected to see that all have properly released.

(b) Engineman and conductor must be notified when test is completed and in no case will the train leave until so notified.

(c) 1. At intermediate points where the locomotive is changed, puller locomotives are attached or detached, or pusher locomotives attached, cars added to train, or where train line is cut or angle cock closed (Except as per Instruction No. (f)), train brake test will be made by applying and releasing the train brake. The engineer must make a full service application of train brakes, noting the discharge of air from brake valve exhaust, so as to know that the train brake pipe is free of obstructions. It will be the responsibility of the conductor to know that the brake applies and releases on the last car and that train line pressure is being restored. He will communicate with or signal the engineer before proceeding.

2. Where engine crews are changed, incoming engineer will make a 15 pound brake pipe service reduction after

stopping. Outgoing engineer will observe air pressure and if it is evident that leakage is not excessive as indicated by brake pipe gauge, train brakes will be released and train will proceed upon receipt of signal or communication from rear that the train line pressure is being restored.

(d) Before a train is started from a point where train is originally made up, train crew must know that all hand brakes are released and retainers are in released position.

(e) Before motive power is detached or angle cocks are closed on a train, brakes must be applied with not less than a 20 pound reduction. When one or more cars are added to a train at any point subsequent to the point where the train was originally made up and tested, the cars added, after placed in position where they are to be hauled in the train, must have the brakes on such cars examined to know that they are in operation, and retaining valves are in release position, when making brake tests as per Instruction ((c)1.) before proceeding.

(f) Where one or more cars or a pusher locomotive is cut off from the rear of a train, and no cars added, train brake pipe test as described in Instruction (c) is not required.

(g) Condensation must be blown from the pipe from which air is taken before connecting yard line or locomotive to train.

(h) When cutting in air, after coupling air hose between cars, or cars and locomotive, open angle cock slowly on rear portion of train, then slightly open angle cock of forward portion of train until air goes through. Leave in this position 6 to 8 seconds, then slowly open wide.

(i) When more than one locomotive is used, brakes must be operated from the leading locomotive, automatic brake valves on all except the leading locomotive cut out, handles of the brake valves kept in running position and, when practicable, air compressors kept running.

(j) When brakes cannot be released from the locomotive, the engineman must warn the trainmen as provided in Rule 14(o).

(k) In all cases of brakes sticking, conductors will, at the first practicable point of communication, send to the dispatcher a complete report of the condition found, including car number, initial, location in train, and type of triple valve. If air brakes on the last car in train become inoperative, its position must be changed so that an operative air brake is on the rear. Orange air brake card should be firmly attached to the crossover pipe for information of the car inspectors.

(l) 1. On a passenger train, after locomotive or train crews have changed, or an angle cock closed (except for cutting off cars from the rear), a running test of brakes must be made as soon as speed of train permits. Such tests should be made by applying the train brakes with sufficient force to ascertain that they are in proper operation. Power should not be shut off on locomotive unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes (Rule 14(a)) must be given and repeated as long as necessary to secure proper response. After train is stopped, cause for brake failure must be determined and corrected before again proceeding.

2. On passenger trains a running air brake test must be made approaching the start of heavy descending grades, also on freight trains if stop is not required to set up retainers. (See pressure maintaining General Instructions 22(g)-22(i).)

(m) Yard locomotives will normally carry 70 pounds brake pipe pressure, but when handling passenger cars, taking from or adding to a passenger train, must carry 110 pounds brake pipe pressure. Exception: When handling M. U. passenger cars, 90 pounds brake pipe pressure will be carried.

(n) When back-up hose is used on any train, its connection must be tested by making reduction of brake pipe pressure before train is moved.

21. (a) After testing train to locate a "kicker," all brakes cut out while making the test must be cut in before train proceeds, in order that every effective brake may be in operation.

(b) When trouble is experienced due to undesired quick action of air brakes, the "kicker" should be located if possible; if not located, report should promptly be made to train dispatcher if between terminals and also to stationmaster or yardmaster on arrival at terminal, in order that test may be made and further trouble avoided.

Handling Freight Trains on Heavy Grades

22. (a) Retainers will be used as indicated by special instructions.

(b) Retainers must be turned up before first release of brakes after train starts down grade. Conductors and enginemen must know by signal that the retainers have been turned up. If retainers cause too much braking power, a sufficient number must be turned down to permit train to proceed under control of engineman.

(c) When turning down retainers, it must be done from the rear to the head end of train.

(d) Cars equipped with four position retaining valves must be used as follows:

1. *Handle all the way down*—Normal position, retainers not in service.
2. *Handle in horizontal position*—Low pressure (10 pounds) position and will be used in all cases where retainers are required. 60 seconds after release of train brakes valve, in this position, retains 10 pounds brake cylinder pressure.
3. *Handle 45 degrees below horizontal*—High pressure position, must not be used.
4. *Handle 45 degrees above horizontal*—Slow direct releasing position, must not be used.

(e) **RETAINERS MUST NOT BE TURNED UP ON FIRST CAR IN TRAIN.**

(f) Before descending heavy grades, retainers must be turned up as per time table instructions. Maximum main reservoir pressure of 130 to 140 lbs. and brake pipe pressure of 90 lbs. must be maintained on heavy grades with trains consisting entirely of loaded cars or loaded and empty cars. When train consists entirely of empty cars, brake pipe pressure of 80 lbs. must be maintained on grades and other sections of the road. When

starting over grades, train must be permitted to drift, and first application of about 8 lbs. must be made before maximum speed has been attained and subsequent reductions should be of about 7 lbs. depending upon condition of brakes and retainers.

PRESSURE MAINTAINING BRAKING

(g) When freight trains are handled with diesel locomotives equipped with the pressure maintaining feature and providing it is cut in, and the dynamic brake operating on all units handling the train, and the engineer has been qualified on the manipulation of the pressure maintaining valve, timetable instructions governing the use of retainers will not apply. In case of failure of the pressure maintaining feature or the dynamic brake, retainers must be used.

(h) When descending a heavy grade with pressure maintaining feature cut in, the initial brake pipe reduction must not be less than six (6) pounds. If a train stalls descending a heavy grade due to too heavy a brake application or for any other cause, engineman must use good judgment, calling for assistance from the train crew if necessary before releasing brakes and while brake system is being recharged. (Timetable Instruction 28 and 29(b).)

(i) A partial release of the train brakes during pressure maintaining braking must never be attempted. If necessary to release the train brakes on descending grades where retaining valves are normally required, a stop will be made and the brake system recharged before the train proceeds.

(j) Conductor must know the engineman has a certificate of qualification to cover pressure maintaining method and that the locomotive is equipped with pressure maintaining valve before permitting train to be operated without use of retainers as provided in Timetable Instructions.

23. On descending grades conductor must ride in cupola of caboose to observe air pressure and see that trainmen are in their proper places. If conductor considers engineman is not using proper judgment, he must STOP train by use of emergency valve. Where practicable, signals must be given from rear to engineman and answered every three miles.

24. When descending heavy grades and trains are separated by accident or otherwise, the angle cocks on each part of train at point of separation must be closed, and that portion of train not attached to engine must be secured by hand brakes on all cars, commencing at car on lower portion of grade. When possible, the hand brakes should be firmly applied before separation is made.

25. When stopping train, whether consisting of all loads, all empties, or mixed, after first application and speed has been reduced to about eight miles per hour, make further reductions of 10 to 12 lbs. to avoid train parting.

26. (a) When stopped on descending grade apply engine brake and release train brake. When necessary trainmen will secure train with hand brakes.

(b) Before starting any train after a release of the brakes has been made, wait one minute for each 12 cars or fraction thereof in train, consulting watch to be sure time has elapsed, allowing brake cylinder pressure to blow down to the retaining point. Driver brake should be released with independent brake

valve after each application when retainers are used, except the first application when starting down the grade, and when stopping driver brake must remain set. When starting trains on descending grades, engineman must immediately apply independent brake to prevent slack on head end running out too quickly. After train has proceeded five or six car lengths, the engine brake can be gradually released.

(c) The great starting effort of Diesel locomotives makes it very important that no attempt be made to start a train with this type of locomotive at either end before the brakes are fully released. When releasing brakes on a train, place the automatic brake valve in running position and before starting comply with above paragraph (b).

(e) When stopped on ascending grade with Diesel locomotive on each end of train, engine brake should be kept applied on both locomotives until rear engineman has signaled to start, then both enginemen will release engine brake and start simultaneously. Members of train crew should be stationed a sufficient distance from both ends to pass signals to enginemen.

(f) On ascending grades, trains with Diesel pusher and Diesel power on head end, which for any reason reduce speed to 5 mph or less, must be stopped with train brake. Start will then be made as provided in paragraph (e).

27. (a) **Locomotives with No. 8EL or 24RL brake equipment:** if there is a loss of pressure in main reservoir when train brakes are applied, release the locomotive brake with the independent brake valve, if pressure is restored in the main reservoir after releasing it indicates a leak from the Locomotive brake cylinders or their pipe connections.

(b) **Locomotives with No. 8EL brake equipment:** when braking trains of more than 60 cars, must have the delayed emergency cock at brake valve in "open" position to obtain delayed emergency application of engine brake in case of train parting or trainline bursting. In passenger service, pusher service or when operating light, engines must have delayed emergency cock in "closed" position.

(c) **On locomotives equipped with 24-RL Brake,** when handling trains of more than 60 cars. Rotair Valve on operating unit must be in "FRGT" position, cock on control valve on "B" unit in "F" position, and Rotair Valve on trailing unit must be in "FRGT-LAP" position to obtain delayed emergency of locomotive brake in case of train parting. In passenger service, pusher service, short freight trains, or when operating light locomotives, the Rotair Valve on operating unit must be in "PASS" position, cock on control valve on "B" unit in "P" position, and Rotair Valve on trailing unit in "PASS-LAP" position.

28. If unable to maintain brake pipe pressure, due to any cause, adopt the safe course—STOP, and receive assistance from trainmen. If it requires more than a 10-lb. reduction to control train with retainers in service, engineman must call for and receive assistance from train crew.

29. (a) When making a running air brake test, or slow down on reasonably level track, brakes must not be released on freight trains of from 60 to 80 cars when speed is less than 20 m.p.h., and on trains of 80 or more cars at speed of less than 30 m.p.h.

(b) When releasing brakes on freight trains on de-

scending grades and retainers are not turned up, the engineman must use good judgment, taking into consideration makeup of train, amount of brake pipe reduction, train line leakage, and the amount of braking power on the locomotive.

(c) Dynamic brake or locomotive brake must be held applied to prevent run out of slack. When doubleheading, engineman on second engine will hold dynamic brake or engine brake applied when engineman on lead engine releases train brakes.

30. When freight trains enter sidings on descending grade, enginemen must make air brake service test as prescribed by the rules before pulling out of siding.

To Guard Against Buckling of Trains

31. All trains must STOP when taking on pusher engine. STOP must also be made to permit pusher engine to cut off, and air hose uncoupled by hand, except when caboose is equipped with device for cutting off pusher engine while train is in motion. When caboose is so equipped the engineman on pusher and road engine must be notified. In this case engineman on pusher engine will use power until he sees caboose separate from engine; he will then close throttle immediately and bring engine to a STOP. Trainman handling this device to cut pusher engine off, while train is in motion, will first pull chain to lift knuckle lock, then push down on device handle slowly until it strikes the stop. The handle must be left in this position until the train stops, then the brake pipe angle cock should be closed and device handle latched in its upper position.

32. In order to guard against buckling of trains where one or more pusher engines are used, the following must be observed. Air hose must be coupled from train to engines and the brakes on pusher engines operated by the lead engine in control of train. Enginemen on pusher engines must close the cut out cock at brake valve when coupled to train, and when detached from train open cut out cock and make a service test of engine brakes.

33. Enginemen on pusher engines must use a light throttle when stops are being made and continue to do so until train is stopped.

Display of Headlights

34. In addition to displaying the headlight to the front and rear by night as required by Operating Rule 18, yard engines during foggy or stormy weather will display the headlight to the front and rear by day.

Diesel Locomotives Left Unattended

35. The following instructions will govern with respect to Rule 916, Book of Rules, Operating Department:

When diesel locomotive is to be left unattended for layover on service track or similar designated location, with or without engine running, the generator field switch must be open, throttle in idle position, transition lever in OFF position and the reverse lever removed from the controller.

The independent brakes must be fully applied, the automatic brake valve handle in lap position, hand brakes applied and chain or block placed at wheels.

On Fairbanks-Morse type locomotives (in addition to

the above), the engine run switch should be placed in OFF position and the isolator switch in ISOLATE position.

When crew changes for continuous shifts or through movements are made, engineman will not leave locomotive until relieving engineman is on locomotive.

Where engines are left where there are no Motive Power Department employes on duty while the locomotive is not in use, the reverser lever, in addition to being removed from the locomotive, must be locked in the engineer's quarters.

High Voltage Wires

36. Signal transmission wires with YELLOW and BLACK insulators on Western Union pole lines carry high voltage current. All persons are prohibited from touching these wires. Care must be taken, when making portable telephone connections, to attach to lines marked by WHITE insulators.

SCRANTON DIVISION

SPECIAL INSTRUCTIONS

Superiority of Trains

37. On single track, eastward or southward trains are superior to westward or northward trains of same class, except as noted:

BLOOMSBURG BRANCH:

No. 1737 to No. 1738

No. 1733 to No. 1734

RICHFIELD SPRINGS

BRANCH:

No. 1841 to No. 1842

38. SLATEFORD JUNCTION: Extra care must be used in setting out cars in westward siding, Slateford Junction, to protect against striking vehicles on private crossings, and to insure that cars are not shoved over derail on east end of siding. *Public Highway crossing at M.P. 84.40 and Private Highway crossing at M.P. 84.00 must not be blocked by cars set out in this siding.* When necessary to insure safety of operation, conductors will arrange to "piece" their set outs into this siding. *A back-up hose has been provided at Slateford Junction for the use of crews to assist them in setting off cars in westward siding, hose to be attached to rear car of set-off and after set-off has been completed, back-up hose must be returned.*

39. In order to comply with regulations of U. S. Public Health Service, toilets in all cars on passenger trains must be locked at Stroudsburg and between Clarks Summit and Lehigh.

40. SLIDE DETECTOR FENCES—Roseville and Nicholson Tunnels.

Slide Detector Fence is located on the north side of Track 1 in cut west of Roseville Tunnel.

When rocks or slide material come in contact with fence, automatic signal 503, located 7100 feet east of fence, and automatic signal 520, located 690 feet west of fence will indicate "Stop and Proceed." (Rule 291)

Enginemen finding either of these signals displaying "Stop and Proceed" indication will be governed as per Rule 291. They will watch carefully for obstructions on or near their own and adjacent track and provide protection as may be necessary. Conditions observed must be reported to Train Dispatcher through first means of communication.

Slide Detector Fence is located over west portal of Nicholson Tunnel, 300 feet along north side of Track #1 and 180 feet along south side of track #2 in cut from west portal of tunnel.

When rocks or slide material come in contact with fence, eastward home signal located 1800 feet west of west portal of tunnel and westward home signal located 1850 feet east of east portal will indicate stop.

If stop indication is due to slide detector and permission is received from Train Dispatcher to proceed, engine and train crew must watch carefully for obstruction on or near their own track or adjacent track and provide protection as may be neces-

sary. Conditions observed must be reported to Train Dispatcher through first means of communication.

Oxford Furnace: Movement to Ore Mine

41. The following governs movements over track serving the Alan Wood Steel Co. at Oxford Furnace:

All movements from Oxford Furnace to the mines must be made with cars placed ahead of engine, backup hose with whistle attachment to be used on leading car, and man stationed on leading car.

From the mines to Oxford Furnace, engine must be ahead of cars.

Beginning at Oxford Furnace to the mines the following highway crossings are located in order named:

- | | |
|---------------------|------------------------|
| 1. Foundry crossing | 5. Jonestown Road |
| 2. State Highway | 6. Jonestown Hill Road |
| 3. Academy St. | 7. Mine Crossing |
| 4. Mine Hill | |

All trains and engines must stop 25 feet from the following crossings and flagmen sent ahead to protect:

On trip to mines, crossings 2, 3, 5 and 6.

On trip from mines, crossings 6, 5 and 2.

Speed over these crossings must not exceed six (6) miles per hour.

Switch at mines leading from empty track to loaded track must be left locked for loaded track.

Spur track switch leading from loaded track to spur track below the mine must be left open and locked to serve as derail.

Engine bell must be rung continuously while passing through operating territory at the mines.

Miscellaneous

42. Eastward trains releasing pushers at Elmhurst will cut off pusher east of Elmhurst Dam (spillway). When the pusher engine is to be returned to Scranton after cutting off it will operate into track 4 on signal indication at restricted speed and will be held on track 4, east of dwarf signal, under protection of switch and home signals, until route is lined and signal displayed for westward movement. General Instruction 31 governs.

43. Main Track No. 1 through Scranton passenger station restricted to passenger equipment and light engine movement unless authorized by the Superintendent.

44. West trains from Taylor New Yard, Taylor Old Yard or Hampton with pusher operating via Hyde Park Wye must use Track 4 from Hyde Park Wye to Cayuga.

45. Locomotive whistles must not be sounded in Scranton Yard, except in emergency and to prevent accidents.

46. Except where otherwise provided extra trains on the Scranton Division must clear Nos. 1, 2, 5 and 6 at least 10 minutes.

47. Engines 1800 class are restricted from all service except main line helper, freight and passenger service, unless otherwise authorized by superintendent.

