

ERIE-LACKAWANNA RAILROAD COMPANY

SUSQUEHANNA DIVISION

TIME 6 TABLE

Effective 2:01 A.M.

SUNDAY, OCTOBER 27, 1963

EASTERN STANDARD TIME

FOR EMPLOYEES ONLY

C. H. ZIMMERMAN
Superintendent

K. W. DINGLE
Assistant Superintendent

COMPANY SURGEONS

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

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

NAME	ADDRESS	TELEPHONE
G. W. Cheesman, Oculist	7 Union St.	Hornell 324-5141
	382 First St.	Hornell 324-0713
C. G. Schwan, Oculist	19 Seneca St.	Hornell 324-2626
	206 Main St.	Hornell 324-2626
J. R. Kelly	27 Elm St.	Hornell 324-0485
Jas. R. Kelly	27 Elm St.	Hornell 324-0330
	61 Maple St.	Hornell 324-0330
W. J. Tracy	80 Broadway	Hornell 324-6651
	45 Genesee St.	Hornell 324-6651
T. L. McNamara	181 East Second St.	Corning XN-2-1114
P. M. Berzito	Main St.	Blossburg 143-J
	N. Williamson Rd.	Blossburg 143-M
M. F. Butler	378 W. Church St.	Elmira RE 4-8354
	420 W. Clinton St.	Elmira RE 2-0853
A. C. Smith, Oculist	410 W. Church St.	Elmira RE 4-8119
	Hillcrest Road	Elmira RE 2-0538
L. L. Hobler	426 W. Clinton St.	Elmira RE 4-5915
	Strathmont Pk.	Elmira RE 4-8678
R. E. Hobler	426 W. Clinton St.	Elmira RE 3-9682
	Mt. Zoar Rd.	Elmira RE 3-9027
J. Lee Kinner	243 Lake St., Elmira	REgent 2-3624
F. W. Chamberlain	963 Walnut St., Elmira	REgent 4-5478
W. T. Boland (Ophthalmologist)	378 W. Church St., Elmira	REgent 2-3233
S. V. Collins	930 W. Water St., Elmira	REgent 4-9818
Phillip A. Nichols	271 Front St., Owego	MU 7-0350
George F. Pritchard	271 Front St., Owego	MU 7-0350
Robert R. Bethje	310 East Main Street	Endicott RL 4-0004
Frank G. Moore	310 East Main Street	Endicott RL 4-0004
G. C. Vogt, Oculist	140 Chapin St.	Binghamton RA 4-2243
	18 Stratford Pl.	Binghamton RA 2-9107
Raymond J. Bowen, M.D.	123 Murray St.	Binghamton RA 2-7123
James J. Burnett, M.D.	88 Oak St.	Binghamton RA 2-8471
George J. Marvin	81 Riverside Dr., Binghamton	RA 2-1505
Richard A. Porter	219 Hudson St.	Hawley, Penna. 226-4603
J. P. Zavoy	428 Grand St.	Susquehanna UL 3-3912
R. C. Davis	107 Erie Ave.	Susquehanna 3-3652
	410 Jackson Ave.	Susquehanna 3-3653
C. E. Dungan		Hancock ME 7-4681
Geo. R. Mills	Callicoon Hospital	Callicoon 28
		Callicoon 122
John A. Petkus	Shohola	Shohola 959-3703
Clair C. Kenny	206 Penna. Ave.	Matamoras 491-4011
	607 Fifth St.	Matamoras 491-4810
G. E. Kenny	Masonic Bldg.	Port Jervis 856-3712
G. E. Kenny, Res.	Sparrow Bush, N. Y.	594-6204

TIME TABLES

"This timetable is the authority for the movement of regular trains of the Susquehanna Division. It is also the authority for the operation of Lehigh Valley, New York Central, Pennsylvania, and Delaware and Hudson Railroad trains over those parts of the Division on which they are designated to operate.

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

SIGNS. Additional to Rule 6

*—Conditional.

HOLIDAYS

Thanksgiving Day	November 28
Christmas Day	December 25
New Year's Day	January 1
Washington's Birthday	February 22

HOURS OF SERVICE LAW

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

LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, WATCH AND TRAIN REGISTERS AS INDICATED BY "X".

	Bulletin Boards	Standard Clocks	Train Registers	Special Order Books Watch Comparison Registers
Hornell—Telegraph office	X	X		X
First Class Trains			X	X
Dispatchers Office		X		
Fast Freight yard office	X	X		X
Engine Dispatchers office	X	X		X
Gang Mills: Yard Master's office	X	X		X
Elmira—General Foreman's office		X		
Passenger station baggage room	X	X		X
Yard Office				X
Waverly—Telegraph office	X	X		X
Binghamton—"QD" yard office	X	X		
Passenger station	X	X		X
First class trains originating and Terminating at Binghamton	X	X	X	X
East Binghamton—Yard office	X	X		X
Engine House		X		
Trains originating and Terminating at East Binghamton			X	
Susquehanna—Telegraph office	X	X		X
Deposit—Telegraph office	X	X		X
Port Jervis—Engine Dispatchers office	X	X		X
Telegraph office	X	X		X
First Class Train			X	
Lawrenceville			X	
Blossburg Freight Station	X	X	X	X
Lackawaxen BQ tower, Honesdale Branch Trains			X	
Honesdale			X	

Trains not scheduled to stop at points at which Train Registers are located, may register by throwing off train register slip, except when displaying signals for a following section when train must stop and the conductor register the train in person. When registering trains, write out in full the color of signals displayed.

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

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

TRAIN DISPATCHERS **Territory Controlled**

First Subdivision—

Between Hornell N. Y. and Susquehanna Pa.
Between Lawrenceville Pa. and Blossburg Pa.

Second Subdivision—

Between Susquehanna Pa. and Port Jervis N. Y.
Between Lackawaxen Pa. and Honesdale Pa.

SUPERIORITY OF TRAINS

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

CLEARING OF TRAINS

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

Syracuse and Utica Trains will not leave East Binghamton Yard without Clearance (Form A).

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

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

Trains will not leave initial terminal on Single track without clearance Form A or B when operator is on duty.

RULE D-151

Where two main tracks are in service trains or engines must keep to the right unless otherwise provided.

Where three or more main tracks are in service they shall be designated by numbers and their use indicated by special instructions.

RULE D-152

When a train or engine crosses over to, or obstructs another, track, unless otherwise provided, it must first be protected as prescribed by Rule 99 in both directions on that track.

RULE 93(a)

On two or more main tracks, movements against the current of traffic within yard limits may be made under protection only, unless otherwise provided. Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under rule 93(a) need not be afforded.

West of Cass Street, Hornell Yard.
Gang Mills Yard.
Susquehanna Yard.

RULES GOVERNING MANUAL AND AUTOMATIC BLOCK SIGNAL SYSTEMS & INTERLOCKING RULES

Effective November 30, 1952

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

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

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

Trains may be run against current of traffic at restricted speed on main tracks between East Binghamton yard and "BD" interlocking only when authorized by restricting interlocking signals (Rule 290).

Reverse movements must not be made on eastward pull-out track, East Binghamton Yard, neither must any engine enter this track for eastward movement at any intermediate point, without securing permission on the telephone from towerman at "BY" Tower.

Manual Block Signal System Rules will govern between Lawrenceville and Blossburg. Also between BQ Tower Lackawaxen, and Honesdale.

TRAFFIC CONTROL SYSTEM DISTRICTS

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

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

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

Westward track between "JA" Lanesboro and "GF" Gulf Summit.
Single track between "JA" Lanesboro and "JN" Jefferson Jct.

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

Single track between Port Dickinson and Chenango Forks.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

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

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

AUTOMATIC TRAIN STOP SYSTEM

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

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

The above territory includes all main tracks between "BD" and "West BD" Binghamton, N. Y. and West from QO Gibson,

N. Y. to Westward Automatic Signal 2657 and East from Eastward Automatic Signal 2670 to "QO" Gibson, N. Y.

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

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

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

REMOTE CONTROL SWITCHES AND SIGNALS

Controlled by Train Dispatcher — Hornell

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

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

"QO" Gibson, N. Y. — All Main track switches, crossovers and interlocking signals.

Controlled by "FS" Tower — Elmira.

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

Controlled by "FS" Tower — Elmira.

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

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

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

Controlled by "BD" Tower — Binghamton

West "BD" Binghamton, N. Y. All Main Track switches, crossovers and interlocking signals.

Binghamton—Robinson St., switch to end of 2 main tracks south and north track-switch D&H Interchange-switch to Erie connection.

Controlled by Operator "NS" — Susquehanna

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

"CP" Susquehanna — Switch.

"JA" Lanesboro — Main track crossover.

"GF" Gulf Summit — Main track crossover.

Controlled by Operator at Callicoon

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

Controlled by Operator at "BQ" Lackawaxen

"TU" Tusten — Main track crossovers.

Shohola — Switch at end of double track "East SA" and switch at end of double track, "West SA" are electrically operated automatically upon approach of trains. Home signals governing movements over these switches are automatically operated upon approach of trains except that Operator at "BQ" (during hours "BQ" is open) has supervisory control of these signals.

Should switch fail to operate, enginemen, conductors or trainmen will communicate with Operator at "BQ" or Dispatcher and after receiving permission to operate switch manually, will proceed according to the instructions listed below which are also posted in the telephone box at each home signal.

Controlled by Operator Port Jervis Station

"WX" Sparrowbush — Eastward main track switch lead to eastward yard. Switch in eastward yard.

Interlocking signals governing movements over controlled switches and signal governing movement from "B" yard through main track spring switch.

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

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

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

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

INSTRUCTIONS FOR OPERATING OVER POWER OPERATED SWITCH MACHINES

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

Cass Street, Hornell

West end Westward Yard, Hornell

"QO" Gibson

"VO" Elmira Heights

"FS" Fifth Street, Elmira

Second Street, Elmira

"JF" Southport Jct.
West "BD" Binghamton
"SR" West end Susquehanna Yard
"CP" Susquehanna
"JA" Lanesboro
"GF" Gulf Summit
East "SA" Shohola
West "SA" Shohola
"TU" Tusten
"WX" West end Port Jervis Yard.

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

INSTRUCTIONS COVERING HAND OPERATION OF ELECTRICALLY OPERATED SWITCHES

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

1. Communicate with the dispatcher by telephone, and obtain permission to operate the switch machine by means of the hand crank.
2. After receiving permission, remove crank from holder on signal instrument case, or concrete house.
3. Raise cover, which is painted white, on top of switch machine and place crank on square shaft at that point. Crank switch to desired position.
4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from the last switch machine cranked until train movement is completed and switch restored to normal.
5. Crank covers should then be locked and cranks restored to holder.
6. Switches should not be hand operated except in an emergency, and the maintainer notified.
7. Switch blocks, spikes, spike maul and claw bar will be found on racks near each switch, and should be returned to the rack after being used.

ELECTRICALLY LOCKED SWITCHES

Located at:

GANG MILLS YARD

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

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

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

BIG FLATS

Spur from westward main track.

HORSEHEADS

Koppers Co. switch M.P. 276.54.

"VO" ELMIRA HEIGHTS

Reformatory switch, West of McCanns Blvd.

"XY" siding east of Waverly pull-in switches East "XY" and West "XY."

OWEGO

Crossovers to Lehigh Valley Railroad off westward main track. East Binghamton Yard Track No. 1 Jewel Tea Co. switch—controlled from East Binghamton Interlocking tower. Binghamton—Robinson Street—Old caboosse track.

Binghamton Construction Co. switch.
D&H interchange—controlled from "BD" tower.
All switches in the traffic control territory between Port Dickinson and Chenango Forks controlled by Dispatcher at Scranton.

LACKAWAXEN

Old "BQ" lead westbound.

SHOHOLA

West end passing siding M.P. 106.23.

East end passing siding M.P. 105.90.

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

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

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

SWITCH POINT LOCKS

Barton Station Switch — M.P. 248.32

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

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

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

Junction Switch Spur A and B Painted Post, N. Y. — M.P. 292.21
Rochester Division.

Pull in Switch "QZ" Eastbound Siding Addison, N. Y. — M.P. 302.60.

Pull in Switch "QZ" Westbound Siding, Addison, N. Y., M.P. 302.60.

Crossover Switches Block No. 1, Hornell, N. Y. — M.P. 330.42.

Eastward main track to third rail at Block 1, Mile Post 330.44.

East end of facing point crossover from westward main track to eastward main track at Block 3, Mile Post 331.12.

West end of facing point crossover from eastward main track to westward main track at Block 3, Mile Post 331.15.

Switch point locks are located four (4) feet back of point of switch on closed point. When necessary to throw switch

per movement, into siding, it will be necessary to open switch lock with switch key and step on lever to release switch point lock. Switch then can be thrown. After movement has been completed and switches returned to normal, switch lock will be replaced and locked.

SPRING SWITCHES

Located at:

West end of Westward Yard Pull-out, Hornell.
East end of Eastward Siding, "GN", Gang Mills.
West end of Westward Siding, "RG", Gang Mills.
East end of Westward Siding, Second St., Elmira.
West end "XY" Siding, Waverly.
East end "XY" Siding, Waverly.
East end of Eastward Siding, "LR", Owego.
West end "VR", Campville Siding.
East end of Eastward Siding, "BD", Binghamton.
East Binghamton Yard—

1. At west end of outbound Syracuse & Utica train track connecting outbound engine track.
2. East of old coal chutes connecting Syracuse & Utica train track with outbound engine track.
3. East of ash-pit connecting lead to outbound engine track.
4. East pull out east end of New Yard.
5. West end of Regular and Inside leads.

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

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

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

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

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

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

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

GREEN — Proceed.

YELLOW — Approach switch signal prepared to stop.

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

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

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

TELEPHONE TRAIN ORDER SIGNALS

Eastward

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

Westward

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

DRAGGING EQUIPMENT DETECTORS

Susquehanna Division

FOR EASTWARD TRAINS:

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

FOR WESTWARD TRAINS:

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

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

When train reaches Signals 255-2 or eastward home signals "QO" Gibson or "West BD" Binghamton, or westward home

signal at "BD" Binghamton or "JF" Southport Jct. Dispatcher must be notified as to cause of delay. To permit signal to clear, break seal on switch key controller marked "E" located adjacent to signal, insert switch key, turn clockwise and hold ten (10) seconds, then remove key. Signal will then clear. If signal does not clear, confer with Dispatcher for further instructions.

CROSSOVER MOVEMENT

When necessary to enter upon the main tracks or crossover from one main track to another permission must first be obtained. See special instruction Hornell Yard. This does not relieve enginemen and trainmen from protecting the movement as per Rule 99. Permission to use Main track or crossovers within interlocking limits will be given by signal indication.

OWEGO, MAIN TRACK CROSSOVER

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

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

YARD LIMITS (Indicated by Signs)

Hornell
Gang Mills
South Waverly — Nichols
Binghamton Including Vestal Spur.
Susquehanna
Port Jervis
East Honesdale to Honesdale

SIDINGS

	Car Capacity	
	Eastward	Westward
"QZ" Addison	126	125
Gang Mills	160	160
"VO" Elmira	125	121
Southport	105	
"XY" Waverly Center Siding		185
"LR" Owego	125	
"VR" Campville		174
"KZ" Endicott	129	
"BD" Binghamton	160	
Gulf Summit	124	
Hancock		135
Callicoon	130	125
Shohola		35
"HX" Hawley		45
Wangaum Stub		45

RULES FOR THE MAINTENANCE OF AIR BRAKE AND AIR SIGNAL EQUIPMENT

Effective September 15, 1957

Running tests as provided for in Rule 51 will be made by all trains on descending grades as follows—

Gulf Summit Eastward and Westward

SPEED RESTRICTIONS

Susquehanna Division

Miles
Per Hour

1st Subdivision

Passenger trains (on unrestricted track)	70
Freight trains (on unrestricted track)	50
Freight trains with 4000 tons or less (on unrestricted track) between "SR" tower M.P. 193.8 and East BD M.P. 213.2 and between Johnson City M.P. 216.8 and ZY Tower Hornell M.P. 328.4	60
Trains handling ore	40
Spreader cars (must be handled with blades in trailing position)	30
Yard engines, Classes SA (except SA-3), SB, SE, MSA, and MSL, must not be operated with train nor towed in train at a speed in excess of	40
Classes SA-3 and SG will operate with or without train or be towed in trains under Special Instructions issued by Mechanical Department.	
All Classes of yard engines when operating as a single unit running light	25
All classes of road engines, including roadswitchers, when operating as a single unit running light	35
Road engines consisting of two or more units operated from cab at rear	35
Trains handling wrecking derrick	30
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Loaded cars carded Form 5432	30
Pivoted machinery listed immediately above is to be handled on rear of train not more than 15 cars from caboose. Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineers will not leave terminal until so notified.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track or through crossovers except as otherwise provided	10

Tioga Branch

Freight Trains	20
All classes of yard engines when operating as a single unit running light are restricted to	20
250 Ton wrecking derrick not permitted.	
Train handling wrecking derrick, 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20
Pivoted machinery listed immediately above is to be handled on rear of train not more than 15 cars from caboose. Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineer will not leave terminal unless so notified.	