When in such service must not be used for station switching except at:

1. Gravel Place—yard track eastbound side
2. Analomink—Track 3 to yard track
3. Tobyhanna Signal Depot

Keyser Valley Branch Main Tracks

48. All trains and engines operating over the Keyser Valley Branch will keep to the right as per Rule D-151.

49. (a) Trains and engines must not exceed a speed of 15 miles per hour on this Branch and must approach all crossovers and switches prepared to stop.

(b) Rule 99 applies to Keyser Valley Branch main tracks.

Independent Track

50. (a) The Hampton-Dodge Cut-off is an assigned Eastward track between Dodge's Crossovers and East end of Hampton Yard. Westward movements over this cut-off to be made only under the protection of Rule 99.

(b) Both eastward and westward movements between Dodge's Crossovers and Bridge 60 will be made under the authority of Yardmaster Bridge 60.

Bloomsburg Branch

52. Trains using tracks of the Reading Company at Bloomsburg must be fully protected.

Syracuse Branch

53. Syracuse—First track west of Passenger Station platform is known as main track No. 1, and will be lined for through movement.

The next track west is known as track No. 2 with crossovers at either end lined for through movement. This track may be used by southward freight trains to Adams Street crossover. Northward movements on this track may be made at "restricted" speed only on permission of yardmaster.

Handling Freight Trains on Heavy Grades

(See General Instructions 22-33)

54. (a) Crews of eastward freight trains stopping between Pocono Summit and Analomink for inspection must turn down retainers on cars with over-heated wheels. If a stop is to be made at Gravel Place, trains may continue to that point to turn down remainder of retainers.

(b) When eastward trains are stopped at Cayuga or Hyde Park Wye for yard engine to take cars from head end, a full service application of brakes will be made before road engine is detached.

Trainmen, before detaching engine, must know that air

brakes are applied on the train and that the yard engine is in position to move at once against the train. If for any reason the yard engine is not immediately coupled to the train, trainmen will either apply hand brakes or re-couple road engine to the train.

The yard crew, after coupling to train, will re-charge the train line and move the entire train to bring the cut just west of the Home Signal in order to minimize the blocking of Clover Street crossing. After checking to see that a full service application has set the brakes on the portion left standing they will remove the set-off and road crew will again take charge of the train.

To the above extent, this operation constitutes an exception to General Inst. 24.

Road and yard crew members will co-ordinate their efforts fully to insure safety and minimize delay.

Westward freight trains at Port Morris will make running brake test when temperature is below 20°.

55. Retainers—Diesel Power With Dynamic Brake Operating on All Units.

Eastward Trains Clarks Summit to Scranton or Hampton via Keyser Valley Branch

	3 Units or 2 Units		
	4 Units	1850 Class	2 Units
Trains may be handled at 25 m.p.h. without retainers when tonnage is less than	4,800	4,000	3,500
Turn up retainers on 2nd to 16th head cars consecutively when tonnage is over and speed 25 m.p.h.....	4,800	4,000	3,500
Solid trains of heavy commodities turn up retainers on all cars in train except on the first car and the last six when tonnage is over and speed 18 m.p.h.....	4,800	4,000	3,500

Eastward Trains Pocono Summit to Analomink

	3 Units or 2 Units		
	4 Units	1850 Class	2 Units
Trains with less than 30 cars of coal or other heavy commodities and less than 100 cars in train will be operated at 25 m.p.h. and without retainers where tonnage is...	Under 4,300 tons	Under 3,500 tons	Under 3,000 tons
Trains with less than 35 cars of coal or other heavy commodities and less than 100 cars in train will be operated at 25 m.p.h. and with retainers turned up on 2nd to 26th head cars consecutively, then alternately on next 20 cars (10 retainers) where tonnage is.....	Over 4,300 tons	Over 3,500 tons	Over 3,000 tons
Freight trains with more than 100 cars but less than 35 cars of coal or heavy commodities will be operated at 25 m.p.h. with all retainers turned up in forward half of train, except on first car, and alternate retainers on balance of train where tonnage is	Over 4,300 tons	Over 3,500 tons	Over 3,000 tons
Solid trains of heavy commodities or mixed trains with 35 or more cars of coal or heavy commodities (18 m.p.h.) turn up retainers on all cars in train, except on the first car and the last six when tonnage is..	Over 4,300 tons	Over 3,500 tons	Over 3,000 tons

Westward Trains Lehigh to Scranton

3 Units or
2 Units
4 Units 1850 Class 2 Units

Retainers are not required between Lehigh and Elmhurst.

Trains consisting of loads or mixed loads and empties, will stop at Elmhurst and turn up retainers on the 2nd to 16th head cars consecutively when tonnage is over	4,300	3,500	3,000
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Solid trains of heavy commodities (18 m.p.h.) will stop at Elmhurst and turn up retainers on all cars in train, except on the first car and last 6 cars when tonnage is over.....	4,300	3,500	3,000
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Trains consisting of more than 75 empties will stop at Elmhurst and turn up retainers on 2nd to 16th head cars consecutively regardless of tonnage or class of Diesel locomotives.

Retainers—Diesel Power Without Dynamic Brake or Diesel Power Without Dynamic Brake Operating on All Units

56. (a) CLARKS SUMMIT TO SCRANTON: ON trains consisting of more than 2,500 tons, turn up retainers on 25 consecutive cars after first car, and 10 retainers alternately on next 20 cars.

Heavy commodity trains with 18 M.P.H. speed limit, turn up retainers on each car, except the first and four rear cars.

Trains consisting of more than 75 empty cars, turn up retainers on 2nd to 16th head cars.

(b) CAYUGA JUNCTION TO HAMPTON (via K.V. Bch): On trains of more than 60 loaded cars, retainers required on 20 head cars, starting with second car.

(c) POCONO SUMMIT TO ANALOMINK: Freight trains with 25 M.P.H. speed limit, turn up retainer for each car in head half of train except head car, and alternate retainers on balance.

Trains with 18 M.P.H. speed limit, turn up retainer for each car, except head car and rear four cars.

On trains consisting of more than 75 empties, turn up 20 retainers on head end, starting at second car.

(d) LEHIGH TO SCRANTON: Manifest trains consisting of more than 2,500 tons will stop at Elmhurst and turn up retainers on second to sixteenth head cars, and five alternate on next ten.

Other than manifest trains may turn up retainers at Gouldsboro or Lehigh—25 and ten alternate.

On trains consisting of more than 75 empties or mixed trains of loads and empties when less than 10 loaded cars, turn up 20 retainers.

On trains consisting of loads and empties when more than 10 loads, turn up one retainer for each 125 tons.

Ore trains should have all retainers turned up. (Except first car.)

(e) APULIA-SYRACUSE: Freight trains, or trains of loads and empties mixed, up to 2,000 tons, when train consists of less than 15 cars of coal, may be handled on grades between Apulia and Syracuse without retainers.

On trains of loads and empties mixed, over 2,000 tons, with more than 15 and less than 30 cars of heavy commodities, turn up 15 consecutive retainers.

On trains consisting of all coal or more than 30 cars of coal in mixed trains, turn up 30 consecutive retainers on head end. (Except head car.)

(b) PARIS-CHADWICKS: Freight trains consisting of loads and empties mixed, turn up retainers on forward half of train except the first car. On trains of all loads, turn up retainers on all cars except the first car and the rear 4 cars.

Heavy commodities include coal, oil, ore, pig iron, grain, etc.

(g) BANGOR AND PORTLAND: Before starting down grades at Pen Argyl Junction, East Bangor and Hill Yard, service brake test must be made and conductor and engineman must know that retainers requested by engineman are turned up.

57. Operation of Three or More Tracks:

Where two or more main tracks are provided the westward main is designated No. 1 track and the eastward main No. 2 track. Additional tracks are numbered therefrom.

- (a) No. 3 track, westward
 Stroudsburg to Analomink
 Mount Pocono to Pocono Summit
 Cayuga to Clarks Summit (adjacent to eastward main track) reversible
- (b) No. 4 track, eastward
 Dalton to Clarks Summit
 Gravel Place to Stroudsburg
- (c) No. 1 track, reversible M.P. 132.2 to Elmhurst
 No. 4 track, reversible Scranton to Cayuga
 Rules D-261 to D-264, inclusive, govern.
- (d) Track 1 reversible Mile Post 46.4 Port Morris Junction to Mile Post 48.25 (start of single track)
 Track 2 reversible Mile Post 48.25 (end of single track) to Mile Post 46.4 Port Morris Junction
 Track 4 reversible Mile Post 46.4 Port Morris Junction to Mile Post 46.9 (Port Morris Junction remote switch).

58. Speed Restrictions

Enginemen will check speedometer on locomotive at first opportunity and if speedometer is found to be inaccurate, will operate to comply with speed restrictions, taking into consideration the speedometer variation. Speedometer inaccuracy, as found, will be reported on completion of trip.

Except as further restricted or permitted trains and locomotives must not exceed following speeds on main line and branches:

	Miles Per Hour
A—Passenger Service, (All Passenger Equipment provided power limitations do not require lower speed)	70

Exceptions:

- Diesel Power handling MU Motor cars..... 65
 Note: This does not apply to non-motor MU cars (Trailers).

	Miles Per Hour
B—Freight Trains (Provided power limitations do not require lower speed)	50

Exceptions:

1. NE-4, Between East Binghamton and Port Morris.. 60
 - (a) With the following restricted from this train.
 - (1) All cars loaded above 60 net tons.
 - (2) Open top cars with loading extending above the top of car sides.
 - (3) Loaded flat cars (excluding piggy backs).
 - (4) Coal, ore and related heavy commodities.
2. Train limitations
 - (a) Trains handling loaded DL&W dump cars series 95750-95784, 97000-97031 and 97050-97053, incl.. 40
 - (b) Trains handling ore 40
 - (c) Relief trains handling wrecking derricks:
 - On Main Line Port Morris to East Binghamton:
 - On Straight Track..... 40
 - On Curves..... 30
 - On Syracuse Branch, Old Road, Bloomsburg Branch, and Utica Branch:
 - On Straight Track..... 30
 - On Curves..... 25
 - On Bangor and Portland Branch:
 - On Straight Track..... 25
 - On Curves..... 20
 - (d) Work and other trains handling snow plows (in service), locomotive cranes and flangers..... 40

Exception: Snow plow in service over highway crossing, or when being pulled backwards in snow 10
 - (e) Trains handling scale test cars, and snow plows (when pulled with Johnson bar coupler or moved backwards in trains)..... 30

Note: Conductors of trains handling cars under the above restrictions are responsible to know that the engineer has been properly notified.

C—Power Limitations

1. 809-863 70
2. 900-1140, 1153-1935, 6011-6362, 6511-6542, 6551-8454, 65 65
3. 1150-1152 60
4. 302-321, 349-665 40
5. 322-325 35
6. 51-53 30

Note: Power limitation as shown above applies when operated with train or towed in train unless otherwise instructed.

Exceptions:

1. B units 8412, 8422, 8432, 8442 and 8452 may be operated at 68 MPH when coupled with P-E-22 locomotives (809-833) in passenger service.
2. Engines 51-53, 302-665 when operating as a single unit running light 25
3. All classes of road engines including road switchers when operating as a single unit running light..... 35
4. When light movements are made with multiple unit diesel locomotives equipped with double end control the locomotive must be operated from the end in the direction that the movement is being made.

Miles
Per Hour

D—Diesel locomotive with dynamic brake inoperative or not equipped on heavy descending grades: 30
 Pocono Summit to Analomink
 Lehigh to Scranton
 Clarks Summit to Scranton
 Apulia to Syracuse
 Paris to Chadwicks

E—Engines running backward, with or without cars:.... 30
 The only time a diesel can be considered as operating backward is when a multiple unit road diesel is operating with a blind unit or blind end ahead.

F—Engines shoving cars..... 20

G—Unequipped switch locomotives on main tracks in cab signal and automatic train stop territories must be operated at a speed which will permit stopping short of another train or obstruction, but not to exceed 20

H—Other passenger and freight restrictions:

1. Trains proceeding through sidings (Subject to Rule 105) 15

2. Trains crossing from one track to another, entering or leaving main tracks or sidings, or taking diverging routes other than those controlled by interlocking signals or specifically provided for in Other Instructions. 15

3. Spring Switches. For trains passing over trailing or facing point spring switches, set in normal position on main track, protected by automatic signals and where spring points do not move, speed is governed by permissible speed of that location. All operations through spring switches that move the points must be at a speed not to exceed, UNLESS OTHERWISE SPECIFIED IN OTHER INSTRUCTIONS 15

MAIN LINE, PORT MORRIS JCT - WASHINGTON TO EAST BINGHAMTON

All Trains, Tracks 3 and 4..... 30

All Eastward Trains using track No. 1 between points 700 feet east of East End Tower (M.P. 132.50) to Elmhurst crossover, (M.P. 122.96)..... 40

Passenger Train Exceptions:

(1) Train #44 between Pocono Summit and Analomink 50

(2) Lehigh to Moscow (use not less than 6 mins.) . 60
 Moscow to Nay Aug (use not less than 9 mins.) 50
 Nay Aug to Scranton (use not less than 11 mins.) 40

Freight Trains:

Pocono Summit to Analomink..... 25

Solid trains of coal or heavy commodities or mixed trains with 35 or more cars of coal or heavy commodities 18

Lehigh to Nay Aug..... 40

Trains with heavy commodities..... 30

Nay Aug to Scranton..... 25

Heavy commodity trains 18

Clarks Summit to Scranton..... 25

Heavy commodity trains 18

MAIN LINE, PORT MORRIS JCT-WASHINGTON- EAST BINGHAMTON

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Trains entering Track No. 4 at Remote Control Switch (on "clear medium signal")	47.0		30
West Port Morris— Clear medium signal, over turnout to single track			45
Greendell— All entering and leaving points connected with Greendell passing sidings on clear medium			30
Delaware River— 1st curve west of Bridge.....	73.2	73.5	55
Slateford Jct.—Curve.....	74.1	74.3	60
1st curve west of.....	74.4	74.9	60
2nd curve west of.....	74.9	75.0	60
When operating from siding to single track, West of Slateford Jct.....	75.1		
Red over flashing yellow, medium approach, Rule 286.....		....
Red over green, clear medium, Rule 283. 3rd curve west of.....	75.2	75.3	50
Point of Gap curve.....	75.4	75.7	40
2nd curve west of.....	75.8	75.9	50
3rd curve west of.....	75.9	76.2	50
4th curve west of.....	76.3	76.5	55
5th curve west of.....	76.6	76.9	55
6th curve west of.....	77.0	77.1	60
Water Gap— 1st curve west of.....	77.3	77.5	60
Tinkertown curve	78.3	78.6	30
Bells Bridge curve.....	78.7	78.8	30
Track 2 to C.T.C. west of Bells Bridge On "Clear-Medium" signal.....	78.8		30
2nd curve west of Bells Bridge.....	78.9	79.2	35
Slide curve	79.2	79.5	45
Power Dam curve	79.9	80.2	{45 Track 1 50 Track 2
1st curve west of.....	80.5	80.6	{45 Track 1 50 Track 2
Forge Cut curve.....	80.6	80.9	40
Stroudsburg— Westward trains entering Track 3 east of station			20
Passenger station			{40 Track 1 30 Track 2
1st curve west of.....	82.0	82.1	40 Tracks 1-2
2nd curve west of.....	82.2	82.3	{40 Track 1 45 Track 2
Milford Crossing curve.....	82.4	82.5	{45 Track 1 60 Track 2
Gravel Place— From Track 2 to Track 4 (Clear Medium)			30
Analomink— From Track 3 to Track 1 (Clear Medium)			20
Analomink curve	85.8	86.1	55 Tracks 1-2

MAIN LINE, PORT MORRIS JCT-WASHINGTON-
EAST BINGHAMTON

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Analomink—Continued			
2nd curve west of.....	86.3	86.9	{55 Track 1 60 Track 2
High Bridge—Curve	87.2	87.5	{55 Track 1 60 Track 2
2nd curve west of.....	87.5	87.6	{55 Track 1 60 Track 2
3rd curve west of.....	87.9	88.0	{55 Track 1 60 Track 2
4th curve west of.....	88.5	88.7	{50 Track 1 60 Track 2
5th curve west of.....	88.9	89.0	{50 Track 1 55 Track 2
Henryville—			
Curve at station.....	89.0	89.3	{50 Track 1 55 Track 2
1st curve west of.....	89.3	89.5	{50 Track 1 55 Track 2
2nd curve west of.....	89.7	89.8	50 Tracks 1-2
3rd curve west of.....	90.3	90.4	{50 Track 1 60 Track 2
West Henryville—			
1st curve west of.....	91.4	91.6	50
2nd curve west of.....	91.7	91.9	45
3rd curve west of.....	92.0	92.3	{45 Track 1 50 Track 2
4th curve west of.....	92.5	93.0	{45 Track 1 50 Track 2
5th curve west of.....	93.1	93.6	45
6th curve west of.....	93.9	94.1	45
Cresco—			
Curve at station.....	94.2	94.7	{35 Track 1 40 Track 2
1st curve west of.....	96.8	96.9	{45 Track 1 55 Track 2
Devils Hole curve	97.2	97.4	{45 Track 1 50 Track 2
1st curve west of.....	97.4	97.6	{45 Track 1 50 Track 2
2nd curve west of.....	97.8	98.2	{45 Track 1 50 Track 2
3rd curve west of.....	98.2	98.5	{45 Track 1 45
Paradise Cut curve	98.7	99.1	35
1st curve west of.....	99.1	99.2	40
2nd curve west of.....	99.2	99.3	{40 Track 1 45 Track 2
3rd curve west of.....	99.4	99.7	45
4th curve west of.....	99.8	100.0	45
5th curve west of.....	100.0	100.2	{45 Track 1 50 Track 2
Mt. Pocono			
Track 1 to Track 3 (Clear Medium)....			30
1st curve west of.....	100.4	100.6	{45 Track 1 50 Track 2
Mammy Heaters curve	101.8	102.2	{45 Track 1 50 Track 2
Pocono Summit—			
From Track 3 to Track 1 (Clear Medium)			30
Steam Shovel curve.....	106.4	106.7	{60 Track 1 65 Track 2
Cross Keys curve.....	108.8	109.1	60