2nd Subdivision

Passenger trains on unrestricted track	50
Freight trains on unrestricted track	50
Trains handling ore	40
Spreader cars (must be handled with blades in trailing position)	30
All classes of yard engines when operating as a single unit running light	25
All classes of road engines, including roadswitchers, when operating as a single unit running light	35

Road engines consisting of two or more units operated from cab at rear	35
Yard engines, Classes SA (except SA-3), SB, SE, MSA and MSL, must not be operated with train nor towed in train at a speed in excess of	40
Classes SA-3 and SG will operate with or without train or be towed in trains under Special Instructions issued by Mechanical Department.	
Cars with maximum gross weight of car and lading in excess of 260,000 lbs., with four axles, and	
Cars with a maximum gross weight of car and lading in excess of 260,000 lbs., with four axles, and	
250 ton wrecking derrick over Bridge 90.84 (Mill Rift) and 189.46 (Starrucca Viaduct)	20
Trains handling wrecking derrick	30
Cars with maximum gross weight of car and leading in excess of 260,000 lbs. with four axles, and cars with maximum gross weight of car and lading in excess of 300,000 lbs. with six axles and 250 ton wrecking derrick over Bridge 90.84 (Mill Rift) and 189.46 (Starrucca Viaduct)	20
Trains handling 8 wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Loaded cars, carded Form 5432	30
Pivoted machinery listed immediately above is to be handled on rear of train not more than 15 cars from caboose. Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineer will not leave terminal until so notified.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through crossovers, except as otherwise provided	10

Honesdale Branch

All trains on unrestricted track	35
Loaded cars carded form 5432	30
Freight trains handling loaded self cleaning hopper cars (Except covered hoppers) and freight cars with 6 wheel trucks	30
Trains hauling 8 wheeled truck cranes, steam shovels and other similar pivoted machinery	20
Spreader cars (must be handled with blades in trailing position)	30
All classes of yard engines when operating as a single unit	25
All trains entering or leaving sidings or yards passing from double to single track or single track to double track or through crossover except otherwise provided	10

SUSQUEHANNA DIVISION

1st Subdivision

Location	Mile Post		Speed Restricted	
	From	To	To Miles Per Hour	
SUSQUEHANNA—				
2nd Curve West & Fueling Station	191.88	192.38	(P) (F)	30
Fueling station to "SR"	192.38	193.85	(P)	50
Crossover "SR"	193.94		(P) (F)	15
7th Curve West of	194.2	194.4	(P)	60
8th Curve West of	194.4	194.7	(P)	60
HICKORY GROVE—				
1st Curve West of	195.1	196.9	(P)	60
2nd Curve West of				
3rd Curve West of				
4th Curve West of				
5th Curve West of				
6th Curve West of	197.0	198.6	(P) (F)	45
7th Curve West of				
8th Curve West of				
9th Curve West of				
10th Curve West of				
LANGDON—				
5th Curve West of	211.3	211.6	(P)	60 Track #2
6th Curve West of	211.7	212.0	(P)	60
7th Curve West of	212.2	212.4	(P)	60
BINGHAMTON—				
"BD"—east leg of wye entering and leaving main track	213.20		(F)	15
"BD"—Crossover & Switches	213.20			
Passenger trains				30
Freight trains				30
Sidetrack serving R. H. Whiting & Sons. All engines and 4 axle cars having a gross weight less than 180,000# and 6 axle cars less than 200,000#	212.5	212.6	(F)	15 Sidetrack
*Cars in excess of these weights will not be operated on Br. F212.52 without special instructions.				
Passenger station to Chenango River Bridge	214.0	214.1	(F) (P)	25
Chenango River Bridge	214.1	214.4	(F) (P)	20
1st Curve West of	214.4	214.5	(P)	60
2nd Curve West of	214.5	214.6	(P)	60
3rd Curve West of	214.8	215.2	(P)	60
West "BD" Crossovers & Switches	215.40		(F) (P)	30
JOHNSON CITY—				
3rd Curve West of	219.80	220.0	(F) (P)	55
ENDICOTT—				
2nd Curve West of	224.3	226.3	(P)	60
3rd Curve West of				
4th Curve West of				
5th Curve West of				
6th Curve West of				
7th Curve West of	227.0	227.7	(P)	65
8th Curve West of				
9th Curve West of				
CAMPVILLE—				
2nd Curve West of	229.8	230.2	(P)	60

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour	
SMITHBORO—				
Findley Curve	244.6	244.9	(P)	65
BARTON—				
Barton Curve	247.8	250.2	(P)	60
1st Curve West of				
2nd Curve West of				
3rd Curve West of				
Hallenbacks Curve	250.8	251.50	(P) (F)	{ 60 Track 1 55 Track 2
7th Curve West of	251.6	252.1	(P) (F)	55 Track #2
8th Curve West of				
Waverly Bridge	255.30			
Freight House Lead— all engines & cars (except that 4 axle cars having a total weight in excess of 200,000# and 6 axle cars in excess of 225,000# must not be operated over this bridge without special instructions.)				15 Sidetrack
Second and third track South of eastward main track, all engines are restricted from oper- ating on this bridge except engines of 700 horsepower or less and all cars (four axle cars having total weight in excess of 220,000# or six axle cars in excess of 250,000# must not be operated on those tracks)				10 Sidetrack
250 ton wrecking derrick must not be operated on freight house lead or second and third track South of Eastward main.				
WAVERLY—				
1st Curve West of	255.5	256.30	(F) (P)	60
2nd Curve West of				
3rd Curve West of	256.4	257.2	(P)	65
CHEMUNG—				
Curve at Chemung	259.5	260.2	(P)	65
1st Curve West	260.2	260.4	(P)	60
SOUTHPORT JUNCTION—				
To & from West end Eastward Siding	271.78		(F) (P)	15 Siding
Main track Crossover	271.85		(F) (P)	25
To & from Eastward track and PRR	271.88		(F) (P)	15
Elmira Viaduct	271.88	273.23	(F)	30
ELMIRA—				
When Passenger trains are standing at station platform all trains and engines	272.90		(F) (P)	15
Crossover "FS"	273.0		(F) (P)	25
Crossovers "VO"	274.8		(F) (P)	30
Crossover "HO"	276.9		(F) (P)	15
To & from Westward track & PRR	276.94		(F) (P)	15

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour	
HORSEHEADS—				
Wells Bridge Curve	280.0	280.3	(P)	60
"QO"—Gibson— Crossovers & Switches	288.70		(F) (P)	30
CORNING—				
When passenger trains are standing at station—All trains & engines	290.80		(F) (P)	25
ADDISON—				
2nd Curve East of	300.1	300.5	(P)	65
1st Curve East of	300.9	300.2	(P)	{ 65 Track #1 60 Track #2
Addison Station Curve ..	301.25	301.35	(F) (P)	45 Track #2
1st Curve West of	301.50	302.3	(P)	60
2nd Curve West of				
RATHBONE—				
Rathbone Curve	305.8	306.3	(P)	65
Cole's Curve	307.7	308.0	(F) (P)	55
4th Curve West of	309.0	309.7	(F) (P)	50
Stickney's Curve				
CAMERON MILLS—				
1st Curve West of	312.0	312.4	(P)	65
CAMERON—				
1st Curve East of	313.9	314.9	(P)	60
1st Curve West of				
2nd Curve West of				
Cameron Narrows Curve	315.9	316.1	(F) (P)	55
5th Curve West of	317.1	317.4	(P)	60
6th Curve West of	317.8	318.2	(F) (P)	55
7th Curve West of				
11th Curve West of	321.1	321.4	(P)	65
ADRIAN—				
3rd Curve West of	325.8	326.3	(F) (P)	50
4th Curve West of				
5th Curve West of	326.4	326.6	(P)	60
"XY"—				
Trailing Point Crossover	328.35		(F) (P)	15
Facing Point Crossover	328.41		(F) (P)	25
2nd Curve West of	329.35	329.5	(F) (P)	50
3rd Curve West of	330.0	330.1	(F) (P)	50
4th Curve West of	330.2	330.9	(F) (P)	{ 30 Track 1 35 Track 2
5th Curve West of				
6th Curve West of				
7th Curve West of				
HORNELL—				
250 ton wrecking crane over South track Br. 330.66	330.66		(F)	10
Block 3 to Cass Street ..	331.0	331.7	(P) (F)	15
Cass Street Crossover ..	331.74		(F) (P)	25
To & from Eastward main & Allegany division	331.78		(F) (P)	25
Vestal Spur				
All trains				20
JOHNSON CITY—				
Baldwin St.	194.4	*	(F)	5
(All movements over this crossing on side- tracks must be protected by member of Crew)				

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
VESTAL—			
Hotaling Road (African Road)	197.7	*	(F) 5
(All movements must stop before proceeding over this crossing)			
Nichols Spur			
All Trains			20
SO. WAVERLY—			
Pennsylvania Ave.	230.80		5
(all movements must stop before proceeding over crossing and member of Crew equipped with flag during daylight hours and lighted white and lighted red lanterns during hours of darkness shall proceed the movement on the ground)			
LITCHFIELD—			
Litchfield Crossing	226.56	*	5
(All movements stop and proceed over crossing at speed not to exceed 5 m.p.h.)			
NICHOLS—			
Van Rippers Crossing	223.40		5
Cemetery Road Crossing	221.83	*	5
(all movements stop and proceed over crossing at speed not to exceed 5 m.p.h.)			
Main St. Crossing	220.68	*	5
(All movements over this crossing on Southerly side track will be protected by member of crew)			
Tioga Branch			
Lambs Creek Br.	32.87	32.87	15
Mansfield Park St. Crossing	35.60		10
Mansfield Main St. Crossing	35.92		
*All trains must stop at this crossing and will not proceed until member of crew on ground has stopped all highway traffic.			
Blossburg	45.30	47.60	15
All curves West of Blossburg			

SUSQUEHANNA DIVISION

2nd Division

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour	
PORT JERVIS—				
Station to Br. 90.84	87.2	90.84	(F) (P) 40	
Over Switches at Germantown Bridge, Port Jervis yard, except diverging movement				
Diverging movement Sparrowbush			(F) (P) 30	
			(F) (P) 15	
MILL RIFT—				
Mill Rift Curve	90.9	91.3	(F) (P) { 30 Track 2 40 Track 1	
MONGAUP—				
Mongaup Curve	94.7	96.6	(F) (P) 45	Track #2
1st Curve West of				
2nd Curve West of				
3rd Curve West of				
4th Curve West of				
5th Curve West of				
6th Curve West of				
7th Curve West of				
POND EDDY—				
Pond Eddy Dump Curve	98.5	98.75	(F) (P) 45	
6th Curve West of	100.4	100.9	(F) (P) 45	
7th Curve West of				
PARKERS GLEN—				
4th Curve West of	102.6	103.1	(F) (P) 45	
8th Curve West of	103.9	104.3	(F) (P) 45	
12th Curve West of	104.8	105.1	(F) (P) 45	
14th Curve West of	105.3	106.1	(F) (P) 45	Track 1 Track 2 Single
15th Curve West of				
16th Curve West of				
All trains passing from double to single or single to double track East "SA" & West "SA"				
	105.45	106.45	(F) (P) 50	
SHOHOLA—				
King Fullers Curve	107.5	108.0	(F) (P) 45	
7th Curve West of				
LACKAWAXEN—				
Crossovers "BQ"	109.35		(F) (P) 25	
TUSTEN—				
Curve at Station	117.8	118.0	(F) (P) 45	
Crossovers at "TU"	118.7		(F) (P) 25	
8th Curve West of	121.1	121.5	(F) (P) 40	
NARROWSBURG—				
1st Curve West of	121.6	122.7	(F) (P) 45	
Hunts Curve				
SKINNER—				
Skinner's Curve	127.2	127.6	(F) (P) 45	
COCHECTON—				
Cochecton Curve	130.0	130.6	(F) (P) 45	
HANKINS—				
3rd Curve West of	143.4	143.8	(F) (P) 45	
Kellums Curve				
LONG EDDY—				
Taylor's Cut Curve	150.6	151.5	(F) (P) 45	
10th Curve West of				

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
LORDVILLE—			
Equinunk Curve	153.3	153.8	(F) (P) 45
7th Curve West of	156.2	156.6	(F) (P) 45
14th Curve West of	161.1	161.3	(F) (P) 45
HANCOCK—			
Hancock Curve	162.7	163.0	(F) (P) 45
3rd Curve West of	163.9	164.1	(F) (P) 45
6th Curve West of	165.3	166.3	(F) (P) 45
7th Curve West of			
8th Curve West of			
9th Curve West of			
12th Curve West of	167.7	168.1	(F) (P) 45
13th Curve West of			
Between Deposit & Gulf Summit	176.9	183.4	(F) (P) 30 Track 1
DEPOSIT—			
12th Curve West of	182.4	183.1	(F) (P) 45 Track 2
13th Curve West of			
GULF SUMMIT—			
Eastward & Westward freight trains will not run to exceed 20 miles per hour over apex of Grade at Gulf Summit	183.4		(F) 20
Between Lanesboro & Gulf Summit	183.4	190.0	(F) (P) 30 Track #2
GULF SUMMIT—			
16th Curve West of	189.3	189.4	(F) (P) 40 Track #1
LANESBORO—			
Lanesboro Curve	189.4	191.8	(F) (P) 40 Track #1
1st Curve West of			
2nd Curve West of			
3rd Curve West of			
4th Curve West of			
Traffic Route Crossover Between "JA" & "JN" ..	189.90		(F) (P) 25 (F) (P) 20
1st Curve West of	189.9	191.8	(F) (P) 40 Track #2
2nd Curve West of			
3rd Curve West of			
4th Curve West of			
Brakes must not be applied or speed changed on Starrucca Viaduct except in case of emergency			
Bridge 191.24 Exchange St. Susquehanna, all engines and cars with a maximum gross weight in excess of 200,000 lbs. with four axles and 225,000 lbs. with six axles on Boiler Shop tracks (4th track South of westward main tracks)			15
250 ton wrecking derrick over Boiler Shop track (4th track South of westward main track Bridge 191.24 Exchange St. Susquehanna			10

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Susquehanna Coach Shop track leading to Whiting Jack and all circle tracks from main lead to Motor Car Shop, back and including track 17 are restricted to all except Diesel Switch engines of 1000 horsepower or less.			
SUSQUEHANNA—			
2nd Curve West of & Fueling Station	191.9	192.3	(F) (P) 30
Crossover "SQ"	192.35		15
Crossover "SR"	193.94		15
Honesdale Branch			
Between Shimer's Cut and East end Hy	118.77	124.50	(F) 30
Mile post 121.50, about ¼ mile east of Kimbles West to MP 123.50	121.5	123.5	(F) 15
East "HX" to West "HX"	124.50	125.0	15
Between Hawley & Honesdale	125.7	134.6	25

ENGINE RESTRICTIONS

Engines of 1850 and 2400 series are restricted to Through freight and passenger service.

ENGINES, SERIES 2400, 6500, 7000 and 8000 MUST NOT OPERATE on THE FOLLOWING TRACKS:

Cameron Mills, N. Y.

Pump House Track (Trestle only).

Horseheads, N. Y.

Main track turnout at station.

Elmira, N. Y.

Hankins Container
Elmira Coal Co. Trestle
Thatcher Mfg. Co.

American Bridge Works

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

Remington Rand Co.

Ward LaFrance Co.

American Bridge Co.

Pitcher's Coal Co.

Harris-McHenry Lumber Co.

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

Waverly, N. Y.

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

Endicott, N. Y.

North side, west of Oakhill underpass.

Johnson City, N. Y.

Lester Ave. north side.

Pond Eddy, Pa.

Station switch beyond highway crossing.

Engines of all classes are prohibited from operating on the following industrial tracks—

Honesdale Flour & Feed track, west of Chapel Street, Honesdale; City Coal Co. Trestle, Honesdale.

Beyond point of switch of first inside track east end of Lummus Co., (Yuba), Honesdale.

Over pit on Honesdale Coal Co. track.

EQUIPMENT RESTRICTIONS

ROLLER BEARING EQUIPMENT

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

SNOW FIGHTING EQUIPMENT

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

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

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

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

Tioga Branch not permitted to operate.

Bridge 191.24, Exchange St., Susquehanna, not permitted to operate on track 4, old westward yard and boiler shop track south of eastward main track.

Bridge 189.46, Starrucca Viaduct, 20 M.P.H.

Bridge 90.84, Mill Rift, 20 M.P.H.

Cars having shipments with maximum gross weight of car and lading in excess of 220,000 lbs., with four axles and 250,000 lbs. with six axles, will not be operated between Lawrenceville and Blossburg except by special instructions.

Small Steam Locomotive Tenders numbered 04037 and 04038 equipped as snow plows may operate under the following restrictions:

Bridge 255.30, Waverly, second and third track south of eastward main track, 10 M.P.H.

Bridge F-212.52, R&H Whiting Siding, Binghamton, 15 M.P.H.

PIVOTED MACHINERY IN TRAINS

Pivoted machinery moving on its own trucks is to be handled on rear of the train not more than 15 cars from the caboose, conductors will notify engineers before leaving terminals whether or not such equipment in train.

LOCATION OF TELEPHONES

SUSQUEHANNA DIVISION

1st Subdivision

MILE POST	LOCATION	PHONE CIRCUITS		
327.14				SL
325.32				SL
324.05				SL
322.10				SL
321.29	AP Crossover	632	607	SL
318.16				SL
316.08				SL
315.75				SL
314.11		632	607	SL
314.03	Tool House	632	607	
314.20	Tool House	632	607	Outside Phone
308.17	UO Crossover	632	607	
306.17		632	607	Booth
303.34	QZ W End	632	607	SL
303.10				SL
302.24	QZ E End	632	607	
301.18	Station	632		SL
300.25				SL
296.01		632	607	
294.93	Signal 294-2	632	607	SL
294.55	RG Crossover	632	607	SL
294.09				SL
293.50	Gang Mills Yd.	632	607	SL
293.40	Gang Mills Shop	632	607	SL
293.20	GN	632	607	SL
292.81	Sig 292.1	632	607	SL
292.30		632	607	SL
292.27		632	607	SL
291.97		632	607	SL
291.94		632	607	SL
290.83	Station	632	607	
290.65	Crossover	632	607	SL
290.10	Interchange Yd.			SL

MILE POST	LOCATION	PHONE CIRCUITS		
289.65	Post Creek	632	607	SL
289.44		632	607	
288.70		632	607	
288.65		632	607	
288.50		632	607	
285.14	Hickling	632	607	
283.39		632	607	
282.41	Station	632	607	
277.40		632	607	
277.30		632	607	
	HO Tower	632	607	
276.22				SL
275.45				SL
275.25				SL
275.10				SL
274.93				SL
274.87				SL
274.63				SL
274.30				SL
274.12				SL
273.97				SL
273.48				SL
273.22				SL
273.2	FS Tower	632	607	SL
272.92				SL
272.80	Station Platform	632	607	SL
272.67	Second St.			SL
272.51	Church St.			SL
271.99	Henry St.			SL
271.92	J.F.			SL
270.31				SL
270.26	Southport Tool House	632	607	SL
267.96	Sig 267—1 & 2			SL
266.17				SL
265.70		632	607	
261.20		632	607	
260.75		632	607	
260.13		632	607	
255.23	Bunk Room	632	607	SL
255.23	Station	632	607	SL
255.19				SL
254.39				SL
254.06		632	607	SL
253.98		632	607	SL
252.06		632	607	SL
251.70	Sig 251-1			SL
251.09				SL
248.14		632	607	
246.03		632	607	
245.15				
241.60		632	607	
236.25		632	607	
236.15	Mc Master St.	632	607	
236.03	Station	632	607	
235.08	W. End LR	632	607	
233.99	E. End LR	632	607	
230.20				SL
229.69	W. End VR	632	607	
229.07	Middle VR	632	607	
227.90	E End VR	632	607	
226.47				SL
224.03		632	607	
223.15	Page One KZ Crossover	632	607	
	End Station	632	607	SL
222.30		632	607	SL
221.56		632	607	
	Yd. Office	632	607	SL
221.10	EQ Crossover	632	607	SL
220.20	Hooper Rd.	632	607	
219.06				SL