MAIN LINE, PORT MORRIS JCT-WASHINGTON-
EAST BINGHAMTON

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Lehigh Summit—			
Lehigh Cut curve.....	114.7	115.3	55 Track 2
2nd curve west of.....	115.9	116.3	50 Track 2
3rd curve west of.....	116.8	117.2	50 Track 2
4th curve west of.....	118.6	118.7	50 Track 2
5th curve west of.....	119.3	119.4	50 Track 2
6th curve west of.....	119.6	119.9	50 Track 2
7th curve west of.....	120.1	120.3	{55 Track 1 50 Track 2
Moscow—			
Curve at station.....	120.4	120.6	50 Track 2
1st curve west of.....	121.0	121.1	50 Track 2
2nd curve west of.....	121.6	121.7	50 Track 2
3rd curve west of.....	121.9	122.1	50 Track 2
Gardners Cut curve	122.2	122.3	50 Track 2
1st curve west of.....	122.5	122.7	50 Track 2
Elmhurst—			
Remote control crossover, Track 1 to Track 2, Clear Medium.....	122.96	.....	30
1st curve west of.....	123.1	123.3	50 Track 2
2nd curve west of.....	123.8	123.9	50 Track 2
3rd curve west of.....	124.2	124.4	50 Track 2
4th curve west of.....	124.8	125.4	50 Track 2
5th curve west of.....	125.7	125.9	50 Track 2
6th curve west of.....	125.9	126.5	45 Tracks 1-2
7th curve west of.....	126.7	126.9	45 Tracks 1-2
8th curve west of.....	126.9	127.0	45 Tracks 1-2
9th curve west of.....	127.1	127.5	40 Tracks 1-2
10th curve west of.....	127.5	127.6	45 Tracks 1-2
Nay Aug—			
1st curve west of.....	127.8	127.9	45 Track 2
2nd curve west of.....	128.0	128.2	40 Track 2
3rd curve west of.....	128.2	128.3	40 Track 2
4th curve west of.....	128.5	128.6	40 Track 2
5th curve west of.....	128.6	128.8	40 Track 2
6th curve west of.....	128.9	129.0	40 Track 2
Nay Aug Breaker curve			
1st curve west of.....	129.9	130.2	40 Track 2
2nd curve west of.....	130.4	130.5	40 Track 2
Banker Hill curve			
	130.5	130.7	40 Track 2
No. 6 Junction curve			
1st curve west of.....	131.5	131.6	30 Tracks 1-2
Nay Aug Tunnel—			
First class trains and passenger extras....			30
Other trains			20
1st curve west of.....	131.9	132.0	30 Tracks 1-2
2nd curve west of.....	132.0	132.5	35 Track 2
3rd curve west of.....	132.6	132.7	35 Track 2
4th curve west of.....	133.0	133.2	25 Tracks 1-2

MAIN LINE, PORT MORRIS JCT-WASHINGTON-
 EAST BINGHAMTON

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Scranton—			
Movement over No. 19 crossover 400 feet east of passenger station.....			10
Westbound trains using No. 1 track under train-shed			10
1st curve west of station.....	133.2	133.4	25 Tracks 1-2
Bridge 60, main tracks.....			25
2nd curve west of.....	134.3	134.4	{40 Track 1 50 Track 2
3rd curve west of.....	134.5	134.8	{45 Track 1 50 Track 2
4th curve west of.....	134.8	135.3	{45 Track 1 50 Track 2
5th curve west of.....	135.5	135.9	{45 Track 1 50 Track 2
Cayuga to Clark Summit.....	136.7	140.6	20 Track 3
Cayuga—			
Through switch at Keyser Valley Branch Jct.			15 Track 4
Curve at Tower.....	136.1	136.5	{45 Track 1 40 Track 2
1st curve west of.....	136.6	136.7	{45 Track 1 50 Track 2
2nd curve west of.....	136.8	137.0	{45 Track 1 50 Track 2
Luzerne Cut curve.....	137.0	137.4	45 Tracks 1-2
4th curve west of.....	137.4	137.5	45 Tracks 1-2
5th curve west of.....	137.7	137.8	{45 Track 1 50 Track 2
6th curve west of.....	137.9	138.3	{45 Track 1 50 Track 2
7th curve west of.....	138.4	138.5	{45 Track 1 50 Track 2
8th curve west of.....	138.5	138.6	{45 Track 1 50 Track 2
9th curve west of.....	138.8	138.9	{45 Track 1 50 Track 2
10th curve west of.....	139.1	139.3	{45 Track 1 55 Track 2
11th curve west of.....	140.3	140.4	60 Track 1
Clarks Summit—			
Track 4 to Track 2 (Clear Medium)....			20
2nd curve west of.....	142.2	142.5	65 Track 2
Glenburn—			
1st curve west of.....	143.3	143.6	65 Track 2
Dalton—			
Track 2 to Track 4 (Clear Medium)....			20
1st curve west of.....	144.7	145.2	65 Track 2
2nd curve west of.....	146.7	147.0	65 Track 2
Factoryville—			
1st curve west of.....	148.3	148.5	60 Track 2
Nicholson Tunnel—			
All trains			45
1st curve west of.....	149.7	150.5	60
2nd curve west of.....	151.3	151.6	{60 Track 1 65 Track 2

 MAIN LINE, PORT MORRIS JCT-WASHINGTON-
 EAST BINGHAMTON

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Nicholson—			
Curve at station.....	152.1	152.3	{60 Track 1 65 Track 2
1st curve west of.....	152.4	152.6	65
2nd curve west of.....	152.7	153.2	65
3rd curve west of.....	153.5	153.9	65
Nicholson-Foster, Old Line.....			20
Alford—			
1st curve west of.....	165.6	165.7	65
2nd curve west of.....	165.8	166.1	65
3rd curve west of.....	166.2	166.5	65
4th curve west of.....	166.9	167.3	65
5th curve west of.....	167.5	167.8	65
6th curve west of.....	167.9	168.1	65
New Milford—			
Skinner's Cut curve.....	174.9	175.1	65 Track 2
Conklin Center—			
Conklin Center curve.....	185.5	185.7	65
Old Road—Washington to Slateford Jct.			30
Oxford Tunnel—			
Curve east end of Oxford Tunnel.....	69.5	69.6	20
Through Oxford Tunnel—All trains...			15
1st curve west of.....	70.2	70.3	20
2nd curve west of.....	70.3	70.4	20
3rd curve west of.....	70.4	70.5	30
Oxford Furnace—			
Pequest River—	74.0		
Buttville—			
Bridgeville—			
Manunka Chunk—			
Curve at east end Manunka Chunk Tunnel	77.1	77.2	20
Through Manunka Chunk Tunnel—All trains			15
Curve at west end of Manunka Chunk Tunnel	77.3	77.4	20
2nd curve west of.....	77.4	77.5	20
Portland—			
Between "End of Highway Circuit Sign" and crossing 100 feet west of Station			10

BANGOR AND PORTLAND BRANCH

Location	Mile Post		Speed Restricted To Miles Per Hour
	From	To	
Bangor and Portland Branch.....			40
Portland Wye East Leg.....			25
1st curve west of.....	82.6	82.8	25
2nd curve west of.....	82.8	83.0	35
Mt. Bethel—			
1st curve west of.....	84.5	84.6	30
2nd curve west of.....	84.6	84.7	30
Taylor Crossing MP 84.73.....			10
Lohman Crossing MP 85.82.....			10
Stier—			
3rd curve west of.....	87.5	87.7	30
East Bangor—			
1st curve west of.....	88.3	88.4	30
5th curve west of.....	88.9	89.1	30
6th curve west of.....	89.2	89.3	30
7th curve west of.....	89.3	89.5	35
8th curve west of.....	89.5	89.6	30
Bangor—			
Washington St. and South Main St. Crossings.....			6
1st curve west of.....	89.6	89.7	30
2nd curve west of.....	89.8	90.0	25
3rd curve west of.....	90.0	90.1	30
Martins Creek Jct.—			
Curve through Martins Creek Jct.....	92.3	92.5	15
2nd curve west of.....	93.7	94.0	35
4th curve west of.....	94.3	94.4	30
Pen Argyl Jct.—			
Curve through Pen Argyl Jct.....	96.5	96.8	30
1st curve west of.....	96.8	96.9	25
Edelman—			
6th curve west of.....	102.9	103.1	30
Hercules Jct.—			
2nd curve east of Nazareth.....	106.3	106.5	35
Rock Cut, 0.2 mile east of Nazareth....	106.5		10
1st curve east of Nazareth.....	106.6	106.7	35
Nazareth—			
Main Street Crossing at west end of Station.....			8
1st curve west of.....	106.8	106.9	25
2nd curve west of.....	106.9	107.0	35
3rd curve west of.....	107.2	107.3	30
Dexter Hill Crossing.....			20
Bath Jct.—			
Road Crossing over N&B tracks west of Station.....			15
Martins Creek Jct. to Martins Creek....	92.4	96.1	30
Martins Creek—			
Trains handling loaded cars of 140,000 pounds capacity, over bridge 94.75, 1.33 miles east of station.....	94.75		15
Pennsylvania R. R. bridge over Delaware River.....	96.63	96.74	20

BLOOMSBURG BRANCH

Miles Per Hour

Between Scranton and Northumberland—freight and passenger trains.....	35
<i>Exceptions</i> —Between Bridge 60 and Scranton St. Crossing.....	10
Between Taylor and Kingston.....	25
KEYSER VALLEY BRANCH.....	15
<i>Exceptions:</i>	
From east end of Hampton Yard to Taylor Tank..	10
Hampton-Dodge's Cut-off.....	10

BLOOMSBURG BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
SCRANTON—BRIDGE 60			
All tracks Hyde Park Wye to Eynon Street Viaduct.....	134.0	134.8	25
4th curve west of.....	135.6	135.9	30
5th curve west of.....		135.9	30 Track 1
Taylor—			
Curve at station.....	136.7	137.1	{25 Track 1 30 Track 2
Old Forge Station to Everhart's Crossing.....	140.0	142.25	15
Pittston Junction—			
Susquehanna Avenue to West Pittston..			15
Wyoming—8th Street to Swetland Lane.....			25
Kingston—Union Street Crossing.....	149.7	149.9	10
Division St. Crossing.....	150.1		15
Main Street crossing.....			10
9th curve west of.....	152.8	152.9	35
Plymouth, Ferry St.....	153.2	153.5	15
Plymouth station to Flat Road crossing, Track 1.....			30
Hanover Yard office to Flat Road Crossing, Track 2.....			30
Hanover-Newport Branch			
Over br. 155.85-156.51, Engines—901 and 951 class.....			15
Hanover Yard—			
Track one to single track.....			25
Eastward, single track to track 2.....			Restricted
West Nanticoke—			
Slide curve.....	159.6	159.9	20
Bloomsburg—			
Between Locust Street, 0.75 mile east of station, and crossing west of Reading Co.'s enginehouse 0.3 mile west of station.....			10
Danville—			
Between Beaver Road 2100 feet east of station and Mill St.....			20
Mill Street crossing.....			Stop
Mill Street crossing ¼ mile west of....			10

SYRACUSE BRANCH

	Miles Per Hour
Passenger and Freight Trains	
Between Binghamton and Syracuse	45
Between Syracuse and Oswego	30

Exceptions:

Apulia to north end of double track at Brighton Ave., Syracuse:	
Freight trains	35
Freight trains handling 15 or more cars of heavy commodities	25

SYRACUSE BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Binghamton—			
BD Interlocking, East leg of Y, entering and leaving main tracks.....			15
Erie R. R. crossing.....			15
D. & H. crossing north of station.....			15
"YO" Yard—			
Track 1, "YO" Yard Office to Bevier Street			30
Port Dickinson—			
Track #1 to single track (clear medium)			30
Chenango Forks—			
Curve at station.....	202.7	203.0	25
At Junction, on clear-medium signal.....			25
At Junction, on medium-approach signal.....			25
Cortland—			
Within city limits, L. V. crossing.....			20
Homer—			
Southward, Single track to track 2.....			Restricted
Northward, Track 1 to Single track.....			25
Onativia, Main Track	254.8	255.6	25
Jamesville—			
Southward, Track 2 to Single Track.....			25
Northward, Single track to track 1.....			Restricted
Syracuse—			
Southbound entering Track No. 2, Brighton Avenue			25
Northward, M.P. 267.99 to M.P. 268.70, Brighton Avenue			20
Adams Street crossover to southbound signal #2698			30
Adams Street crossover to Fayette Street			15
Approaching and passing through Magnolia St. Interlocking			20
Through N. Y. C. Tunnel.....			20
All movements over bridges 272.17 and 272.62, north of station.....			15
Salt Land Spur.....			10
Geddes—Stiles Crossing	278.1		10
Walters Road Crossing	278.3		10

SYRACUSE BRANCH—Continued

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Baldwinsville—			
East Genesee Street crossing.....			10
East Oneida St.	283.27		10
Smoky Hollow Road	284.98		10
Kellogg Road	286.00		10
Lysander Road	287.68		10
Fulton—			
North and South of Hannibal Street	295.0	296.0	15
Oswego—			
Erie Street crossing			Stop
Between Erie Street crossing and station, also through tunnel Water Street and Lake Front			15
All northward trains must STOP before proceeding over Ninth Street crossing.			

UTICA BRANCH

	Miles Per Hour
Passenger & freight trains.....	40
Paris to Chadwicks northward:	
Freight trains	30
Freight trains, handling more than 15 cars of heavy commodities	20
Chadwicks to New Hartford, freight trains	35
Freight trains handling more than 15 cars of heavy commodities	25

UTICA BRANCH—Continued

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Chenango Forks— 1st curve north of.....	202.9	203.1	35
Norwich— Within city limits.....			20
Waterville— White Street crossing.....			10
Putman Street crossing—Northbound trains.....			25
New Hartford— Genesee Street crossing, from end of highway circuit over crossing in either direction.....			8
New York Central R. R. crossing. Approaching home signals and over crossing. All trains.....			20
Utica— Over streets in the City of Utica as follows: { Seward Avenue Thorn to Oriskany Sts, both inclusive. Washington Street.....			8
Richfield Springs Branch— All trains.....			30
All trains and engines, approaching and passing bridges 280.51, 281.67 and 294.75.....			20
Derricks 95915 and 95916, over all bridges.....			10
Bridgewater— Stop sign, 250 ft. south of station, protecting highway crossing U. S. Route 20, all northward trains before proceeding over crossing.....			Stop
All trains, between highway circuit signs, same crossing.....			20
All trains over crossing State Route 51, MP283.96.....			5
Gano's crossing, south of Richfield Springs.....			Stop

Clearance Stations

59. When operator is on duty trains will not leave the following stations without Clearance Form A:

- East Binghamton Yard (S & U trains only).
- Syracuse.
- Utica.

60. Location of Bulletin Boards, Standard Clocks, Watch and Train Registers as Indicated by "X".

	Bulletin Boards	Standard Clocks	Train Registers See note	Red Bulletin Watch Comparison Registers
Bangor—Dispatchers Office.....		X	X	
Engine House.....	X	X		X
Martins Creek Jct.—Staff Cabin Martins Creek Branch Trains only			X	
Hercules Jct.—Telephone Cabin Hercules Branch Train only....			X	
Portland—Yard Office. (Washington Line Trains).....			X	
Stroudsburg Tower.....	X	X	X	
Scranton, Yard Office, all freight trains.....	X	X	X	X
Scranton, Passenger Station, all passenger trains.....	X	X	X	X
Scranton, Dispatchers Office.....		X		
Scranton, Enginehouse.....	X	X		X
Kingston, Yard Office.....	X	X	X	X
Hanover Yard.....			X	
Binghamton Station, all passenger trains.....	X	X	X	X
Binghamton, Enginehouse.....	X	X		X
East Binghamton Yard, Trains originating at East Binghamton....	X	X	X	X
Cortland.....	X			X
Syracuse Yard Office, all trains..	X	X		X
Syracuse, Magnolia Street.....	X	X	X	X
Syracuse, Enginehouse.....	X	X		X
Oswego Yard Office.....	X			
Richfield Junction.....			X	
Utica Yard Office.....	X	X	X	X
Utica Enginehouse.....	X	X		X

NOTE—Trains not stopping at register stations must be registered by operator or towerman.

NOTE—Former Erie Special Order Books are Located at Scranton Passenger Station, Yard Office and Engineer Board Room.