MILE POST	LOCATION	PHONE CIRCUITS		
216.79	Sig 2162	632	607	SL
216.05	Station	632	607	SL
216.43	Bridge 21643			SL
216.03		632	607	SL
215.50	West BD	632	607	SL
215.10		632	607	SL
215.45	West BD	632	607	SL
214.75				SL
	Erie Station			SL
214				SL
213.90	On DL Track East of DL Station at Crossover			
				SL
213.2	BD Tower	632	607	SL
212.54				SL
211.70	DH			SL
210.55	Pine Camp			SL
207.65	Langdon Crossover	632	607	
204.06	Newberry	632	607	
199.82	Station	632	607	
199.60	Crossover	632	607	
	SR			
SUSQUEHANNA DIVISION				
2nd Subdivision				
193.8	Towers	601	632	SL
		602	607	
192.40	SQ	601	632	SL
	CP Crossover			SL-2
191.10	Shop			SL-2
	JA Crossover			CTC
189.87	Jefferson Div.	601	602	SL
188.10				SL
183.10	GF			SL
183.7	GF	601	602	SL
183.3	GF			SL
182.2		601	602	
176.40	Sig 176.1	601	602	
175.40	MX	601	602	
169.90	HF	601	602	
163	Frnt. House	601	602	
162.70	1621 Signal West End	601	602	SL
161.40	KI E. End	601	602	
161.20	Sig. 161-1	601	602	
158.50				SL
153.35		601	602	
152-60	Crossover	601	602	
146.40	Crossover	601	602	
143.80	Kellams	601	602	
142.04	Hankins	601	602	
137.30	Sig 137.13	601	602	SL
136.47	Sig 136.2	601	602	
136.4		601	602	SL
135.1		601	602	
134.55		601	602	
129.83		601	602	
129.03		601	602	SL
127.01		601	602	
121.01	Tool House	601	602	
119.30		601	602	
118.60	TV Crossover	601	602	
117.97	Stub Switch	601	602	
115.40		601	602	
109.40	BQ Tower	601	602	
106.40	W. Shohola	601	602	
106.22		601	602	
106.12		601	602	
105.90		601	602	
105.87		601	602	

MILE POST	LOCATION	PHONE CIRCUITS	
104.60	East Shohola		
105.50	Sig. L-2	601	602
101-03		601	602
98-34	Tool House	601	602
97.80	Stub Switch	601	602
97.15	Crossover	601	602
95.01		601	602
91.01		601	602
98.8	WX	601	602

Honesdale Branch

1.7	XJ	636	637
6.8	Glen Eyre	636	637
11.2	Kimbles	636	637
14.1	HX	636	637
16	W. End HX	636	637
16.4	Freight House	636	637
20.1	White Mills		637
24.5	E. Honesdale		637

STATION LIST

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

FIRST SUBDIVISION

Miles from	Station No.
— Susquehanna, Pa.	1855
3 Hickory Grove	1857
8 Great Bend	1860
13 Kirkwood, N. Y.	1865
15 Langdon	1870
18 Walker's Switch	1872
20 Asylum Switch	1874
22 Binghamton	2100
25 Johnson City	2105
28 Hooper	2107
30 Endicott	2115
31 Endicott (Liberty St.)	2117
37 Campville	2119
44 Owego	2120
50 Tioga Centre	2125
54 Smithboro	2135
56 Barton	2140
63 Waverly	2145
68 Chemung	2150
74 Wellsburg	2155
80 Southport Junction	2157
81 Elmira	2160
84 Elmira Heights	2165
86 Horseheads	2185
91 Big Flats	2187
92 Atlantic Switch	2189
93 NY State Elec. & Gas Corp.	2192
97 Gibson	2199
99 Corning	2200
100 Painted Post	2202
101 Gang Mills	2203
104 Erwins	2303
108 Crane's Switch	2304
109 Addison	2310
110 QZ Crossover	2312
114 Rathbone	2320
119 Cameron Mills	2325
120 Cameron Pump Station	2327
122 Cameron	2330
130 Adrian	2332
135 Canisteo	2335
139 Hornell	2340

WATKINS BRANCH

Miles from	Station No.
— Elmira	2160
7 Horseheads (Recon. Plant)	2166
10 Pine Valley	2167
13 Millport	2170
14 Croton	2172
18 Montour Falls	2175
22 Watkins Glen	2180
23 Coal Point	2182

TIOGA BRANCH

Miles from	Station No.
— Lawrenceville	2207
4 Tioga Junction	2210
8 Tioga	2215
9 Berry's Bridge	2218
17 Mansfield	2220
19 Canoe Camp	2225
22 Covington	2230
27 Blossburg	2235

NEW YORK CENTRAL TRackage

Miles from	Station No.
— Gang Mills, N. Y.	2203
1 W. K. Tower	2204
5 Presho	2205
9 Lindley	2206
11 Lawrenceville	2207
13 Cowanesque Valley Jct., Pa.	2240
19 Tioga	2241
23 Hammond	2242
26 Holiday	2243
28 Middlebury	2244
29 Niles Valley	2245
32 Wellsboro Jct.	2246
38 Marsh Creek	2247
40 Ansonia	2248
44 Stone	2249
49 Tiadaghton	2250
50 DI Tower	2251
51 Pine	2252
57 Blackwell	2253
62 Cedar Run	2254
67 Slater Run	2255
73 Cammal	2256
76 Bluestone	2257
78 Jersey Mills	2258
83 Waterville	2259
86 Ramsey	2260
90 T. W. Tower	2261
92 J. S. Tower	2262
94 Jersey Shore Jct.	2263
95 Jersey Shore	2264
97 Larry's Creek	2265
103 Linden	2266
107 Newberry Jct.	2290

SECOND SUBDIVISION

Miles from	Station No.
— Port Jervis, N. Y.	1195
3 Sparrowbush	1701
10 Rosas, Pa.	1703
11 Pond Eddy	1706
16 Oak Tree	1708
19 Shohola	1710
23 Lackawaxen	1715
31 Tusten, N. Y.	1729
34 Narrowsburg	1730
40 Skinners Falls	1735
41 Page's Oil Switch	1737
42 Cochection	1738
43 Cochection	1740
47 Callicoon Quarry	1742
47 Callicoon Creamery Switch	1743
48 Callicoon	1745
55 Hankins	1750
59 Long Eddy	1755
66 Lordville	1760
76 Hancock	1770
77 Pipe Line Switch	1772
84 Hale Eddy	1775
88 Stock Yards Siding	1777
89 Deposit	1780
92 Oquaga	1785
96 Gulf Summit	1790
99 Comstock Lumber Switch, Pa.	1792
103 Lanesboro	1800
105 Susquehanna	1855

HONESDALE BRANCH

Miles from	Station No.
— Lackawaxen	1715
11 Phoenix	1717
14 East Hawley	1718
15 Church Street	1719
16 Hawley	1722
19 White Mills	1724
24 East Honesdale	1726
25 Honesdale	1728

VESTAL SPUR

Miles from	Station No.
— Binghamton, N. Y.	2100
3 Johnson City	2105
5 Willow Point	2106
8 Vestal	2110

NICHOLS SPUR

Miles from	Station No.
— Waverly	2145
11 Nichols	2130

Table Showing Rate of Speed Required Per Mile to Equal a Given Number of Miles Per Hour

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

SPECIAL INSTRUCTIONS

FLAG STOPS

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

Hornell Yard

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

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

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

HANDLING OF EXPLOSIVES

PASSENGER TRAINS

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

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

FREIGHT TRAINS

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

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

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

HONESDALE BRANCH SPECIAL INSTRUCTIONS

Trains will approach Dairymen's League plant at East Honesdale prepared to stop in the event trucks are occupying space between the building and main track.

Before performing switching or other movements not authorized at Lackawaxen, permission must be obtained from the Operator at "BQ" Tower or dispatcher.

Account of heavy grade, cars will not be left unattended on Hill track connection between City Coal Co. and switch at Murray Corp., Honesdale.

Crews operating freight trains, Port Jervis to Honesdale, will arrange to turn Diesel locomotive on WYE track at Hawley on westward trip unless otherwise instructed.

Except when engaged in switching movements, cars will not be left on fire-road crossing east end of S. J. Bailey & Sons Plant, East Honesdale.

Member of crew must precede each movement and know that all highway traffic has been stopped before giving engineman signal to proceed over all crossings on main track or sidings at Hawley, East Honesdale and Honesdale. At Fourth Street, Honesdale a member of the train crew equipped with a red flag during daylight hours and a lighted fusee during the hours of darkness must precede each movement of each train, car or locomotive across the crossing at grade and properly warn the traveling public of the approach of such train, car or locomotive.

MISCELLANEOUS

All Locomotives Standing in vicinity of former Erie Passenger Station Binghamton must clear Plastic Tell-Tales located at Bridge 214.01 Chenango Street.

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

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

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

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

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

HOT JOURNALS:

By day — Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By night — Swing lantern in small vertical circle.

CONNECTION DRAGGING:

By day or night — Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL:

By day — Raise hand above head and hold it stationary.

By night — Same signal with lantern, in addition give stop signal.

BRAKE STICKING:

By day — Shove hand in sliding movement from body.

By night — Same signal with lantern, in addition give stop signal.

FLAT WHEELS:

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

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

ALL CLEAR:

By day or night — Proceed signal.

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

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

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

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

SLIDE DETECTOR FENCE

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

STARRUCCA VIADUCT

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

TONNAGE RATINGS

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

FLASHER LIGHTS CROSSING PROTECTION

Hayes Ave., Endicott, N. Y.

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

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

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

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

AUTOMATIC ELECTRIC CROSSING GATES

Automatic Gates are in operation at the following crossings:

Cass St.	Hornell
Taylor St.	Hornell
East Avenue	Hornell
Wheeler Crossing (Allen Road)	Cameron
Main St.	Addison
14th St.	Elmira Heights
Loder St.	Waverly
Fulton St.	Waverly
Main St.	Owego
Page Ave.	Endicott
Main Street, Johnson City	Vestal Spur
State Route Crossing	Lackawaxen

GENERAL INSTRUCTIONS

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

SPECIAL INSTRUCTIONS APPLICABLE AT LOCATIONS BELOW:

Cass, Taylor Sts., East Ave., Hornell

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

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

Trains or engines passing Mile Post 331.30 (20 feet east of Hornell Station Building) at a speed less than Fifteen (15)

miles per hour must not increase speed above Fifteen (15) miles per hour until Cass and Taylor Sts. crossings have been reached.

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

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

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

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

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

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

Reverse starting circuit is located at M.P. 330.99 (Signal 330-3). For trains or engines operating on eastward track at speeds Twenty (20) miles per hour or less, starting circuit is located at M.P. 330.79, 1575 feet west of crossing. Trains or engines operating at a speed of Twenty (20) miles per hour or less must not exceed this speed until crossing is reached.

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

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

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

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

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

MOVEMENT AGAINST THE CURRENT OF TRAFFIC

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

Wheeler Crossing (Allen Road), Cameron, N. Y.

Westward: The normal and reverse starting circuit is located at Mile Post 312.59, 3600 ft. east of crossing.

Eastward: The normal and reverse starting circuit is located at Mile Post 313.97, 3600 ft. west of crossing at Signal 313-1.

Trains or engines which have been stopped or delayed within the circuit limits will approach Wheeler Crossing (Allen Road) prepared to stop, and will not proceed over crossing until gates are known to be down, except under flag protection.

Main St., Addison, N. Y.

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

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

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

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

Westward track — 350 feet east of Water St.

Eastward track — At signal 301-2.

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

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

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

Sufferns Crossing, Elmira Heights

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

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

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

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

14th St., Elmira Heights

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

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

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

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

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

Waverly

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

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

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

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

Endicott

Automatic Short Arm Gates with Flashing Light Signals at Page Avenue Crossing, Endicott, N. Y., Mile Post 223.14.

Through trains stopped, switching, setting off and or picking up must leave their train back of starting circuits sufficient distance to assure that after returning to train, train will clear starting circuit, to prevent unnecessary operation of automatic gates at Page Avenue. This will also apply to movements operating against the current of traffic.

OVERHEAD CLEARANCES

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

Hornell to Susquehanna

LOCATION	DESCRIPTION	TRACK NOS.
HORNELL, N. Y.		
Between Icehouse and Icehouse platform	Overhead Bridge	South Lead
Icing plant	Ice Conveyors	South Lead
Icing plant	Ice Chutes	North and South Lead
Engine house and Shop Buildings	Overhead doors	All Tracks Eastward & Westward
MP 325.50	Overhead	
ADDISON, N. Y.		
North Side	Overhead Wire	Town Tracks
GANG MILLS, N. Y.		
MP 294.09	Overhead Bridge	All Tracks
CORNING, N. Y.		
MP 290.35	Overhead Bridge	All N. Y. C. Interchange Tracks Eastward & Westward
Big Flats MP 281.50	Overhead Bridge	GLF Co. Siding
.06 Miles East of Station	Wire	Spur from Westward Main Track
.22 Miles East of Station	Wire	
ELMIRA, N. Y.		
Hankins Container Corporation Building	Door	
1000 Feet East of Point of Switch at Sufferns Crossing	Wire	American Bridge Co. Siding
1050 feet from Point of Switch to Eclipse Mfg. Co.	I Beam	Old Track
1450 feet from Point of Switch to Eclipse Mfg. Co.	Structural Steel	Old Track
1450 feet from Point of Switch to Eclipse Mfg. Co.	Wire	New Track
Thatcher Mfg. Co.	Wire and Platform	Track D
General Electric Co. Plant	Door Openings Into Cleaning Rooms	Tracks Service Gen. Elect. Co.
Engine House	Door Opening	
Turn Table MP 273.24	Frame	
Washington Ave.	Bridge	All Tracks
Moore Business Forms and AC Rice Storage Co., Railroad Avenue	Wire	All Tracks Serving
Le Valley, McLeod & Kinkaid Building	Door Opening	

LOCATION	DESCRIPTION	TRACK NOS.
CITY YARD:	Wire	
Hatch St., 250 feet from point of switch at Fifth St.		
Inside of fence, 300 feet from point of switch at Fifth St.		
Over City Yard proper, 30 feet from point of switch.		
Elmira Wholesale Grocery Company building	Door Opening	
Rose, Kimball & Baxter Company building	Door Opening	
Between buildings over track serving American Lafrance Co., 460 feet from point of Lead Switch	Bridge	
Kennedy Valve Co. 1190 feet from point of switch	Wire	
Power House Building		
Remington Rand Co. Former DL & W Yard	Crane	
.20 miles West of MP 252	Wire	All Tracks
.28 miles East of MP 250	Wire	Standard Oil Switch
.14 miles West of DL & W Station Building	Cable	Chemung Coal & New York Telephone Switch
.41 miles East of Station Building	Cable	James Mfg. Co. Switch
MP 247.33 East Water Street	Bridge	All Tracks
.20 miles East of East Water Street	Wire	Industrial Track
MP 247.24	Bridge	All Tracks
SOUTHPORT, N. Y.		
269.31		
Seely Creek	Bridge	Eastward & Westward Tracks
CHEMUNG, N. Y.		
MP 262.36	Bridge	Eastward & Westward Tracks
WAVERLY, N. Y.		
MP 255.54	Bridge	Eastward & Westward Tracks
Elmira Street		
MP 254.79	Bridge	All Tracks
Spaulding Street		
NICHOLS SPUR		
.25 miles East of Waverly	Wire	Coal Dock Switch
.30 miles East of Waverly	Wire	Stock Pen Switch
MP 229.28		
1.72 miles East of Waverly	Bridge	
BARTON, N. Y.		
MP 250.42	Bridge	Eastward & Westward Tracks

LOCATION	DESCRIPTION	TRACK NOS.
TIOGA CENTER, N. Y.		
MP 243.78		
River Road	Bridge	Eastward & Westward Tracks
OWEGO, N. Y.		
810 feet from point of switch	Telephone Wire	Central Ave. Siding
860 feet from point of switch	Telephone Wire	Central Ave. Siding
955 feet from point of switch	Power Line	Central Ave. Siding
975 feet from point of switch	Telephone Wire	Central Ave. Siding
985 feet from point of switch	Power Line	Central Ave. Siding
6075 feet from point of switch	Power Line	Central Ave. Siding
1230 feet from point of switch	Telephone Wire	Central Ave. Siding
1240 feet East of point of switch	Power Line	Tioga Foundry Siding
VESTAL, N. Y.		
MP 199.59	Bridge	Vestal Spur
ENDICOTT, N. Y.		
Endicott Johnson Plant No. 6	Building	
Endicott Johnson Corp.	Overhead Walkway	Back sole leather switch
Hidehouse, Clark St.	Steampipe on overhead crane	
Belo Coal Co., Hayes Ave.	Roof Shed	
Endicott Box & Lumber Co.	Building	
JOHNSON CITY, N. Y.		
MP 193.91, Main St.	Bridge	All Tracks
Vestal Spur		
Avenue C	Wire	All Tracks
200 feet East of Lester Ave.		
Endicott Johnson Corp.	Crossarm on pole	Long Switch
	Wire crossings & pipe carrier	Track in Willow Street
MP 216.43	Bridge	All Tracks
Lester Ave.		
Sole Leather Tannery	Wire Crossing	
MP 216.25 East of Lester Ave.	Wire Crossing and steampipe	Tracks South side serving Endicott Johnson Corp.
Binghamton, N. Y.		
MP 214.90, Binghamton Coal Company	Trestle	
Glenwood Coal Co.	Trestle	
MP 214.01 Chenango Street	Viaduct	All Tracks
MP 213.65, Engine Terminal		
Engine House	Sand spout	Track to sand house
MP 209.40	Door opening	Track through engine house
Triple Cities Rubber Co.	Canopy on Building	
MP 191.70		
Chenango St.	Bridge	All Tracks
		West end of Station
MP 189.74		
Conklin Ave.	Bridge	