61. Train Order Offices and Interlocking Towers Not Open Twenty-four Hours Daily

Station	Monday to Friday	Saturdays, Sundays and Holidays
MAIN LINE		
Blairstown	8:30 A.M.-12:10 P.M. 12:40 P.M.- 5:00 P.M.	Closed
Portland Washington Line.	8:00 A.M.-12:00 Noon 12:20 P.M.- 4:00 P.M. 10:45 P.M.- 2:15 A.M. 2:35 A.M.- 6:45 A.M.	Closed Sat.-Same as M. to F. Closed Sun. and Hol.
Nazareth (B&P) ..	8:00 A.M.-12:30 P.M. 12:50 P.M.- 4:00 P.M. 5:00 P.M.- 8:30 P.M. 8:50 P.M.- 1:00 A.M.	Sat.-Same as M. to F. Closed Sun. and Hol. Closed
Cresco	10:00 A.M.- 2:00 P.M. 2:20 P.M.- 6:00 P.M. 3:00 P.M.- 6:30 P.M. 6:50 P.M.-11:00 P.M.	Same as Mon. to Fri. Closed
Pocono Summit ...	11:00 A.M.- 2:30 P.M. 3:30 P.M.- 8:00 P.M.	Closed
Tobyhanna	7:30 A.M.-11:15 A.M. 11:45 A.M.- 4:00 P.M.	Closed
Moscow	7:00 A.M.-10:00 A.M. 10:30 A.M.- 3:30 P.M.	Closed
Nicholson	8:00 A.M.-11:00 A.M. 12:00 Noon- 5:00 P.M.	Closed
Foster	8:00 A.M.-11:30 A.M. 12:30 P.M.- 5:00 P.M.	Closed
New Milford	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Hallstead	8:00 A.M.-11:30 A.M. 12:30 P.M.- 5:00 P.M.	Closed
BLOOMSBURG BRANCH		
Old Forge	8:00 A.M.-11:00 A.M. 12:00 Noon- 5:00 P.M.	Closed
West Pittston	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Wyoming	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Plymouth	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Shickshinny	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
Bloomsburg	8:00 A.M.-11:45 A.M. 12:45 P.M.- 5:00 P.M.	Closed
Danville	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed

Station	Monday to Friday	Saturdays, Sundays and Holidays
SYRACUSE BRANCH		
Whitney Point	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Marathon	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Cortland	8:00 A.M.-12:00 Noon 12:20 P.M.- 4:00 P.M. 12:00 Mid- 3:30 A.M. 3:50 A.M.- 8:00 A.M.	Closed Closed
Tully	7:30 A.M.-11:15 A.M. 12:15 P.M.- 4:30 P.M.	Closed
Jamesville	7:45 A.M.-12:00 Noon 12:20 P.M.- 3:45 P.M. 3:45 P.M.- 8:15 P.M. 8:35 P.M.-11:45 P.M.	Sat.-Same as M. to F. Closed Sun. and Hol. Closed
Baldwinsville	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Fulton	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	Closed
UTICA BRANCH		
Greene	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Oxford	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Norwich	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Sherburne	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Waterville	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
West Winfield	7:30 A.M.-11:30 A.M. 12:30 P.M.- 4:30 P.M.	Closed
Richfield Springs ..	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Clayville	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	Closed
Utica	6:00 A.M.-10:00 A.M. 10:20 A.M.- 2:00 P.M. 2:45 P.M.- 6:45 P.M. 7:05 P.M.-10:45 P.M.	Closed Closed

62. Designated Points for Train Inspection Under Rule 101 (a).

Station or Tower	Station or Tower
Blairstown	Hallstead
Stroudsburg	Bloomsburg
Cresco	Whitney Point
Tobyhanna	Cortland
Moscow	Jamesville
Foster	Norwich
New Milford	Waterville

Signals

63. (a) **Automatic Block Signals:** Rule 509 (d) governing main tracks in use between:

MAIN LINE—Port Morris Jct-Washington to BD-Interlocking-Binghamton.

Washington Line**Portland to Slateford Jct.**

Bangor and Portland {Portland Wye (Rule 509 (g)) (f)}
 Branch at {Bangor Shops (Rule 509 (g)) (f)}

BLOOMSBURG BRANCH—Scranton and West Pittston M.P. 143.5.

Independent track from Dodge's Crossovers to Scranton St.

SYRACUSE BRANCH:

Binghamton and Bevier St.

(b) **Absolute Permissive Block System** (Rules 509(f) and 509(g)) in use between:

Washington Line—Portland to Slateford Jct.

Syracuse Branch—Brighton Ave. to West Adams St.

(c) **Preliminary Overlap Block System** (Rule 509 (h)) is in use between:

SYRACUSE BRANCH:

Syracuse: West Adams St. and West Fayette Street.

Geddes Street and point 0.6 miles North of Fair Grounds.

Telephone Train Order Signals

(d) **New Milford**—East of station on signal 170.3 track 1, west of station on signal 172.2 track 2.

(e) **Gouldsboro**—150 feet east of station track 1.

Centralized Traffic Control

64. (a) Centralized traffic control is in effect on single track between Mile Post 78.8, west of Bell's Bridge, and M.P. 48.0 at West Port Morris Junction, Port Dickinson and Chenango Forks. (See Rules 265-278 inclusive.)

(b) Passing sidings known as East Greendell and West Greendell are designated as Centralized Traffic Control (CTC) territory. Movements of trains will be governed by block signal indication with maximum permissible speed of 30 MPH. Trains must be protected in accordance with Rule 99, Rules of the Operating Department.

Enginemen recalling flagmen on passing sidings at Greendell will use signals prescribed by Rule 14(R) and (S).

Train Operation, Washington Line.

65. (a) Not more than one (1) train is permitted to occupy the track at one time between M.P. 67.3, west of Washington, and M.P. 81.2, east of Portland.

(b) Train Dispatchers permission must be obtained before adjusting switch for movement from Washington Line to Siding at Slateford Jct.

Train Operation by Signal Indication.

66. Eastward extra trains between Binghamton and New Milford and between Scranton and Elmhurst; and westward extra trains between Scranton and Clarks Summit, running with the current of traffic, will be governed by Rules D-251 to D-254, inclusive.

67. **Automatic Cab Signals** are in operation between Scranton Passenger Station and BD-Interlocking-Binghamton. (See Rules 540 (a) to 540 (m) inc.)

68. **Drag Detector Indicators.** 1. Eastward main track No. 2 west of West Henryville at MP 92.25; 2. Westward main

track No. 1 west of La Plume at MP 147.25; 3. Eastward main track No. 2 east of Foster at MP 153.16; 4. Westward main track No. 1 west of Conklin MP 184.45. When indicator is illuminated, the letter "D" is shown to indicate that train should be stopped and inspected to locate dragging equipment. (Rule 295.)

Trainman should notify dispatcher and extinguish light in drag detector indicator so that following trains will not be detained.

Telephone connected to dispatcher's circuit is located in a booth at the signals. Drag Detector "cut-out" switch is located in control box marked "Z" adjacent to signal.

Dual Control Switches (See Rules 551, 552 and 553)

69. Remote control switches are located as follows:

Switch at junction of tracks 1 and 2 west of Port Morris Junction Mile Post 48.2 controlled from Port Morris interlocking tower.

Switch at junction single track and siding east of Greendell Mile Post 56.1 controlled from Port Morris interlocking tower.

Crossovers at Greendell Mile Post 57.6 to 57.8 controlled from Port Morris interlocking tower.

Switch from main track to siding west of Greendell, Mile Post 59.1, controlled from Pt. Morris interlocking tower.

Switch at Junction of siding and main east of Slateford, Mile Post 72.2, controlled from Pt. Morris interlocking tower.

Switch at Junction of siding and main, west of Slateford Junction, Mile Post 75.1 controlled from Stroudsburg interlocking tower.

Switch at junction of tracks 1 and 2 west of Bell's bridge, Mile Post 78.8, controlled from Stroudsburg Interlocking Tower.

Stroudsburg—East end No. 3 track, (MP 81.50) controlled from Stroudsburg interlocking station.

Gravel Place—West end No. 4 track (MP 84.50) controlled from Stroudsburg interlocking station.

Mount Pocono—East end of No. 3 track west of station, controlled from Train Dispatcher's Office, Scranton.

Tobyhanna—Trailing point crossover between track 1 and track 2 and pull out switch, track 4 to track 2, controlled from Train Dispatcher's Office, Scranton.

Elmhurst—Trailing point crossover between track 1 and track 2 and pull in switch track 2 to track 4 controlled from Train Dispatcher's Office, Scranton.

Pittston Junction—Switch leading from single track to double track east of Lehigh Valley Crossing, controlled from Lehigh Valley Tower at Coxtan.

Cayuga—Crossover switches from Track 2 to Track 4, Track 2 to Track 1, Track 4 to Keyser Valley Main and Divider Switch controlled from Br.-60 interlocking station, Scranton.

Dalton—West end No. 4 track, 300 feet west of station (MP 144.10), controlled from Train Dispatcher's Office, Scranton.

Port Dickinson—C. T. C.

End of double track.

Chenango Forks—C. T. C.

South End of siding.

North End of siding.

Divider switch, between S&U Branches.

70. (a) **Electrically Locked Hand-Operated Switches Remotely Controlled.** (See Rules 555-556)

Scranton—

Bridge 60
Boiler Plant Switch.
Repair Track—Derail, Yard Track 1.
Finches Foundry Track.
Industrial side Track.
Sanker and Williams Switch.
#8 Switch—Repair Track.

Port Dickinson

Port Dickinson Coal switch.

Hillcrest

Clay Equipment Products Corp. switch

Link Inc. switch.

Air Force Medical Depot switch.

Chenango Bridge—

Gravel Bed.

East Switch.

West Switch.

Chenango Forks—

South End of West Switch.

(b) **Electrically Locked Hand Operated Switches Automatically Controlled.** (See Rules 555-556)

Greendell—turnout to station track.

Blairstown—turnout to station track.

Tinkertown—turnout to serve Paper Mill Company.

Gravel Place—

Crossover switches between tracks 1 and 2, 4 and 2, and 1 and 3, approximately 150 feet West of Gravel Place Tower, also B. K. Williams side track off track 4, the switch and derail.

West Henryville—

Crossover between Tracks 1 and 2.

Pittston Junction—Lehigh Valley Interchange Switch.

(Instructions for operation located inside front cover of the lock).

Syracuse—

Salt Land Spur switch leading from O&S Branch main track. (Instructions for operation located inside front cover of the electric lock and in telephone booth).

71. **Mechanical Switch Locks:**

(Instructions for operation located inside front cover of the lock.)

Cortland Junction—

Mechanical clockwork time release switch lock on former Cincinnatus Branch switch.

Mechanical clockwork time release switch lock on Round House switch.

72. **Location of Spring Switches** (Rule 153)

Analomink—Leading from westward track No. 3 to westward main track No. 1.

Pocono Summit—Leading from westward track No. 3 to westward main track No. 1.

Scranton Yard—

1. Switch connecting routes to Bridge 60 interlocking with enginehouse lead and pusher or back track.
2. Switch at east end of freight engine pit track connecting with yard engine dispatch track.
3. Switch connecting passenger ash-pit track to inbound enginehouse lead.
4. Switch connecting passenger ash-pit track with run-around track.
5. Switch connecting west end of run-around track with outbound enginehouse lead.

Clark Summit—West end of Westbound siding
East end of track 4.

New Milford—East end of eastward siding.

West Pittston—Spring switch located at west end of Susquehanna River Bridge.

Hanover Yard—Spring switch at end of double track.

Cortland Junction—Spring switch at end of double track.

Homer—Spring switch at end of double track.

Jamesville—Spring switch at end of double track.

Syracuse Brighton Avenue—Spring switch at end of double track.

Syracuse West Adams Street—Spring switch in main track at South end of crossover, between switching lead and main track.

73. **Railroad Crossings Protected by Interlocking.**
(See Rules 98-98(a))

Nazareth (Dexter Hill, Tower operated)—L. & N. E.

Pittston Junction—L. V. R. R.

Scranton, Diamond Branch—D. & H. R. R.

Syracuse—N. Y. C. R. R., Magnolia Street.

74. **Railroad Crossings Protected by Other Signals.**
(Rules 98-98 (a))

Nazareth (Penn-Dixie No. 4) (Trainmen operate)—L. & N. E. Ry.

Bath Junction (Penn-Dixie No. 6) (Trainmen operate)—L. & N. E. Ry.

Scranton, Steel Mill Branch—C. R. R. of N. J. Crews operating in and out of Murray Plant must make positive "STOP" at stop sign and flag C. R. R. of N. J. tracks sufficient distance in both directions before proceeding over crossing.

PLYMOUTH JUNCTION—D. & H. R. R.—Signals on E-L tracks will normally be approach. Signals on D. & H. track will normally be at stop. D. & H. train crews desiring to make moves over this crossing will follow instructions posted in telephone booths at Northward Home Signal and 550 Feet North of Southward Home Signal.

Syracuse and Utica Branches:

Cortland Junction—L. V. R. R.

Syracuse, N. Y. C. R. R., at Geddes Street, automatic and interlocking signals of the color light type: These signals normally indicate "Proceed" for E-L movements.

Syracuse. (a) Salt Land Spur, N. Y. C. R. R. Normal position of the signal is inclined and set for N. Y. C. trains. (Instructions for operation located inside front cover of the electric lock and in telephone booth.)

Salt Land Spur. (b) Single unit color light type dwarf signal located at New York Central Railroad crossing, Hiawatha Boulevard, will govern northward movements on Salt Land Spur.

Single unit color light type dwarf signal located at New York Central Lake Line connection, State Fair Boulevard, will govern southward movements.

For northward movements over Salt Land Spur, operation of tilt board signal, as per instruction above, will clear dwarf signal.

For southward movements when train is stopped after receiving stop indication, trainman will unlock control box located at crossover to Lake Line. If block light in box is lighted, trainman will push and release button marked "clear", which will clear dwarf signal. If after pushing "clear" button the train movement is not made, push and release button marked "cancel" to restore signal to stop position.

New Hartford: Following instructions will govern the passage of trains over grade crossing with the New York Central located 3500 feet north of New Hartford, protected by Color Light type signals controlled automatically. Interlocking Home Signal will display indications prescribed by Rules 281-292.

When train has stopped after receiving "STOP" indication trainman, after unlocking box stencilled "For Use of E-L R. R. Crews" at crossing and observing that no other train is approaching, will open knife switch to block signals for other route over the crossing. After a lapse of three minutes time, signal should clear. If signal does not clear *after switch has been opened three minutes*, train may proceed over the crossing on hand signal from trainman flagging crossing. After movement has been completed, knife switches must be closed and box locked.

New Hartford (Campion Road Spur) movement over New York Central crossing governed by rule 98a. Movement may be over crossing on hand signal from trainmen flagging crossing.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS

(Rules 795, 795(a)-(b)-(c)-(d))

75. At the following highway grade crossings, automatic flashing light signals with automatic short arm crossing gates or automatic flashing light signals only are in service and protect train movements on main tracks for both directions. "Z" boxes are located at each crossing, except as shown. Where reference is made to "flashing lunar white light or lights," it refers to such light or lights mounted on the mast of automatic gates or flashing light signals; and when flashing, indicate gate arms

are in the DOWN position or flashing light signals are operating.

Main Line:**Delaware Water Gap:**

Tinkertown Crossing. 0.71 miles west of station at M. P. 77.88.

Stroudsburg:

Broad St. 1700 feet west of Station MP 81.90. Courtland St. 4000 feet west of Station MP 82.30. Watchmen on duty at both crossings 8:15 A.M. to 4:15 P.M. daily except Saturdays, Sundays, Holidays and days when schools of the borough of East Stroudsburg are not in session.

Speed of trains is restricted to 15 MPH westward on track 3 from "End of Highway Circuit" sign 550 feet west of Stroudsburg Tower to signal 825 MP 82.4 and eastward on track 4 from "End of Highway Circuit" sign 400 feet west of signal 824 to Broad St. MP 81.9.

Reverse running of trains is restricted to 10 MPH on track 3 from "End of Highway Circuit" sign 400 feet west of signal 825 to Broad St. MP 81.9 and on track 4 from "End of Highway Circuit" sign 850 feet west of Stroudsburg Tower to Courtland St. crossing MP 82.3.

All trains must not proceed over crossings at Courtland St. and Broad St. unless lunar white lights are flashing.

If train or engine stops west of Signal 824 on Track #4, gates will raise automatically.

After authority for eastward movement has been secured from Tower, such movement must not exceed speed of 10 mph from Signal 824 to crossing in order to activate flashers and lower gates.

Gravel Place—M.P. 83.2. lunar lights and "Z" Box**Pocono Summit:**

"Z" Box on west side of crossing to permit flashers being operated manually on westward slow track 3. (M.P. 102.6)

Tobyhanna:

Church Street—Station Crossing at M.P. 107.61—Crossing gates are equipped with speed timing and enginemen must observe lunar lights flashing before passing over the crossing.

Gouldsboro:

Station crossing at MP 112.88.

On westward siding all trains moving toward the crossing must stop at "STOP" sign located 20 feet east and west of the crossing, and must observe that the crossing signals and gates are operating properly before movement is made over the crossing.

Washington to Slateford Jct.:**Bridgeville:**

Highway Crossing MP 75.5 lunar lights and "Z" Box.

Portland:

Pedestrian Crossing. 100 feet west of station at M.P. 82.61. No "Z" Box.

Trains approaching this crossing either direction must not exceed speed of 10 m.p.h. from "End of Highway Cir-

cuit" signs (located 440 feet east and west of crossing) to crossing.

Bloomsburg Branch:

Scranton Street, MP 134.12.

Trains must not exceed speed of 10 M.P.H. from "End of Highway Circuit" sign to crossing.

Westward movements to Track #2 and Independent Track must stop at "STOP" signs located 10 feet from crossing.

Movement must not be made over crossing unless the lunar white lights on gate masts are flashing and gates are in down position.

Duryea:

Stephenson Street. 1000 feet west of Station at MP 141.20.
Everhart's Crossing $1\frac{1}{4}$ miles west of Station at MP 142.25.

Westward trains on Track #1 must observe the flashing lunar white light and know that gates are in the DOWN position before passing over the crossing.

A westward train on Track #1 stopping east of the crossing, cutting off the head end of the train, proceeding west to Pittston Junction to do switching, returning to the rest of its train and proceeding west, must, in each westward movement over the crossing, have the head end of the train east of the "End of Highway Circuit" sign located 440 feet east of crossing before starting.

West Pittston:

Exeter Street. 2500 feet east of Station at MP 143.55.

Luzerne Street. 1800 feet east of Station at MP 143.66.

Montgomery Avenue. 1100 feet east of Station at MP 143.80.

Delaware Avenue. 600 feet east of Station at MP 143.90.

"Z" boxes are located at each of the above crossings and control the operation of protection as follows:

<i>Box at</i>	<i>Controls Protection at</i>
Exeter Street	Exeter Street and Luzerne Street.
Luzerne Street	Luzerne Street, Exeter Street and Montgomery Avenue.
Montgomery Avenue.	Montgomery Avenue, Luzerne Street and Delaware Avenue.
Delaware Avenue . . .	Delaware Avenue and Montgomery Avenue.

Wyoming:

Eighth Street. Station Crossing at MP 146.10.

For all movements against the current of traffic on main tracks, there are 100-foot approaches to crossing with "STOP" signs located 10 feet from crossing. All trains must stop and not proceed until lunar white light is flashing.

On westward Track #1, if trains or engines stop at station to switch in siding, special timing circuit is provided, and crossing gates will automatically raise. Trains must not proceed over the crossing until lunar white light is flashing.

On side track off westbound main into Shovel Works there

are 50-foot approaches in both directions. Cars must not be placed on this circuit. All movements on side track must stop at "STOP" signs located 10 feet from crossing, and must not proceed over crossing until lunar white light flashing.

Luzerne:

West Bennett Street. Station Crossing at MP 149.61.

Trains must not exceed speed of 10 MPH from "End of Highway Circuit" signs to crossing in either direction on main tracks 1 and 2.

"Z" boxes located at the crossing and at Pettebone Branch switch.

Union Street. 1500 feet west of Station at MP 149.85.

Trains must not exceed a speed of 10 mph from "End of Highway Circuit" signs to crossing.

Gate on southwest side of crossing will not clear a man on side of car.

Kingston:

Pringle Street. 1350 feet east of Freight Station MP 150.40.

Trains on main tracks #1 and #2 must not exceed speed of 10 M.P.H. from "End of Highway Circuit" sign to crossing in either direction.

Main Street. 1500 feet west of Freight Station MP 150.94.

Watchman on duty

7:45 A.M. to 3:45 P.M. Monday to Fridays.

Trains must not exceed speed of 10 M.P.H. from "End of Highway Circuit" sign to crossing in either direction.

Movement must not be made over crossing unless the lunar white lights on gate masts are flashing and gates are in down position.

All movements on side tracks must stop at "STOP" signs located 10 feet from the crossing and after 15 seconds proceed.

Plymouth:

Ferry Street. 2900 feet east of Station at MP 153.34.

Trains must not exceed speed of 15 mph from "End of Highway Circuit" signs located 550 feet from crossing.

For all movements against the current of traffic on both main tracks, there are 200-foot approaches to crossing with "STOP" signs located 10 feet from crossing. All trains must stop at these signs before proceeding.

On side track there are clearance signs located 150 feet from crossing. Cars must not be placed between these signs and the crossing. All movements on side track must stop at "STOP" signs located 10 feet from the crossing and after 15 seconds proceed.

Hanover Street. 400 feet east of station at MP 153.81.

Trains must not exceed speed of 20 mph from "End of Highway Circuit" sign to crossing in either direction.

A special sign for westward trains on main Track 1 is located on east side of crossing and when illuminated

shows the wording "STOP". All westward trains must observe this sign and when illuminated must stop fifty (50) feet east of the crossing, and not proceed over the crossing until the stop sign is extinguished.

Flat Road. 3600 feet west of Station at MP 154.57.

Watchman on duty 7:30 A.M. to 4:30 P.M. school days only.

Bloomsburg:

East Street. 2100 feet east of Station at MP 189.60.

Catherine Street. 1300 feet east of Station at MP 189.75.

Iron Street. 850 feet east of Station at MP 189.83.

Trains must not exceed speed of 10 MPH between Locust St. 0.75 mile east of station and crossing west of Reading Co.'s enginehouse, 0.3 mile west of station.

On side tracks all trains moving toward these crossings must stop at "STOP" signs located 20 feet east and west of crossings, and must observe that crossing signals are operating properly before movement is made over crossing.

Danville:

Mill Street.* 1300 feet west of Station at MP 201.96.

*All trains must stop at "STOP" signs located 10 feet east and west of Mill Street crossing, and must observe that the flashing lunar white lights mounted on gate masts are flashing and that gates are in the DOWN position before passing over crossing.

Gates will not clear man on side of car.

Church Street. Lunar white light has been installed on flasher mast, west side. Westbound train movements must not be made over crossing unless lunar white light is flashing.

Syracuse Branch:

Lisle:

Main Street. Station Crossing at MP 214.32.

Hubbard Street. 300 feet north of Station at MP 214.35.

Marathon:

West Main Street. Station Crossing at MP 220.87.

Watchman on duty 8:00 A.M. to 4:00 P.M. Monday to Friday inclusive.

Cortland:

No "Z" boxes.

Port Watson Street. 1100 feet south of Station at MP 234.44.

Central Avenue. Station Crossing at MP 234.63.

Elm Street. 500 feet north of Station at MP 234.76.

Clinton Avenue. 1100 feet north of Station at MP 234.83.

Grant Street. 2100 feet north of Station at MP 234.95.

Gateman on duty Central Ave. or Clinton Ave. Cabins 10:00 A.M. to 6:00 P.M., Monday through Friday.

Trains and engines must approach these crossings prepared to STOP and will not proceed unless gates are in DOWN position.

Homer:

Copeland Avenue. 2800 feet south of Station at MP 236.80.
South Center Street. 2000 feet south of Station at MP 236.89.

Cayuga Street. 1000 feet south of Station at MP 237.14.

James Street. Station Crossing at MP 237.30.

Clinton Street. 1500 feet north of Station at MP 237.60.

Warren Street. 1650 feet north of Station at MP 237.62.

Watchmen on duty in cabin at James Street 8:30 A.M. to 4:30 P.M., daily, except Sundays and the following holidays: New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas. Controls automatic gates at Cayuga Street, James Street, Clinton Street and Warren Street. Movement must *not* be made over Cayuga Street, James Street, Clinton Street or Warren Street unless the lunar white lights on gate masts are flashing and gates are in the DOWN position.

Flashers at South Centre Street operate for train movements in normal direction of traffic only.

Apulia:

Station Crossing at MP 252.66.

Genesee Turnpike (Route 80). Stop signs are located 10 feet north and south MP 251.66, 0.03 mile north of Apulia Station. All trains and engines operating on siding over crossing will stop at "STOP" signs and observe that flashing lights are working before crossing highway.

At Crossing of State Route 80 M.P. 251.66 no train on side tracks will occupy the crossing while a train is passing over crossing on main line.

Jamesville:

Seneca Street, 1000 feet south of Station at MP 264.24.

Train movements must *not* be made over crossing unless lunar white lights on gate masts are flashing.

Stiles:

Farrell Road, Town of Geddes (Stiles), N. Y.

Southward; the normal starting circuit is located MP 279.29, 1330 feet north of crossing.

Northward; the normal starting circuit is located MP 278.82, 1120 feet south of crossing.

Automatic start cut-outs are installed on all switches within starting circuit limits, which permit flashers to stop operating when switch is fully reversed. Trains or engines which have been stopped, delayed or have done switching within circuit limits will approach Farrell Road Crossing prepared to stop, and not proceed over crossing until flashers are known to be operating, except under flag protection.

Baldwinsville:

Station Crossing at MP 283.09.

Lamson:

State Route 48 (Lowery's Crossing) MP 287.0. No. "Z" box. Trains must not proceed over crossing unless lunar white lights are flashing.

Oswego:

Erie St. 1.00 mile south of freight house at MP 305.37.

"STOP" signs located on each side of crossing on tracks running through crossing. All movements must stop at "STOP" signs and after 15 seconds proceed.

Movement must not be made over crossing unless the lunar white lights on flasher masts are flashing.

West Cayuga Street. 600 feet north of Freight House at MP 306.50.

Watchman on duty 8:00 A.M. to 4:00 P.M. daily except Sunday and Holidays and only during Navigation Season.

For all southward movements there is an 80-foot approach section to crossing with a "STOP" sign located 10 feet from crossing. All trains must stop at this sign before proceeding.

All northbound trains will stop at "STOP" signs located 20 feet South of Ninth Street before proceeding over crossing.

Utica Branch:**Greene:**

Washington Street. Station Crossing at MP 210.73.

Oxford:

Water Street. 600 feet south of Station at MP 224.60.

Merchants Row. 250 feet north of Station at MP 224.77.

Norwich:

No "Z" boxes at Lackawanna Avenue and Mechanic Street.

Hale Street. 2500 feet south of Freight House at MP 232.26.

Division Street. 2050 feet south of Freight House at MP 232.35.

Brown Street. 1100 feet south of Freight House at MP 232.50.

Front Street. 500 feet south of Freight House at MP 232.63

East Main Street. 450 feet north of Freight House at MP 232.82.

Lackawanna Avenue. 850 feet north of Freight House at MP 232.90.

Mechanic Street. 1040 feet north of Freight House at MP 232.94.

Gateman on duty at East Main Street Cabin:

8:00 A.M. to 4:00 P.M. Monday through Saturday.

9:00 P.M. to 5:00 A.M. Sunday through Friday.

Trains and engines must approach these crossings prepared to STOP and will not pass unless gates are in DOWN position.

Rexford Street. 2400 feet north of Freight House at MP 233.21.

Train movements must not be made over crossing unless lunar lights on gate masts are flashing.

Trains must not exceed speed of 10 MPH from "End of Highway Circuit" sign to crossing in either direction.

Sherburne:

Station Crossing at MP 244.00.

Waterville:

White Street. 450 feet south of Freight House at MP 265.18.

Trains must not exceed speed of 10 MPH from "End of Highway Circuit" sign to crossing in either direction.

All movements on side track must stop at "STOP" signs located 10 feet from crossing and after 15 seconds, proceed. Movement must not be made over crossing unless the lunar white lights on flasher masts are flashing.

Putman Street. Station Crossing at MP 265.30.

Northward trains must not exceed speed of 25 MPH.

Clayville:

Upper Main Street. 1700 feet south of Station at MP 276.23.
Station Crossing. At MP 276.55.

Lower Main Street. 200 feet north of Station at MP 276.60.

Chadwicks:

Elm Street. Station Crossing at MP 278.97.

New Hartford:

Genesee Street. Station Crossing at MP 282.70.

Trains must not exceed speed of 8 mph from "End of Highway Circuit" sign to crossing in either direction.

Utica:

Seward Avenue. 2600 feet north of New Hartford Station at MP 283.16.

Oswego Street. 200 feet south of NYO&W RR crossing at MP 284.80.

Oriskany Street. 400 feet south of Engine House at MP 285.70.

Reduction in Speed at Highway Grade Crossings.

76. All trains must approach at reduced speed the following grade crossings which are protected by crossing signals and be prepared to stop if flashing lights or bells are not working properly or if road crossing is occupied.

Between Washington and Portland:

	at M.P.	Street or Road
Oxford Furnace	71.00	Station Crossing
Buttzeville	74.34	Station Crossing
Bridgeville	75.50	Station Crossing
Delaware	79.84	Station Crossing

Richfield Springs Branch

	<i>At M.P.</i>	<i>Street or Road</i>
Richfield Junction	274.23	Browns Crossing
North Bridgewater	274.72	State Route No. 8
Bridgewater	277.54	State Route No. 8
Bridgewater	278.07	U. S. Highway No. 20
Northward trains stop at "STOP" sign.		
Trains must not exceed speed of 20 MPH between "END OF HIGHWAY CIRCUIT" signs.		
West Winfield	280.88	South Street
East Winfield	282.85	U. S. Highway No. 20
East Winfield	283.96	Highway Crossing
Cedarville	284.91	Station Crossing
Miller's Mills	286.59	Highway Crossing
Youngs	287.32	Young's Crossing
South Columbia	291.32	Station Crossing
Richfield Springs	293.38	Gano's Crossing
"STOP" signs located on each side of crossing.		
Richfield Springs	294.17	State Route No. 28

Bloomsburg Branch:

	<i>At M.P.</i>	<i>Street or Road</i>
Hunlock Creek	162.5	Retreat Street
Shickshinny	166.87	Butler Street
Beach Haven	174.4	Schuyler Street
Catawissa	193.35	River Bridge Road
Danville	199.5	Lock Road
Danville	200.28	Power House #1
Danville	200.52	State Hospital
Danville	201.53	Railroad Street
Danville	201.79	Church Street
Danville	201.92	Ferry Street
Danville	202.10	Jo Street

Hanover and Newport Branch:

Loomis Colliery	157.7	Askam Road
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Syracuse Branch:

Syracuse	275.60	Nine Mile Road
Salt Land Branch	276.32	Hiawatha Avenue
Stiles	278.07	Van Vleck Road
Baldwinsville Station Crossing	283.09	Genesee Street
Lamson	287.0	State Route 48 (Lowery's Crossing)
North Fulton	295.84	Hannibal Street
Minetto	298.72	Stuart Road
Minetto	300.52	Luftus Road
Minetto	301.48	Benson Avenue
Oswego	304.15	West Fifth Street

77. Other Special Protection:**Scranton—Diamond Branch:****Lackawanna Avenue Traffic Lights.**

All trains and engines operating over crossing will proceed as follows:

1. Stop at "STOP" signs located 10 feet east and west of crossing (equipment must occupy track section approximately 33 feet long between clearance sign "C" and "STOP" sign).

2. After stopping, if traffic light indicator located on right side of equipment 20 feet from crossing shows white light, indicating that traffic lights on highway are red, and the way is clear with vehicular and pedestrian traffic stopped, trains may proceed over the crossing.

3. Should indicator fail to show white, trains may proceed if traffic lights are red and highway and pedestrian traffic stopped. Should traffic lights fail to operate, train crews must protect movements over crossing. Report of any irregularity must be made to Superintendent from nearest telephone (Railroad YMCA or Yard Office).

Nicholson (Old Line):**State Highway.**

Lights can be operated and turned off from either of "Z" boxes located on sides of crossing. To start lights operating before train proceeds over crossing turn switch key in slot marked "on." To turn off lights after train has entirely cleared crossing turn switch key in slot marked "off."

In case crossing signals become inoperative, crossing will be protected by a member of the train crew.

Utica:

Noyes Street. Blinker Light Signals.

Warren Street. Blinker Light Signals.

Court Street. Traffic Signals.

Columbia Street. Traffic Signals.

Whitesboro Street. Traffic Signals.

Oriskany Street. Automatic gates.

Traffic and blinker light signals are manually controlled from elevated cabin located 100 feet north of Whitesboro Street.

Watchman on Duty at Whitesboro St. Cabin, Mon. to Fri. 5:00 A.M. to 10:00 P.M., Sat. 6:00 A.M. to 10:00 P.M., Sunday 2:00 A.M. to 10:00 P.M. and at other hours no crossing protection is afforded at Whitesboro, Court, Warren and Noyes Streets and no train or yard movements will be operated over these crossings unless special protection is arranged.

78. Manual Controlled Flashing Light Highway Signals.

Oxford Furnace:

State Highway Crossing, Allan Wood Steel Company track.
"Z" boxes located on each side of crossing. Train crews must follow instructions as posted in "Z" boxes.

79. Movements Over The Following Highways Must Be Protected By Train Crew:**Scranton:**

Cedar Avenue (Laurel Line Connection).
South Washington Avenue.

Green Ridge and Diamond Branch:

All crossings except Lackawanna Avenue.

Clarks Summit:

Depot Street.

Kingston-Pettibone Branch:

Mercer Avenue.
Schuyler Avenue.
Wyoming Avenue.
Rutter Avenue.

Storrs Branch:**Dickson City:**

Main Avenue.
Boulevard Avenue.

Syracuse Branch:**Oswego:**

Water Street.

80. Yard Limits and Yard Rules.

Portland (to Hill Yard)
East Bangor
Bangor
Martins Creek Branch
Pen Argyl Junction, incl. Pen Argyl
Pen Argyl Branch
Nazareth
Bath Junction
Martins Creek

Scranton Terminal—

West of Harrison Ave. to Clearview St. on main line, and to yard limit board west of Taylor Old Yard on Bloomsburg Branch.

Scranton Terminal includes:

Keyser Valley Branch (See Insts. 48 and 49)
Pyne Branch
Storrs Branch
Diamond Branch
Green Ridge Branch
South Side Branch

Main Line—

Stroudsburg—Analomink (Track 3)
West Gravel Place (Track 4)

Clarks Summit (Track 3)

The Old Line Branch from a point opposite derail on Old Line Branch to Foster and Nicholson.