LOCATION	DESCRIPTION	TRACK NOS.
Susquehanna Pa. Fueling Station		Eastward & Westward Tracks Eastward & Westward Sidings All Tracks
Coach Shopyard	Shop Buildings	All Tracks
COVINGTON, PA. MP 39.90	Wire	Main Track
MANSFIELD, PA. Armco Metal & Drainage Co., Building MP 35.77	Door opening	
Wellsboro St. MP 33.80	Bridge Wire	Main Track Main Track
DEPOSIT, N. Y. Delaware Mills Plant Delaware Mills and Bordens Plant Wilcox Coal Co.	Shed Wires Shed	
COCHECTON, N. Y. Station Switch	Wires	
NARROWSBURG, N. Y. Narrowsburg Lumber Co.,	Wire	Narrowsburg Lumber Co. Track
MAST HOPE, PA. MP 117.26	Signal Bridge	
LACKAWAXEN, PA. MP 110.20	Wire	Both Main Tracks
MP 110.74	Signal Bridge	Both Main Tracks
MP 109.40	Signal Bridge	Both Main Tracks
MILL RIFT, PA. MP 90.98	Bridge	Both Main Tracks
Honesdale Branch MP 121.85 Kimbles MP 134.44 Honesdale	Bridge Bridge	
HONESDALE Dairymen's League Kreitner Bros. Flour & Feed S. J. Bailey Furniture Co.	Wire Gate Frame Canopy Canopy	

OVERHEAD SIGNAL LINE CONDUCTOR CLEARANCE

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

LOCATION	TRACK NO.
HORNELL, N. Y. MP 330.71	Coal Track
CAMERON, N. Y. MP 314.05	Station Switch
CAMERON MILLS, N. Y. MP 309.04	Both Main Tracks
HORSEHEADS, N. Y. MP 277.35	Station Switch
ELMIRA, N. Y. MP 275.75	Over Hankins Container Co. Switch
MP 275.25	Pitcher's Coal Co. Switch
MP 274.80	Thatcher Mfg. Co. Switch
MP 274.12	Streeter Corp. Switch
MP 271.45	Kennedy Valve Co. Switch
WELLSBURG, N. Y. MP 265.84 MP 265.75	Creamery Switch Station Switch
SMITHBORO, N. Y. MP 246.00	Station Switch
ENDICOTT, N. Y. MP 222.22 MP 221.40	Kelly Coal Co. Switch IBM Power House Siding
JOHNSON CITY, N. Y. MP 216.15	Endicott Johnson Siding Eastbound Side
MP 216.10	Robertson Lumber Co. Siding Eastward Side
MP 193.00	Industrial Siding Vestal Spur
MP 193.70	Industrial Siding Vestal Spur
JOHNSON CITY STATION .73 mile West of Station Johnson City	Vestal Spur Sidetrack Vestal Spur Industrial Siding
BINGHAMTON, N. Y. MP 213.85	No. 3 and No. 4 freight house tracks
MP 213.55	Tyler and Van Atta Coal Co. Track Westward Side
MP 212.72	Cities Service Oil Co. Switch
MP 212.65	Elliot Coal Co. Switch
HANCOCK, N. Y. MP 163.12 MP 163.06	Both Main Tracks Storage Track West of Freight House
MP 162.74	Both Main Tracks
TUSTEN, N. Y. MP 117.73	Both Main Tracks
LACKAWAXEN, PA. MP 110.20	Both Main Tracks

**TRAIN ORDER OFFICES AND INTERLOCKING TOWERS
NOT OPEN TWENTY FOUR HOURS DAILY**

STATION	MONDAY TO FRIDAY	SATURDAYS, SUNDAYS AND HOLIDAYS
Addison	8:45 AM to 1:45 PM 3:45 PM to 6:45 PM	Closed
Waverly	6:55 AM to 11:30 AM 12:30 PM to 3:55 PM	Saturdays, Sundays and Holidays Same as Monday to Friday
Endicott	9:00 AM to 12 Noon 1:00 PM to 6:00 PM	Closed
Deposit	8:00 AM to 4:00 PM 10:00 PM to 6:00 AM	Saturdays, Sundays and Holidays Same as Monday to Friday
Hancock	9:00 AM to 1:30 PM 2:30 PM to 6:00 PM	Saturdays, Sundays and Holidays Same as Monday to Friday
Callicoon	2:30 AM to 6:30 PM	Saturdays, Sundays and Holidays Same as Monday to Friday
BQ Tower		
Monday	4:00 PM to 12 Mid.	Closed
Wednesday	4:00 PM to 12 Mid.	
Friday	4:00 PM to 12 Mid.	
Blossburg	8:00 AM to 12 Noon 1:00 PM to 5:00 PM	Closed
Honesdale	8:00 AM to 12 Noon 1:00 PM to 5:00 PM	Closed

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

TIOGA BRANCH

EASTWARD

WESTWARD

SECOND CLASS TRAINS

256	Distance from Blossburg	No. 6 STATIONS	Distance from Gang Mills	255
Tues. Thurs. Sat.				Mon. Wed. Fri.
P.M.				A.M.
1.31	37.1	A GANG MILLS.....L.....	0.0	9.10
		VIA N.Y.C.		
1.01	25.5	Single Track { LAWRENCEVILLE.....N TIOGA..... MANSFIELD..... COVINGTON..... BLOSSBURG.....A...D	11.6	9.40
12.30	18.3		18.8	10.05
12.00	9.6		27.5	11.05
11.30	4.7		32.4	11.25
11.15	0.0		37.1	11.40
A.M.				A.M.

HONESDALE BRANCH

EASTWARD

WESTWARD

	Distance from BQ Tower	No. 6 STATIONS	Distance from BQ Tower
		BQ TOWER.....	0.0
		0.7	
		LACKAWAXEN.....	0.7
		15.7	
		HAWLEY.....	16.4
		3.7	
		WHITE MILLS.....	20.1
		4.4	
		EAST HONESDALE.....	24.5
		0.8	
		HONESDALE.....	25.3

FIRST SUBDIVISION

EASTWARD

FIRST CLASS TRAINS

Mile Posts	Distance between Stations	No. 6 STATIONS	6	40	32	2
			Daily	Daily Except Sunday	Daily	Daily
			A.M.	A.M.		P.M.
		HOBOKEN..... A.....	8.45	11.40		6.40
191.6	2.2	SUSQUEHANNA..... A..... N				
193.8	19.4	SR TOWER.....				
	00.0	EAST BINGHAMTON.....	4.25	7.05		2.25
213.2	0.9	BD TOWER..... N	4.22	7.02		2.22
		DL&W RR CROSSING				
214.1		BINGHAMTON..... L.....	4.20	7.00		2.20
214.1	1.2	BINGHAMTON..... A.....	4.05			2.13
215.3	1.5	WEST BD.....	4.02			2.10
216.8	5.9	JOHNSON CITY.....				
222.7	13.4	ENDICOTT..... D s	3.52			s 2.00
236.1	5.7	OWEGO.....	3.37			s 1.45
241.8	13.4	TIOGA CENTER.....				
255.2	4.8	WAVERLY..... D s	3.18			s 1.25
260.0	5.8	CHEMUNG.....				
265.8	6.1	WELLSBURG.....				
271.9	0.9	SOUTHPORT JCT.....	3.00			1.06
272.8		ELMIRA..... L	2.58			1.04
272.8	0.2	ELMIRA..... A	2.50			12.54
273.0	3.8	FS TOWER..... N				
276.8	0.6	HO TOWER..... N	2.45			12.49
277.4	5.2	HORSEHEADS.....				
282.6	6.1	BIG FLATS.....				
288.7	2.1	QO GIBSON.....	2.33			12.37
290.8	2.2	CORNING..... s	2.31			s 12.35
293.0	8.3	GANG MILLS.....	2.24			12.29
301.3	10.2	ADDISON..... D	2.16			12.21
311.5	16.9	CAMERON MILLS.....				
328.4	2.9	ZY TOWER..... N	1.50			11.55
331.3		HORNELL..... L..... N	1.45			11.50
		HORNELL..... A	1.30		11.20	11.30
			A.M.	A.M.	A.M.	A.M.

FIRST SUBDIVISION

EASTWARD

FIRST CLASS TRAINS

22	8	10					
Daily Note	Daily Note	Daily Except Sunday					
P.M.	A.M.	A.M.					
	2.15	4.15					
3.40	9.30						
3.36	9.26						
		11.00					
3.17	9.05	10.57					
3.09	8.55	10.55					
2.49	8.30	10.10					
2.46	8.27	10.07					
s 2.35	s 8.17	s 9.57					
s 2.17	s 8.00	s 9.39					
s 1.53	s 7.35	s 9.19					
1.30	7.05	8.58					
1.28	7.03	8.56					
1.15	6.31	8.34					
1.10	6.26	8.29					
12.58	6.14	8.17					
s 12.56	s 6.12	s 8.15					
12.45	5.54	8.00					
s 12.37	* 5.46	7.52					
12.06	5.15	7.25					
12.01	5.10	7.20					
	4.50	7.05					
P.M.	P.M.	P.M.					