Bloomsburg Branch—

Old Forge—West of Wyoming Storage
Kingston
Plymouth Junction to West of West Nanticoke
Hanover & Newport Branch
Berwick
Bloomsburg—Rupert
Danville—M. P. 207
Northumberland

Syracuse Branch—

Cortland	Baldwinsville
Homer	Fulton
Jamesville	Oswego
Syracuse—M. P. 267.9 Brighton Avenue	

Utica Branch—

Norwich	Utica
Richfield Junction	

81. Clearance Restrictions

(Overhead and Side Obstruction)

(a) In the movement of trains or cars on tracks where there is limited side clearance on account of telegraph or signal poles, platforms, docks, bridges or other structures of any kind, piles of lumber or other materials, employes must not go between cars and such obstructions or use side ladders or steps or lean outward from engines or cars toward the obstruction.

(b) The increased width of freight cars in service has reduced clearance room available between cars or tracks in yards. All employes must use the greatest care in riding side steps, ladders, getting on or off cars or walking between cars to avoid personal injury.

(c) It is unsafe to ride on cars the roofs or lading of which are higher than a standard box car. Cars of special type for transportation of automobiles and other vehicles, furniture, agricultural implements, etc., are higher than the standard car.

(d) On account of the width of the Diesel engines, trainmen and enginemen must at all times look out for close clearances, especially passing dwarf signals, switch stands, through bridges and when two engines are passing each other.

(e) Employes are prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment in the vicinity of overhead structures over all main tracks and sidings between Port Morris Jct. and West End Nay Aug tunnel and between Cayuga and East Binghamton.

(f) Structures less than 21 feet above top of rail (22 feet in Pennsylvania) which may not clear man standing on top of cars or engine, overhead wire lines less than 27 feet above top of rail and cable lines less than 25 feet above top of rail:

PORT MORRIS JCT.-WASHINGTON-EAST BINGHAMTON

Location	Description	Track Nos.
Port Morris Jct.—		
.30 mile east of M.P. 47....	Overhead wires	1-2
Mile Post 51.57 to Mile Post 51.76	Roseville Tunnel ..	Main Track
.24 mile west of M.P. 52....	Highway Bridge ...	Main Track
Greendell—		
.37 mile east of M.P. 58....	Highway Bridge ...	Main Track and Siding
Johnsonburg—		
.19 mile west of M.P. 62....	Highway Bridge ...	Main Track
.24 mile west of M.P. 63....	Highway Bridge ...	Main Track
.28 mile west of M.P. 64....	Highway Bridge ...	Main Track
Blairstown—		
.21 mile west of M.P. 72....	Highway Bridge ...	Main Track
.10 mile west of M.P. 74....	Highway Bridge ...	Main Track
Slateford Jct.—		
.29 mile west of M.P. 81....	Highway Bridge ...	1-2-Side Track
MountPocono—		
.09 mile west of M.P. 101...	Overhead bridge— Highway.....	Tracks 1-2-3
.26 mile west of M.P. 106...	Highway bridge	Tracks 1-2
Lehigh—		
.96 mile west of M.P. 114...	Highway bridge	Tracks 1-2-4
.52 mile west of M.P. 120...	Pedestrian Bridge...	Tracks 1-2-4
Elmhurst—		
.37 mile west of M.P. 127...	Erie R.R. Overhead Bridge	Tracks 1-2
Nay Aug—		
.63 mile west of M.P. 130...	Park St., Dunmore, Overhead Bridge ...	Tracks 1-2
.05 mile east of M.P. 131...	Erie R. R. Overhead Bridge	Tracks 1-2
.08 mile to .22 mile east of M.P. 132.....	Nay Aug Tunnel....	Tracks 1-2
Scranton—		
.09 mile west of M.P. 133...	Highway bridge	Tracks 1-2-4
.09 mile west of M.P. 133...	Train shed	Tracks 1-2-3-5
Scranton Diesel Service Track	Sand bins	
All tracks under Lackawanna Ave.	Bridge	Tracks 1-2-4-wye
.02 mile east of M.P. 134...	Overhead bridge— Lackawanna Ave..	Tracks 1-2-4
.13 mile west of M.P. 134...	Overhead bridge— Linden St.	Tracks 1-2-4
.30 mile west of M.P. 135...	Overhead wires	Tracks 1-2-4
Opposite M.P. 140.....	Undercrossing	Track 3
.78 mile west of M.P. 140...	Highway bridge	Tracks 1-2-3-4
Clarks Summit—		
.21 mile west of M.P. 141...	Overhead bridge— Highway.....	Tracks 1-2-4
.90 mile west of M.P. 141...	Overhead wires	Tracks 1-2-4 and Siding
.79 mile west of M.P. 142...	Highway bridge	Tracks 1-2
.21 mile east of M.P. 143...	Overhead bridge— Highway.....	Track 4

PORT MORRIS JCT.-WASH.-EAST BINGHAMTON (Cont).

Location	Description	Track Nos.
Glenburn—		
.63 mile west of M.P. 143...	Overhead wires	Tracks 1-2-4
Dalton—		
170 feet west of M.P. 144..	Overhead wires	Station Track
Factoryville—		
M.P. 149 to .67 mile west of M.P. 149.....	Nicholson Tunnel...	Tracks 1-2
Nicholson—		
.31 mile west of M.P. 152...	Overhead bridge— Highway.....	Tracks 1-2
Kingsley—		
.79 mile west of M.P. 164...	Highway bridge	Tracks 1-2
.17 mile west of M.P. 170..	Overhead bridge— Highway.....	East Siding
.16 mile west of M.P. 171..	Overhead bridge— Highway.....	East & West Siding
New Milford—		
.83 mile west of M.P. 172...	Highway bridge	Tracks 1-2
Hallstead—		
.70 mile west of M.P. 178...	Overhead wires	Side Track
Conklin—		
.72 mile east of station.....	Br. 182.02—Big Snake Creek	All Tracks
.05 mile west of M.P. 184...	Overhead bridge— Highway.....	All Tracks

WASHINGTON-SLATEFORD JCT.

Location	Description	Track Nos.
Washington—		
.27 mile west of station.....	Overhead wires.....	Main Track & Side Track
.02 mile west of M.P. 69....	Highway Bridge....	Main Track
Mile Post 69.66 to Mile Post 70.23	Oxford Tunnel.....	Main Track
.46 mile west of M.P. 70....	Mechanic St. Bridge Oxford Furnace..	Main Track
Oxford-Furnace—		
.41 mile west of M.P. 72....	Highway Bridge....	Main Track
Bridgeville—		
Mile Post 77.18 to Mile Post 77.37	Manunka Chunk Tunnel	Main Track
Portland—		
.20 mile east of M.P. 84—1.0 mile east of Slateford Jct.	Delaware River Viaduct	Main Track & Siding

PORTLAND—BATH JCT. (See Note Below)

Location	Description	Track Nos.
Portland—		
.25 mile east of M.P. 83— one fourth mile west of upper end, Portland Wye	Highway Bridge	Main Track
Bangor—		
Flory Milling Co.	Buildings	Side Tracks
Belfast Jct.—		
.04 mile east of M.P. 104— Hercules Cement Co.....	Bulk cement pipe	Bulk Cement Track
.45 mile west of M.P. 106— Nazareth Cement Co.....	Structures over tracks..	10-11-12
.36 mile east of M.P. 107...	Highway—S. Broad St.	Main & Side Track
Nazareth—		
.20 mile west of M.P. 107— Lone Star Cement Co.....	Structures	Mill Track No. 1
.30 mile east of M.P. 108— Penn Dixie No. 4.....	Structures	1-2-E-L R.R. 1-2-L. & N. E. Ry.
Bath Jct.—		
M.P. 110.5 — Penn Dixie No. 6	Bulk cement pipe	2-L. & N. E. Ry.

MARTINS CREEK BRANCH

Location	Description	Track Nos.
Martins Creek—		
.46 mile west of M.P. 96— .33 mile west of Martins Creek	Rock conveyor	Track—Alpha Cement Co. Mill

Bangor—Steel structure supporting sand tower adjacent to ash pit track at engine house will not clear man on side of car or engine nor side clear-vision wind shield of diesel locomotive.

Train and engine crews must use every precaution when working on this track to prevent personal injury.

Nazareth—Roof of building and fence on retaining wall at Nazareth Coal and Lumber Co., will not clear man on side of car.

Bath Jct.—In placing cars on coal trestle at Penn Dixie No. 6 Cement Mill, engines must not go on trestle, and trainmen must not ride cars on trestle.

Norx:—Buildings, platforms and loading devices at Penn Dixie No. 4 and No. 6, Lone Star, Nazareth and Hercules Cement Plants, will not clear a man on side of car or on top of car when loading devices are in loading position.

Train and engine crews must use every precaution when working on these tracks, and on track serving Cramer Lbr. Co. at Portland to prevent personal injury.

(g) In the vicinity of overhead structures over main tracks and sidings, employees are prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment between Taylor and Northumberland on the Bloomsburg Branch, except within the Yard Limits of Kingston, Plymouth Junction to west of West Nanticoke and Bloomsburg-Rupert. Employees are also prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment in the vicinity of overhead structures on the Hanover and Newport Branch.

SCRANTON—NORTHUMBERLAND

Location	Description	Track Nos.
Scranton—		
.21 mile east of M.P. 135...	Overhead bridge— Highway.....	Main & Independ- ent Tracks
.18 mile east of M.P. 136...	Overhead wires	Steel Mill Switch
Taylor—		
.10 mile east of M.P. 137...	Overhead wires	C. N. J. Interchange Tracks 1-2
.20 mile west of M.P. 139...	Overhead wires	Tracks 1-2
Old Forge—		
.26 mile west of M.P. 140...	Overhead wires	Tracks 1-2
.15 mile west of M.P. 140...	River bridge	Tracks 1-2
.07 mile east of M.P. 141...	Overhead wires	Tracks 1-2
Duryea—		
.10 mile east of M.P. 142...	Overhead bridge— Highway.....	Tracks 1-2
.07 mile west of M.P. 142...	L. V. R. R. Overhead Bridge	Tracks 1-2
Pittston Junction—		
.19 mile west of M.P. 143...	River bridge	Main Track
Wyoming—		
At M.P. 146.....	Overhead wires	Dock Switch
.15 mile east of M.P. 147...	Overhead wires	Coal Storage
Forty Fort—		
.39 miles west of M.P. 149...	L. V. R. R. Bridge..	Tracks 1-2
Luzerne—		
.62 mile west of M.P. 149...	Trolley wire	Tracks 1-2
Kingston—		
.05 mile east of M.P. 151...	Trolley wires	Tracks 1-2
Plymouth—		
.40 mile west of M.P. 154...	Overhead wires	Nottingham Switch
.50 mile west of M.P. 155...	Overhead wires	Tracks 1-2
.57 mile west of M.P. 156...	Overhead wires	Main Track
.33 mile west of M.P. 157...	Overhead wires	Main Track
West Nanticoke—		
.23 mile east of M.P. 158...	Overhead wires	Main Track
Berwick—		
.15 mile east of M.P. 178...	Overhead wires	Main Track
.40 mile west of M.P. 180...	Overhead wires	Coal Track
.81 mile west of M.P. 181...	Highway bridge	Main Track

SCRANTON—NORTHUMBERLAND (Continued)

Location	Description	Track Nos.
Briar Creek .17 mile west of M.P. 187...	Overhead wires	Main Track
Espy— .13 mile east of M.P. 190...	Overhead wires	Main Track
Bloomsburg— .35 mile west of M.P. 190...	Overhead wires	West Leg Rdg. R. R. Wye
.68 mile west of M.P. 190...	Overhead wires	Rdg. Interchange
.63 mile west of M.P. 191...	Overhead wires	Yard Tracks
Rupert— .10 mile east of M.P. 192...	*Overhead bridge— Highway	Main Track Main Track
.07 mile east of M.P. 192...	*Reading Co. Bridge	Main Track

* Note: No tell-tales between these two bridges.

(h) In the vicinity of overhead structures over main tracks and sidings, employes are prohibited from climbing (or riding) on top of moving box cars, engines or other high equipment between Cayuga and Taylor, Keyser Valley Branch.

KEYSER VALLEY BRANCH

.10 mile west of M.P. 136...	Overhead bridge— Main Ave.	Hampton- Dodge's Cut-off
.24 mile west of M.P. 136...	Highway bridge	Track 1
.50 mile west of M.P. 138...	Washburn St. Bridge	Main Tracks
.49 mile west of M.P. 140...	Theodore St.	Main Tracks
Lead to Hampton Boiler Plant	Cinder loading dock	Siding

DIAMOND BRANCH

Linden St.	Overhead bridge....	Main and Two Sidings
Mulberry St.	Overhead bridge....	Main and One Siding
South Side, Carbon St.	Overhead Electric Wires	Main and One Siding
Lackawanna River Bridge....	Overhead steel	Main Track
Albright Ave.	Telephone cable ...	Main Track

GREEN RIDGE BRANCH

Glenn St.	Overhead wires	Main Track
Glenn St.	Bridge—Lace Works	Main Track

HANOVER & NEWPORT BRANCH

.85 mile west of M.P. 155....	River bridge	Main Track
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BINGHAMTON TO OSWEGO

Location	Description	Track Nos.
Chenango Bridge— .35 mile north of station....	Br. 197.19—Farm Crossing	Main Track
3.02 miles north of station...	Br. 199.88—Highway	Main Track
Chenango Forks— .77 mile north of M.P. 202..	Overhead bridge— Highway	All Tracks
.06 mile north of station....	Overhead wires	Team Track
.21 mile north of station....	Overhead wires	Main Track
.16 mile north of M.P. 206..	Overhead wires	Main Track
.68 mile north of M.P. 210..	Overhead bridge— Highway	Main Track
.06 mile south of station— Whitney Point	Overhead wires	House Track
Whitney Point— .06 mile north of station....	Overhead wires	Borden Co.'s Track
.12 mile south of M.P. 216..	Overhead wires	Main Track
Killawog— .16 mile north of station....	Overhead wires	Main Track
Marathon— .06 mile north of station....	Overhead wires	House Track
.16 mile south of station— Cortland Jct.	Overhead wires	Branch Track
Cortland Junction— .12 mile south of station— Cortland	Overhead wires	Cortland Line Co. Track
Cortland— 1.22 miles north of station...	Br. 235.94—Highway	Main Track
.31 mile north of M.P. 236..	Overhead wires	Clipper Gas Co.
Homer—Freight House	Roof will not clear man	Station Track
.08 mile north of station....	Overhead wires	Team Track East Side
.76 mile north of station....	Br. 238.08—Highway	All Tracks
.66 mile south of Tully....	Overhead bridge	All Tracks
2.42 miles south of station— Jamesville	Br. 262.00—Highway	All Tracks
.39 mile south of station— Jamesville	Overhead wires	Grace Co. Coal Track
Jamesville— .03 mile north of station....	Overhead wires	Freight House Track
.42 mile north of station....	Overhead wires	Solvay Inter- change
.72 mile north of station....	Br. 265.14—Highway	All Tracks
3.03 miles south of Syracuse Station—Rock Cut	Br. 268.05—Highway	All Tracks
.10 mile south of M.P. 269...	Overhead wires	Kelly's Coal Track
Syracuse— 1.09 miles north of station...	Br. 272.17—Erie Boulevard	Main Track
.35 mile south of M.P. 273..	Overhead wires	Team Track
2.97 miles north of station...	*Br. 274.05—N. Y. C. R. R. Tunnel....	Main Track
3.00 miles north of station...	*Br. 274.08—Solvay Process Pipe Line	Main Track
3.02 miles north of station...	Br. 274.10—W.S.R.R.	Main Track
.41 mile south of M.P. 275..	Overhead wires	Team Track
.31 mile south of M.P. 275..	Overhead wires	State Fair Grounds Track
.25 mile south of M.P. 275..	Overhead wires	Main Track
5.48 miles north of station...	Br. 276.56—Pleasant Beach	Main Track
.23 mile south of station— Baldwinsville	Br. 282.82—Salina St.	Main Track

* Employes are warned that on account of short distances intervening no tell-tales have been provided between bridges 274.05 and 274.08 three miles north of Syracuse.

TRACK TO LAKE COAL TRESTLE—OSWEGO

Location	Description	Track Nos.
Oswego—		
West Fifth St.....	Bridge 305.86	Running Track
West Fourth St.....	Bridge 305.81	Running Track
Main Tunnel.....	.....	Running Track
N. Y. C. R. R.....	Bridge 306.16	Lake Trestle Track
Bridge St.....	Bridge 306.38	Lake Trestle Track

SALT LAND SPUR

Syracuse—		
Willis Ave.....	Bridge 274.68	Running Track
Syracuse Jct. R. R.....	Bridge 275.87	Running Track
Leavenworth Ave.....	Bridge 277.09	Running Track

CHENANGO FORKS TO UTICA

Chenango Forks—		
.05 mile north of Tower....	Overhead wires	Main Track
Greene—		
.05 mile south of station—		
Oxford	Overhead wires	Hallock Co. Coal Trestle Track
.02 mile south of station—		
Oxford	Overhead wires	Hallock Co.— Feed Co. Track
Oxford—		
.12 mile north of station....	Overhead wires	G.L.F. Co. Track
.21 mile south of M.P. 226..	Overhead wires	Old Soldiers' Home Track
.06 mile south of M.P. 232..	Overhead wires	South end of wye
.17 mile north of M.P. 232..	Overhead wires	North end of wye
.33 mile north of M.P. 232..	Overhead wires	Friedman Stor- age Track
.19 mile south of station—		
Norwich	Overhead wires	Hickok Coal Co. Track
.04 mile south of station—		
Norwich	Overhead wires	Maydole Ham- mer Co. Track
Norwich—		
.17 mile north of station....	Br. 233.03—Mitchell Street	Main Track
.23 mile north of station....	Overhead wires	Basket Wire Works Track
.48 mile north of station....	Overhead wires	Borden Co. Track
.16 mile south of station—		
Sherburne	Overhead wires	G.L.F. Co. Track
.08 mile south of station—		
Sherburne	Overhead wires	G.L.F. Co. Track
Sherburne—		
.53 mile north of station...	Overhead wires	Knitting Mill Track
.25 mile north of M.P. 247..	Overhead bridge— Highway	Main Track
Hubbardsville—		
.03 mile north of station....	Overhead wires	Siding Switch
No. Brookfield—		
.04 mile north of station...	Overhead wires	South end of Passing Siding

CHENANGO FORKS TO UTICA (Continued)

Location	Description	Track Nos.
Waterville—		
.23 mile south of M.P. 266..	Overhead wires	Canning Co. Track
.23 mile south of station—		
Richfield Jct.	Overhead wires	North leg of wye
.17 mile south of station—		
Richfield Jct.	Overhead wires	Nickel Plate Track
.08 mile south of station—		
Richfield Jct.	Overhead wires	Richfield Springs Branch
Richfield Jct.—		
.07 mile south of station—		
Chadwicks	Overhead wires	Coal Co. Track
Chadwicks—		
.50 mile north of station....	Overhead wires	Main Track
.61 mile north of station....	Overhead wires	Willowvale Track
At Washington Mills.....	Overhead wires	Feed Co. Track
New Hartford—		
.11 mile north of M.P. 284..	Overhead wires	Utica Products Co.
1.54 miles south of station—		
Utica	Br. 284.22—Pleasant St.	Main Track
.52 mile south of M.P. 285..	Overhead wires	Clean Made Bakery Co. Track
.05 mile south of station—		
Utica	Br. 286.71—Genesee St.	Main Track

BLUE LINE SPUR—UTICA

Yorkville—		
Over Track and Oriskany St.—West	Bridge	Running Track

RICHFIELD SPRINGS BRANCH

Richfield Jct.—		
.08 mile south of station....	Overhead wires	Main Track

LOCATIONS	LOCOMOTIVE NUMBERS								
	HT-2 51-53	322-359	441-445 534-550	361-463	6011-6624	809-819	1850-1861	1039-1274	1275-1409
Main Line Main Tracks and Sidings*:									
Port Morris Jct.-Washington to Binghamton									
Branch Line Main Tracks and Sidings*:									
Washington to Slateford Jct.									
Portland to Bath.....							No		
Martin's Creek Jct. to Martins Creek, N. J.....									
Bridge #96.50 opposite Cement Plant at Martin's Creek.....	D	D	D	D	D	D	D	D	210,000
Scranton to Northumberland.....									
Br. #143.19 at Pittston, Pa.....	A	A	A	A	A	A	A	A	
Diamond Branch:									
Br. #134.90 over Lackawanna River.....	B	B	B	B	B	B	B	B	
Hanover—Newport Branch:									
Br. #155.85.....	A	A	A	A	A	A	A	A	
Br. #156.51.....	A	A	A	A	A	A	A	A	
Binghamton to Oswego.....					C	C	C		
Chenango Forks to Utica.....									
Richfield Jct. to Richfield Springs:									
Br. #280.51.....	B	B	B	B	B	B	B	B	
Br. #281.67.....	B	B	B	B	B	B	B	B	
Br. #294.75.....	B	B	B	B	B	B	B	B	
Side Tracks*:									
Bangor: Company Coal Trestle.....			No	No	No	No	No		210,000
Nazareth: Town Coal Dump.....			No	No	No	No	No		210,000
Penn Dixie Cement Mill Coal Dump #4.....			No	No	No	No	No		210,000
Hallstead, Pa.: Bridge on Slaughter Hse. Trk.....		D	D	D	D	D	No		
Syracuse: Salt Land Spur.....					No	No	No		
Br. #277.23.....	D	D	D	D			D	D	210,000

Where restrictions apply, the symbols refer to the notes below:

*=Refers to "sidings" and "side tracks" as defined in Book of Rules

No=Equipment NOT permitted.

A=Equipment permitted. Speed restricted to 15 mph.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH TUNNELS

Nicholson Tunnel

83. When necessary to detour trains through Nicholson Tunnel a man must be stationed at end of the tunnel to hold following train at Home Signal until Dispatcher at Scranton reports each preceding train clear of the tunnel. The man stationed at end of tunnel must keep in communication with Train Dispatcher at Scranton by use of telephone located on mast of Home Signal.

HT-2 51-53	322-359	441-445 534-550	361-463	6011-6624	809-819	1850-1861	1039-1274	1275-1409	Permissible Max. Gross Weight of Car and Lading
						No			
D	D	D	D	D	D	D	D	D	210,000
A	A	A	A	A	A	A	A	A	
B	B	B	B	B	B	B	B	B	
A	A	A	A	A	A	A	A	A	
A	A	A	A	A	A	A	A	A	
				C	C	C			
B	B	B	B	B	B	B	B	B	
B	B	B	B	B	B	B	B	B	
B	B	B	B	B	B	B	B	B	
		No	No	No	No	No			210,000
		No	No	No	No	No			210,000
		No	No	No	No	No			210,000
	D	D	D	D	D	No			
				No	No	No			
D	D	D	D			No	D	D	210,000

B=Equipment permitted. Speed restricted to 20 mph.

C=Equipment NOT permitted through Oswego Tunnel.

D=Equipment permitted. Speed restricted to 10 mph.

E=Equipment permitted. Engines must not be doubleheaded; loaded cars of maximum capacity must not be coupled together or handled next to engine. Speed restricted to 5 mph.

F=15 MPH no braking permitted.

Oswego Tunnel

84. Instructions covering operations on running track to Lake Coal trestle through tunnel at Oswego.

1. Movement of all trains, engines, or track cars is authorized only when engineman or track car operator has in his possession clearance in form of permissive message enclosed in special case from Yard Office at 9th Street, reading as follows:

"To: Enginemen and Track Car Operators:

"At: Oswego Yard Office, Oswego, N. Y.

"Possession of this clearance, properly signed for in register book at Oswego Yard Office, is your authority to occupy running track from Upper Yard, Oswego, to Lake Front, Oswego, and return to Upper Yard, Oswego.

Superintendent."

2. Yard conductor or track car operator will secure this clearance by signing register form at yard office, showing date and time secured, and will also record time clearance message is returned to yard office when use completed.

3. Engineman or track car operator must have this special clearance message in his personal possession before starting movement from Upper Yard and retain it as authority for such movement until return to Upper Yard.

4. No maintenance work or inspection will be done in tunnel without flag protection at both ends.

5. Flagmen will not permit movement of train, engine or track car into tunnel until it is known that all workmen are out of tunnel and track safe for movement.

BANGOR AND PORTLAND BRANCH

85. Miscellaneous

(a) Other trains and engines must protect against B. & P. Branch trains on both legs of Wye at Portland.

(b) When portion of train is left on east leg of Portland wye, full service brake application will be made and sufficient hand brakes applied (See General Instruction 24).

(c) Normal Position of Switches: On top of hill at Portland, for east leg of Wye.

(d) Air hose must be coupled and air brakes in use on all cars handled on the following side tracks:

Pen Argyl: Stephens Jackson Quarry Switch.

Also when handling cars between Portland and Hill Yard, and at all other points as required.

(e) Crews occupying main track in switching movements between yard limit board at east end of Bangor Yard and Bangor Union side track, must protect themselves with semaphore signal in "STOP" position at west end of yard track. Westward trains must approach this point under control expecting to find signal in "STOP" position and track occupied.

(f) The movement in either direction of train or engines between division post at end of Martins Creek Branch and the east end of the Delaware River Bridge must be under protection of flagman against opposing trains or engines.

Rules Governing Use of Electric Staff System Between Shops and Martins Creek Junction

86. (a) Staff stations are located at Martins Creek Junction and Bangor Shops. Each instrument is furnished with staffs for moving trains under absolute block. Track between Martins Creek Junction and west yard limit board at Bangor constitutes the Staff Block.

When a Staff has been withdrawn from an instrument, another Staff cannot be withdrawn, until the Staff previously removed has been placed in an instrument.

(b) All Train Movement Authority conferred by Timetable or Book of Rules between above named points is void, except that Train Orders in effect must be fulfilled.

(c) A staff in the engineman's possession is authority for movement of a train in either direction, unless otherwise restricted by train order.

Before entering staff block, conductors will, unless otherwise instructed, call dispatcher. If dispatcher cannot be reached train will proceed when in possession of staff.

(d) (a) No train will move in either direction, within staff block unless engineman has staff in his possession, or train orders annulling staff system, and authorizing movement.

(b) Train Dispatcher will not issue train order annulling staff system until the electric lever in Train Dispatcher's office has been placed in locked position.

(e) For movement, staff will be withdrawn by conductor and handed to engineman to carry to end of staff block, where it will be inserted in instrument by conductor. If after staff has been inserted, rear portion of train is still in staff block, it must be protected as provided by Rule 99.

(f) If a train parts, or it is necessary to double, while in the staff block, the staff must be retained by engineman until entire train is clear of block.

(g) Under no circumstances may a staff be transferred from one train to another.

(h) In case of failure of the staff apparatus, trains will be moved by train orders.

Special Protection of Highway Crossings—Bangor and Portland Branch (Rules 795, 795 (a)-(b)-(c)-(d))

87. At the following grade crossings automatic flashing light signals with short arm crossing gates or automatic flashing light signals only are in service and protect train movements on main tracks *only* in both directions.

Nazareth:

Main Street. Station Crossing at M.P. 106.76.
"Z" box adjacent to crossing.

All trains must observe that lunar white lights mounted on masts of gates are illuminated and flashing, indicating that gate arms are in the DOWN position before crossing highway.

Trains must not exceed speed of 8 miles per hour from "End of Highway Circuit" sign to crossing in either direction.

Pen Argyl Branch:

Flag protection will be provided before passing over "E" St. crossing and State St. crossing 702, Plainfield Township.

Bangor:

South Main Street. 300 feet west of Dispatcher's Office at M.P. 89.70.

No "Z" box.

Washington Street. Crossing east of Dispatcher's Office at M.P. 89.61.

"Z" box adjacent to crossing.

Trains must not exceed speed of 6 miles per hour from "End of Highway Circuit" sign to each crossing in either direction.

At Washington Street, crews must observe that the lunar white light mounted on flasher signal mast is flashing before passing over the crossing.

88—Location of Main Crossover

Explanation of symbols

EL—Electric locked switch

HT—Hand thrown switch

ML—Mechanical locked switch

TPX—Trailing point crossing.

FPX—Facing point crossover

MP	83.2	TPX	TR	1-2	Gravel Place Tower, HT EL
	83.2	TPX		2-4	Gravel Place Tower, HT EL
	83.3	FPX		1-3	Gravel Place Tower, HT EL
	91.2	FPX		1-2	W. Henryville HT EL
	94.8	FPX		1-2	Cresco HT
	97.6	TPX		1-2	Paradise HT
	103.1	FPX		1-2	Pocono Summit HT
	112.8	TPX		1-2	Gouldsboro HT
	112.8	FPX		2-4	Gouldsboro HT
	120.4	TPX		1-2	Moscow HT
	120.7	FPX		1-2	Moscow HT
	122.0	FPX		1-2	Elmhurst HT
	140.7	TPX		1-2	Clarks Summit HT
	140.7	FPX		1-3	Clarks Summit HT
	144.2	TPX		1-2	Dalton HT
	148.8	TPX		1-2	Factoryville HT
	155.0	TPX		1-2	Old Line Jct. HT
	161.6	TPX		1-2	Kingsley HT
	165.4	TPX		1-2	Alford HT
	171.5	TPX		1-2	New Milford HT
	177.3	TPX		1-2	Hallstead HT
	182.8	TPX		1-2	Conklin HT

SCRANTON DIVISION

WYOMING BRANCH

Eastward					Westward
Read Up		Distance from No. 14 Junction	STATIONS AND SIDINGS	Distance from Hoboken	Read Down
	Car Capacity of Sidings				Distance Between Stations
		35.2	... Gravity ...	139.0	1.2
		35.3	.. Lake Ariel. D	141.5	
		34.0	.. West Lake Jct..	140.2	6.6
	24	27.4	.... Saco	146.8	1.1
		26.4	.. Wimmers ..	147.8	9.3
	35	17.1	.. Nay Aug ..	157.1	0.5
		16.6	Rock Jct.	157.6	0.5
		16.1	.. Haines Jct. .	158.1	1.7
		14.4	.. West Jct. ..	159.8	1.1
		13.3	River Street	160.9	5.2
		10.75	South Scranton		
		8.1	Little Virginia	164.45	
	175		.... H. J.	166.1	1.8
		6.3	.... Avoca	167.9	

WYOMING BRANCH — SECOND DISTRICT

Eastward			Westward
Read Up	STATIONS	Distance from Hillside Jct.	Read Down
	... Suscon ...	6.73	
	. Hillside Jct. .	0	

SPECIAL INSTRUCTIONS**WYOMING BRANCH****Rules of the Operating Department**

Former Erie Railroad Co.

Effective November 30, 1952

TIME TABLES

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

Between Jefferson Jct. and Hudson Jct., Delaware and Hudson Railroad Corp. rules, special instructions and time table will govern.

YARD LIMITS**Indicated by Signs**

Between No. 14 Junction and Little Virginia

Scranton Branch

West Junction Branch

Jessup Branch

Riverside Mine Branch

Langcliffe Branch

Lake Ariel Branch

ALL MOVEMENTS OVER FOLLOWING CROSSINGS WILL AT ALL TIMES BE MADE UNDER PROTECTION OF ENGINE OR TRAIN CREW IN FOLLOWING MANNER:

Member of crew must precede each movement and know that all highway traffic has been stopped before giving engine-man signal to proceed.

Plank St. Pittston

York Ave. Avoca

Church St. Winton Boro. Jessup, Pa.

Hill St. Jessup - Jessup Branch

Main St. Riverside - Winton Branch

Keystone Ave. Blakely Borough - Winton Branch

Main St. Blakely Borough - Winton Branch

Lackawanna St. Olyphant - Winton Branch

Shaffers Lake Ariel

Inkerman Highway - No. 6 Branch

Main St. Riverside

Ontario St. Blakely

Eynon Road Blakely

Betty St. Eynon

Oak St. Eynon

North Miller St. Eynon

Hill St. Winton

GENERAL SPEED RESTRICTIONSMILES
PER HOUR

Passenger trains (on unrestricted track)	35
Freight trains (on unrestricted track)	35
Loaded cars, Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars) and freight cars with six wheel trucks between Wimmers and Gravity	30
Trains hauling eight wheel truck cranes, steam shovels and other similar pivoted machinery	20
Spreader cars will be restricted to a speed of 30 miles per hour and will be handled with blades in trailing position	30
Conductors will be responsible for knowing when above such equipment is in their trains and trains will not be permitted to leave terminals until enginemen have been so notified.	
All classes of yard engines when operating as a single unit, running light, are restricted to	25
All classes of road engines including road switchers, when running light, are restricted to	35
All trains entering or leaving sidings, or yards, passing from double track to single track, or single track to double track, or through crossovers, except as otherwise provided	
Between Little Virginia and Wimmers	25
Curve 110, east of Saco, M.P. 27.91 to M.P. 28.26	30
Scranton Branch	10
West Jct. Branch	10
Lake Ariel Branch	10
Jessup Branch	15
Winton Branch	10
No. 6 Branch	10
Moosic Mountain & Carbondale R.R.	10
Wyoming Branch 2nd District	10
Riverside Mine Branch	10

PROTECTION OF MOVEMENTS OVER HIGHWAY CROSSINGS

During the hours when a crossing watchman is not on duty, at Third Street, Dunmore, all trains must stop and a member of the crew precede each movement over the crossing, and know that all highway traffic has been stopped before giving engine-man signal to proceed.

*Watchman on duty -**Daily except Saturday, Sunday and Holidays.*

Third St., Dunmore - 8:00 A.M. to 4:00 P.M.

CLEARING OF TRAINS

Trains will not leave initial terminal on single track without train order and clearance Form A.

Train movements between Little Virginia and No. 14 Jct.,

Pittston, No. 6 and Jessup Branches. Scranton Branch between Rock Jct. and Dunmore and between West Jct. and Dunmore, will be directed by train dispatcher.

Crews will clear promptly by telephone.

SPECIAL INSTRUCTIONS

1. The normal position of switch at west end of Little Virginia connection is lined for E. L. main track movements and normal position of switch at east end of connection for LWV main track.

2(a) Normal position of switch at No. 7 Junction is lined for E.L. Main track movements.

(b) Hand thrown split switch derail east end No. 6 loaded yard is spiked for train movement to and from L.W.V. at No. 6 Hill.

3. When cars are put in Nay Aug Siding, switch at east end of "east of office track" at Rock Jct. must be set for siding.

4. Train operating via Lake Ariel Branch will obtain permission and when through using this branch will clear by telephone at West Lake Jct.

5. A switch point derail is located between Jessup and Winton Jct. Normal position is when set for derailing.

6. The normal position of main track ladder switch leading to Brownsville Branch at Hillside Jct. is when set for Brownsville Branch.

7. Switch point derail on Brownsville Branch leading to Wyoming Branch main track. Normal position is when set for derailing.

8. Trains from Wyoming Branch Second District will obtain permission at Hillside Jct. to move to Brownsville Branch and to Wyoming Branch at HJ.