No. 22 will not carry passengers Hornell to Binghamton.

*No. 8 Stop at Addison Daily except Sundays, take on U. S. Mail and Sundays to discharge and receive passengers.

FIRST SUBDIVISION

WESTWARD FIRST CLASS TRAINS

Mile Posts	Distance between Stations	No. 6 STATIONS	17	7	15	37
			Sunday Only	Daily	Daily Except Sunday	Sunday Only
			P.M.	A.M.	A.M.	A.M.
		HOBOKEN.....L.....	11.15	12.30	12.40	
191.6		SUSQUEHANNA.....L.....N		5.27		
193.8	2.2	SR TOWER.....		5.31		
		EAST BINGHAMTON.....	3.55		5.30	
213.2	19.4	BD TOWER.....N	3.58	5.50	5.33	
		DL&W RR CROSSING				
214.1	0.9	BINGHAMTON.....A.....	4.00	6.00	5.35	
214.1		BINGHAMTON.....L.....		6.45	5.55	
215.3	1.2	WEST BD.....		6.48	5.58	
216.8	1.5	JOHNSON CITY.....				
222.7	5.9	ENDICOTT.....D		s 6.59	s 6.09	
236.1	13.4	OWEGO.....		s 7.18	s 6.28	
241.8	5.7	TIOGA CENTER.....				
255.2	13.4	WAVERLY.....D		s 7.48	s 6.56	
260.0	4.8	CHEMUNG.....				
265.8	5.8	WELLSBURG.....				
271.9	6.1	SOUTHPORT JCT.....		8.03	7.13	
272.8	0.9	ELMIRA.....A		8.05	7.15	
272.8		ELMIRA.....L		8.40	7.50	
273.0	0.2	FS TOWER.....N				
276.8	3.8	HO TOWER.....N		8.46	7.56	
277.4	0.6	HORSEHEADS.....				
282.6	5.2	BIG FLATS.....				
288.7	6.1	QO GIBSON.....		8.58	8.08	
290.8	2.1	CORNING.....		s 9.13	s 8.23	
293.0	2.2	GANG MILLS.....		9.15	8.25	
301.3	8.3	ADDISON.....D		s 9.26	s 8.36	
311.5	10.2	CAMERON MILLS.....				
328.4	16.9	ZY TOWER.....N		9.53	9.03	
331.3	2.9	HORNELL.....A.....N		10.00	9.10	
		HORNELL.....L		10.28	9.20	10.15
			A.M.	A.M.	A.M.	A.M.

FIRST SUBDIVISION

WESTWARD FIRST CLASS TRAINS

		21	1	31	43	5		
		Daily Note	Daily Note	Daily	Daily Except Sunday	Daily		
		A.M.	A.M.	P.M.	P.M.	P.M.		
		7.10	11.00		4.50	7.30		
		12.20						
		12.24						
			2.32		9.40	11.53		
		12.48	2.35		9.43	11.56		
		12.50	2.37		9.45	11.58		
		1.15	2.47			12.23		
		1.18	2.50			12.26		
		s 1.30	s 3.00			s 12.36		
		s 1.49	s 3.16			12.51		
		s 2.16	s 3.40			s 1.12		
		2.33	3.57			1.28		
		2.35	3.59			1.30		
		2.47	4.11			1.40		
		2.53	4.17			1.45		
		3.05	4.29			1.57		
		s 3.18	s 4.40			s 2.07		
		3.20	4.42			2.09		
		s 3.31	* 4.50			2.17		
		3.58	5.18			2.45		
		4.05	5.25			2.52		
			5.45	5.40		3.12		
		P.M.	P.M.	P.M.	P.M.	A.M.		

No. 21 will not carry passengers west of Binghamton.

No. 1 stop at Addison Sundays to let off and take on passengers.

SECOND SUBDIVISION

EASTWARD

FIRST CLASS TRAINS

Mile Posts	Distance between Stations	No. 6 STATIONS	22	8		
			Daily Note	Daily Note		
			P.M.	A.M.		
		HOBOKEN..... A.....	8.59	2.15		
87.3	2.5	PORT JERVIS..... A..... N	6.44	12.05		
89.8	1.4	SPARROWBUSH.....	6.38	11.59		
91.2	5.8	MILL RIFT.....				
97.0	1.4	ROSAS.....	6.29	11.50		
98.4	3.8	POND EDDY.....				
102.2	3.3	PARKERS GLEN.....				
105.5	.6	Single Track { EAST SHOHOLA..... SHOHOLA..... WEST SHOHOLA.....	s 6.14	*11.38		
106.1	.3					
106.4	3.0					
109.4	0.7	BQ TOWER..... D	6.08	11.32		
110.1	3.0	LACKAWAXEN.....	s 6.05	*11.29		
113.1	2.3	WESTCOLANG.....				
115.4	3.2	MAST HOPE.....				
118.6	2.8	TU CROSSOVER.....	5.51	11.17		
121.4	5.9	NARROWSBURG.....	s 5.47	s11.13		
127.3	1.6	SKINNERS.....				
128.9	1.0	PAGES.....	5.29	11.00		
129.9	5.2	COCHECTON.....	* 5.27			
135.1	6.9	CALLICOON..... D	s 5.20	s10.54		
142.0	4.3	HANKINS.....				
146.3	6.3	LONG EDDY.....				
152.6	10.4	LORDVILLE.....	4.51	10.30		
163.0	8.1	HANCOCK..... D	s 4.38	s10.18		
171.1	4.9	HALE EDDY.....				
176.0	7.1	DEPOSIT..... D	s 4.15	s 9.59		
183.1	6.7	GULF SUMMIT.....	4.00	9.48		
189.8	1.8	LANESBORO.....	3.46	9.36		
191.6		SUSQUEHANNA..... L..... N	3.42	9.32		
		A.....	3.40	9.30		
193.8	2.2	SR TOWER.....	3.36	9.26		
			P.M.	P.M.		

No. 22 Stop at Cochection to discharge passengers from Binghamton and West, and take on passengers for Ridgewood and East.

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

SECOND SUBDIVISION

WESTWARD

FIRST CLASS TRAINS

Mile Posts	Distance between Stations	No. 6 STATIONS	7	21		
			Daily Note	Daily Note		
			A.M.	A.M.		
		HOBOKEN..... L.....	12.30	7.10		
87.3		PORT JERVIS..... L..... N	2.35	9.33		
89.8	2.5	SPARROWBUSH.....	2.40	9.38		
91.2	1.4	MILL RIFT..... *				
97.0	5.8	ROSAS.....	2.49	9.47		
98.4	1.4	POND EDDY.....				
102.2	3.8	PARKERS GLEN.....				
105.5	3.3	Single Track { EAST SHOHOLA..... SHOHOLA..... WEST SHOHOLA.....	s 9.59			
106.1	.6					
106.4	.3					
109.4	3.0	BQ TOWER..... D	3.04	10.03		
110.1	0.7	LACKAWAXEN..... *		s10.07		
113.1	3.0	WESTCOLANG.....				
115.4	2.3	MAST HOPE..... *				
118.6	3.2	TU CROSSOVER.....	3.14	10.16		
121.4	2.8	NARROWSBURG.....	s 3.20	s10.24		
127.3	5.9	SKINNERS.....				
128.9	1.6	PAGES.....	3.30	10.35		
129.9	1.0	COCHECTON..... *		*10.37		
135.1	5.2	CALLICOON..... D	s 3.50	s10.48		
142.0	6.9	HANKINS.....				
146.3	4.3	LONG EDDY..... *				
152.6	6.3	LORDVILLE.....	4.11	11.10		
163.0	10.4	HANCOCK..... D	s 4.28	s11.27		
171.1	8.1	HALE EDDY.....				
176.0	4.9	DEPOSIT..... D	s 4.56	s11.49		
183.1	7.1	GULF SUMMIT.....	5.08	12.02		
189.8	6.7	LANESBORO.....	5.21	12.14		
191.6	1.8	SUSQUEHANNA..... A..... N	5.25	12.18		
		L.....	5.27	12.20		
193.8	2.2	SR TOWER.....	5.31	12.24		
			A.M.	P.M.		

No. 7 reduce speed to thirty (30) miles per hour at Mill Rift, Lackawaxen, Mast Hope, Cochection and Long Eddy to discharge papers when instructed by Conductor.

No. 21 Stop at Cochection to discharge passengers from Ridgewood and East and take on passengers for Binghamton and West.



1st Sub-Div

2nd Sub-Div

Hoboken
Susquehanna
Binghamton

Hoboken
Port Jervis
Shohola
Narrowburg

Endicott

Train Master

Cochecton

Owego

R. K. DOWNEY

Callicoon

Waverly

Lordville

Wellburg

Asst. Train Master

Hancock

Elmwood

J. E. CROWLEY

Deposit

Corning

Train Master - Road Foreman

Addison

J. P. SIPPLE

Susquehanna

Hornell

J. L. CRAFT

Binghamton

Road Foreman of Engines

R. C. ROSE

Chief Train Dispatcher

G. H. PACKER

Assistant Chief Train Dispatchers

F. O. REYNOLDS

D. B. WATERMAN

J. F. ILARDI

F. J. JACKSON