9. Crews engaged in switching movements or picking up or leaving cars at Saco, are not to leave cars on circuits either main track or siding in such manner as will cause flasher light signals to operate. When making reverse movement, must move beyond end of circuit before making reverse movement.

10. Engineers operating on all tracks over Elm Street Crossing, Dunmore, will sound whistle signal (14-L) and ring bell approaching and passing over crossings.

11. Derails are located on Main track 2nd District at Fernwood Switch and approximately 600 feet west of switch. Derails are to be left in derailing position when track is occupied by cars.

ENGINES OF ALL CLASSES ARE PROHIBITED FROM OPERATING ON THE FOLLOWING INDUSTRIAL TRACKS —

Over pit on Greentop Coal Co. track - M.M. & C. R. R. - Jessup.

On trestle of Wyoming Co. - Scranton.

Diesel engines of 1000, 1200 and 1900 series with two (2) or more units coupled are not to be operated over curves in excess of twenty-one (21) degrees. This series Diesels with two (2) or more units coupled are restricted from using Con-

sumers Sales and Service Co. switch serving Seiples Feed Mill on Pittston Branch without reachers. The maximum curvature of track just beyond frog of this switch is twenty-seven (27) degrees.

AUTOMATIC ELECTRIC CROSSING GATES

Tedrick-Swallow St., Pittston

FLASHER LIGHTS CROSSING PROTECTION

Track circuits for flasher light crossing protection are arranged for time table speed at following locations:

Highway Crossing - Gravity

Highway Crossing - Maplewood

Highway Crossing - Saco

Highway Crossing - Wimmers

River St. - South Scranton

Track circuits for flasher light crossing protection are arranged for a speed of 10 miles per hour at the following locations:

Larch St. - Scranton Branch

Jefferson & Ash St. - Scranton Branch

William St. - Pittston

Broad St. - Pittston

South Main St. - Pittston

Flashing light highway crossing signals, at Drinker Street, Dunmore, are equipped with a cut-out and cut-in device located on west side of instrument case at southeast corner of crossing and operated by standard switch key. After signals have been cut out, cut-in key must be operated before train movement is made over crossing. Cars must be left clear of track circuit one hundred (100) feet each side of crossing.

Train crews will comply with Operating Rule 103.

RULES FOR THE MAINTENANCE OF AIR BRAKE AND SIGNAL EQUIPMENT EFFECTIVE SEPTEMBER 15, 1957

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

Rock Jct. to No. 6 Jct.

West Jct. to No. 6 Jct.

Dunmore to Scranton.

Wimmers, East and West.

Suscon to Hillside Jct.

CROSSOVER MOVEMENTS

When necessary to enter upon main tracks or crossover from one main track to another main track, permission will first be obtained. This does not relieve enginemen and trainmen from protecting the movements, as per Rule 99.

INSTRUCTIONS FOR DIESEL OPERATION

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

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

Headlights on Diesel locomotives in road service, freight and passenger, will be kept lighted when operated during daylight hours in order to give signalmen and other Maintenance of Way employes a better opportunity to observe approaching trains.

In multiple unit operation of Diesel locomotives, the locomotive number will be displayed on the lead unit only.

Diesel engines, Motor Cars and Roller Bearing equipped freight and passenger cars must not be operated in water that is higher than underside of ball of rail.

SPRING AND SAFETY SWITCHES

Safety switch is located 500 feet west of Blakely Street on Scranton Branch. Normal position is for safety track and may be run through by eastward trains.

FORMER AVOCA YARD TRACKS IN SERVICE

(a) Track known as L&B main leading to connection with Lehigh Valley Railroad at Duryea Jct.

(b) Track leading from the point of switch at former yard office through the former car repair area to a point approximately one hundred twenty-five (125) feet west of the west side of former roundhouse.

(c) Track formerly known as "the main" through Avoca Yard, will be used as running track to Plains Jct.

(d) Tracks at crossovers located at west end of Mc-Alpine Street Bridge and leading to Langcliffe Branch main, and adjacent track known as Scale Track No. 1.

(e) Track No. 1, in what is referred to as the "New Yard", will be used for coal loading purposes.

OVERHEAD CLEARANCES

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

BRIDGES M. P.	WYOMING BRANCH LOCATION	DESCRIPTION OF BRIDGE
32.95	1 mile west of West Lake Jct.	Overhead
28.38	1½ miles west of Maplewood	"
17.95	Nay Aug	Top Truss Members
14.10	½ mile west of West Jct.	Overhead
7.03	1 mile east of Avoca	"
1.59	L. & W. V. R. R.	"
SCRANTON BRANCH		
2.50	Monroe Ave., Scranton	Overhead
WYOMING BRANCH SECOND DISTRICT		
155.95	Westminster Jct.	Overhead

INDUSTRIAL SIDE TRACKS

LOCATION	WYOMING BRANCH INDUSTRY	OBSTRUCTION
JESSUP BRANCH		
Jessup	No. 1 Washery Moosic Mountain Washery Pompey Breaker	Building plate Telephone Wires Telephone & Power Wires
SCRANTON BRANCH		
Scranton	Scranton Electric Co.	Building Plate Electric wire
Scranton	Freight House	Building plate
OLD FORGE BRANCH		
Avoca Old Forge	Adams Coal Co. Local Telephone Co. Pittston Breaker	Building plate Electric wire Building frame Electric wires Piping
PITTSTON BRANCH		
Pittston No. 6. Branch No. 6. Branch	Radio City Valley View Coal Co. Inkerman Coal Co.	Building plate & canopy Building plate Coal tipple

Unloading ramp at Dupont No. 1 switch has been extended. Crews servicing this plant will exercise care to avoid personal injury.

TELEPHONES CONNECTING WITH TRAIN DISPATCHER'S CIRCUIT

Browntown: East and west end of siding.
 Pittston Breaker: East end of loaded yard.
 Avoca: (Hump: Booth at flood light tower.
 (On pole at caboose switch.
 No. 14—Loaded yard Plains Junction No. 7 Junction.
 Avoca Yard Office.
 Hillside Jct. Shelter Box.
 Robinson Crossover.
 HJ
 Little Virginia east and west end.
 River St. South Scranton
 West Jct.
 Haines Jct.
 Rock Jct.:
 East End Nay Aug Siding
 Wimmers: Station
 Saco: East end & West end of siding.
 Gravel Branch.
 West Lake Jct.
 Lake Ariel: Agent's office.
 Gravity: Station Switch

JESSUP BRANCH

Rock Jct.
 Drinker Street; 300 feet east of crossing.
 Gipsy Grove Summit.
 Tail Track Switch.
 No. 1 Breaker: Shelter box.
 Underwood: Booth.
 Jessup Hill St. Crossing.

SCRANTON BRANCH

Nay Aug Breaker Switch.
 No. 6 Jct. Switch Scale House.
 Dunmore: Scale House.
 Dunmore: Engine House.

STATION LIST

For the use of Agents, Conductors and others, for reporting
 movements of Trains, Locomotives and Cars

SCRANTON DIVISION (VIA BLAIRSTOWN)

Miles from		
	Pt. Morris, Jct., N. J.	520
12	Greendell	1201
19	Blairstown	1203
28	Slateford Jct., Pa.	1270
36	Stroudsburg	1275
38	Gravel Place	1277
40	Analomink	1280
49	Cresco	1285
50	Mountain Home	1290
52	Paradise	1292
57	Pocono Summit	1295
62	Tobyhanna	1300
67	Gouldsboro	1305
75	Moscow	1310
78	Elmhurst	1315
87	Scranton	1317
91	Hampton Yard	1318
95	Clarks Summit	1660
97	Glenburn	1662
98	Dalton	1665
100	La Plume	1669
102	Factoryville	1672
106	Nicholson	1675
109	Jct. Nicholson Branch	1677
112	Foster	1678
116	Kingsley	1680
126	New Milford	1685
132	Hallstead	1690
137	Conklin, N. Y.	1695
143	East Binghamton	1697

BLOOMSBURG BRANCH

Miles from		
	Scranton	1317
2	Hampton Yard	1318
4	South Scranton	1340
4	Taylor	1343
7	Old Forge	1346
8	Duryea	1490
10	Pittston	1492
11	West Pittston	1495
13	Wyoming	1501
15	Forty Fort	1505
16	Luzerne	1510
18	Kingston	1515
20	Plymouth Jct.	1520
21	Plymouth	1525
22	Avondale	1533
24	West Nanticoke	1537
33	Shickshinny	1545
41	Beach Haven	1549
44	Berwick	1554
44	West Berwick	1558
47	Briar Creek	1562
51	Lime Ridge	1566
54	Espy	1570
57	Bloomsburg	1574
59	Rupert	1578
60	Catawissa	1582
67	State Hospital	1584
69	Danville	1586
72	Chulasky	1590
80	Northumberland	1595

WASHINGTON LINE

Miles from		
	Washington	575
4	Oxford Furnace	1205
9	Bridgeville	1208
11	Manunka Chunk	1211
13	Delaware	1214
16	Portland	1217
18	Slateford Junction	1270

BANGOR AND PORTLAND BRANCH

Miles from		
	Portland	1217
4	Stier	1220
8	Bangor	1224
10	Martins Creek Jct.	1227
13	Delabole	1235
15	Pen Argyl	1240
16	Wind Gap Jct.	1242
21	Belfast Jct.	1245
22	Hercules	1250
25	Nazareth	1255
28	Bath	1260

MARTINS CREEK BRANCH

Miles from		
	Martins Creek Jct.	1227
4	Martins Creek, Pa.	1230
5	Martins Creek, N. J.	1233

LACKAWANNA AND WYOMING VALLEY RAILWAY

Miles from		
	Scranton	1317
2	Connell Jct.	1605
4	Virginia	1607
6	Rocky Glen	1609
8	Avoca	1611
10	Dupont	1613
11	Pittston	1615
12	South Pittston	1617
15	Hilldale	1619
16	Plains	1621
19	Wilkes-Barre	1623

SYRACUSE BRANCH

Miles from		
	East Binghamton, N. Y.	1697
3	Binghamton	2100
8	Chenango Bridge	1900
14	Chenango Forks	1903
23	Whitney Point	1906
26	Lisle	1910
29	Killawog	1914
32	Marathon	1917
42	Blodgett Mills	1920
45	Cortland Jct.	1922
46	Cortland	1925
48	Homer	1935
53	Little York	1938
56	Preble	1942
60	Tully	1946
63	Apulia	1950
68	Onativia	1953
76	Jamesville	1956
79	Rock Cut Switch	1960
82	Syracuse	1965
85	Solvay	1970
86	Syracuse Fair Grounds	1972
90	Stiles	1975
95	Baldwinsville	1980
106	Fulton	1985
113	Minetto	1990
117	Oswego	2000

UTICA BRANCH

Miles from		
	Chenango Forks	1903
1	Willards	2002
8	Greene	2005
14	Brisben	2009
22	Oxford	2015
30	Norwich	2020
36	Galena	2024
41	Sherburne	2028
46	Earlville	2032
53	Hubbardsville	2036
57	North Brookfield	2040
63	Waterville	2044
67	Paris	2047
71	Richfield Jct.	2050
73	Clayville	2074
75	Sauquoit	2077
76	Chadwicks	2082
78	Washington Mills	2085
80	New Hartford	2090
83	West Utica	2092
84	Utica	2095

RICHFIELD SPRINGS BRANCH

Miles from		
	Richfield Jct.	2050
5	Bridgewater	2055
8	West Winfield	2059
12	Cedarville	2063
18	South Columbia	2067
22	Richfield Springs	2070

WYOMING BRANCH

Miles from		
	Avoca	1354
1	Springbrook	1378
2	Hillside Jct.	1380
7	River St. Team Track (Scranton)	1400
8	West Junction	1402
10	Haines Junction	1425
10	Rock Junction	1430
12	Nay Aug	1438
20	Wimmers	1468
21	Saco	1472
24	Maplewood	1475
26	Gravel Branch	1476
28	West Lake Junction	1477
29	Gravity	1482

LAKE ARIEL BRANCH

Miles from		
	West Lake Junction	1477
1	Lake Ariel	1478

PLAINS JCT. BRANCH

Miles from		
	Avoca	1354
1	Pittston Breaker	1355
2	Pittston Summit	1356
3	Butler Breaker Junction	1357
4	No. 6 Breaker Branch	1358
4	No. 7 Jct., Sebastopal	1360
4	Pittston Branch Junction	1362
5	Ewen Breaker	1373
6	Plains Junction	1375

PLAINS BRANCH

Miles from		
	Hillside Junction	1380
1	Consolidated Breaker	1382
4	Suscon	1385

MOOSIC MOUNTAIN BRANCH

Miles from	Jessup	1440
1	Winton Jct.	1441

PITTSTON BRANCH

Miles from	No. 7 Jct., Sebastopal	1360
1	Pittston	1365
1	Pittston Milling Co.	1367
1	Pittston Stove Works	1369

OLD FORGE BREAKER BRANCH

Miles from	Avoca	1354
—	Adams Co.	1359

LANGCLIFFE BRANCH

Miles from	Avoca	1354
1	Langcliffe	1361

NO. 6 BREAKER BRANCH

Miles from	No. 7 Jct., Sebastopal	1360
1	No. 6 Washery	1371
1	Inkerman Coal Mfg. Co.	1372

JESSUP BRANCH

Miles from	Rock Jct.	1430
1	Gypsy Grove Summit	1433
2	No. 1 Breaker	1434
5	Underwood	1435
8	Jessup	1440
8	Pompey Breaker	1442
8	Mayflower Showcase Co. Switch	1443
9	Riverside Jct.	1450
9	Moosic Mountain Coal Co.	1451
10	Grove Hill Siding	1452
11	Olyphant	1461
12	Dickson City	1464

N. Y. O. & W. BRANCH

Miles from	Riverside Jct.	1450
1	Wadell Coal Co.	1454
2	Mid-Valley Bldg. Supply Co.	1455
3	Chrysler Plant	1456
4	Northwest Coal Co.	1457

SCRANTON BRANCH

Miles from	West Jct.	1402
2	Dunmore	1407
2	Cohens Siding	1409
3	Gilsonite Co.	1411
3	P. P. & L. Co.	1413
3	Hower & Stender Siding	1415
3	Johnson Jct.	1417
3	P. P. & L. Co.—Larch St.	1419
4	Scranton	1420

HAINES JCT. BRANCH

Miles from	Haines Jct.	1425
1	Nay Aug Breaker Branch	1403
1	No. 6 Jct. (Scranton Branch)	1404

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SPEED TABLE

Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.39	92.31	1.16	47.37	1.53	31.86	2.30	24.00
0.40	90.00	1.17	46.75	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.68
0.42	85.71	1.19	45.57	1.56	31.03	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.38
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.25	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.60	1.24	42.86	2.01	29.75	2.38	22.78
0.48	75.00	1.25	42.35	2.02	29.51	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.38	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.09
0.53	67.92	1.30	40.00	2.07	28.35	2.44	21.95
0.54	66.67	1.31	39.56	2.08	28.13	2.45	21.82
0.55	65.45	1.32	39.13	2.09	27.91	2.46	21.69
0.56	64.29	1.33	38.71	2.10	27.69	2.47	21.56
0.57	63.16	1.34	38.30	2.11	27.48	2.48	21.43
0.58	62.07	1.35	37.89	2.12	27.27	2.49	21.30
0.59	61.02	1.36	37.50	2.13	27.07	2.50	21.18
1.00	60.00	1.37	37.11	2.14	26.87	2.51	21.05
1.01	59.02	1.38	36.73	2.15	26.67	2.52	20.93
1.02	58.06	1.39	36.36	2.16	26.47	2.53	20.81
1.03	57.14	1.40	36.00	2.17	26.28	2.54	20.69
1.04	56.25	1.41	35.64	2.18	26.09	2.55	20.57
1.05	55.38	1.42	35.29	2.19	25.90	2.56	20.45
1.06	54.55	1.43	34.95	2.20	25.71	2.57	20.34
1.07	53.73	1.44	34.62	2.21	25.53	2.58	20.23
1.08	52.94	1.45	34.29	2.22	25.35	2.59	20.11
1.09	52.17	1.46	33.96	2.23	25.17	3.00	20.00
1.10	51.43	1.47	33.64	2.24	25.00	3.15	18.46
1.11	50.70	1.48	33.33	2.25	24.83	3.30	17.14
1.12	50.00	1.49	33.03	2.26	24.66	3.45	16.00
1.13	49.32	1.50	32.73	2.27	24.49	4.00	15.00
1.14	48.65	1.51	32.43	2.28	24.32	5.00	12.00
1.15	48.00	1.52	32.14	2.29	24.16	6.00	100.0

THINK

PRIMARY INSTRUCTIONS

1. Safety is of the first importance in the discharge of duty.
2. In case of doubt or uncertainty, the safe course must be taken.
3. Obedience to the rules is essential to safety.
4. To enter or remain in the service is an assurance of willingness to obey the rules.
5. The service demands faithful, intelligent and courteous discharge of duty.
6. Courtesy and friendliness must be extended to all patrons of the Company and particular consideration given to the comfort and needs of passengers.
7. To obtain promotion, ability must be shown for greater responsibility.

THINK

SCRANTON DIVISION

Trainmasters

W. J. Sweeney

R. K. Downey

Road Foreman of Engines

F. M. Hall

Chief Train Dispatcher

G. Rushin

Assistant Chief Train Dispatchers

D. M. Lawson

H. S. Covey

M. S. Harvey, Relief