

579/100

ERIE RAILROAD COMPANY

EASTERN DISTRICT

Delaware Division

Time Table No. 47

Effective 12:01 A. M.

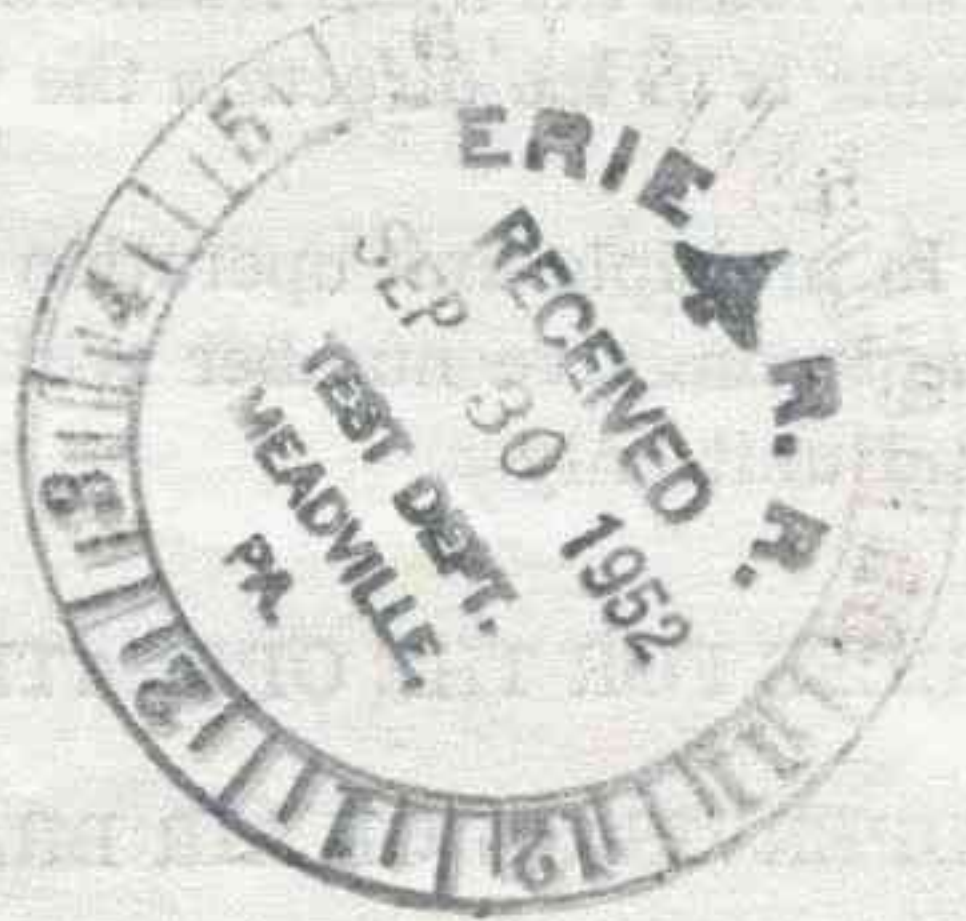
SUNDAY, SEPTEMBER 28, 1952

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

47

**THINK!
THEN
ACT
SAFELY**



A. W. BAKER,
Superintendent

T. J. SANOK,
Assistant General Manager

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

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

Port Jervis { Engine Dispatchers Office
 { Telegraph Office

Deposit { Telegraph Office

Susquehanna .. { Telegraph Office
 { New Terminal Office
 { Coaling Station Office
 { S R Tower

TIME TABLES .

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

FLAG STOPS.

Trains scheduled to make flag stop at stations where no employe 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.

SIGNS. Additional to Rule 6.

D—Day Train Order Office.

N—Day and Night Train Order Office.

No. 7 Reduce speed to 30 miles per hour at Cohecton to discharge U. S. Mail. Sundays reduce speed to 30 miles per hour at Mill Rift, Lackawaxen, Mast Hope, Cohecton and Long Eddy to discharge papers when instructed by conductor.

No. 1. Stop at Narrowsburg, Callicoon, Hancock and Deposit, to let off or take on passengers and take on mail pouch.

No. 27. Stop at Parkers Glen, Westcolang and Skinners to let off passengers from New York.

No. 5. Stop at Narrowsburg, Callicoon, Hancock and Deposit to let off or take on passengers.

No. 2. Stop at Deposit, Hancock, Callicoon and Narrowsburg to let off or take on passengers and take on pouch mail.

No. 28. Stop at Tusten to take on passengers and at Parkers Glen and Mill Rift to take on passengers for Paterson and East.

No. 6. Reduce speed to 20 MPH at Deposit, Hancock and Callicoon to discharge U. S. Mail and papers.

CLASSIFICATION SIGNALS.

The display of two white flags and two white lights as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled and in double or multiple track territory.

Operating Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

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

RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE, AND TRAIN AIR SIGNAL EQUIPMENT, EFFECTIVE JANUARY 1, 1943.

Running tests provided for in Rule 33 will be made before descending grades as follows:

Eastward — Gulf Summit.

Westward — Gulf Summit.

SPEED RESTRICTIONS.

	Miles Per Hour
Passenger trains on unrestricted track	50
Freight trains	40
Spreader cars must be handled with blades in trailing position	30

Light engines or with cabooses only are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 35 miles per hour.

Steam engines must not be operated backward at a speed to exceed 15 miles per hour on curves over grade crossings or through crossovers, and must not exceed 25 miles per hour at other points. Steam engines must not be operated backward beyond a point where a turn table or wye is located without special authority from the Superintendent. Steam engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.

Cars with maximum gross weight of car and lading in excess of 260,000 Lbs., with four axles, and 300,000 Lbs. with six axles, will not be operated except by special instructions.

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 horse power or less.

All engines on bridge 191.24, Exchange Street Susquehanna, westward yard, on tracks 4, 5, 6, 7, 8, and Boiler Shop track south of the eastward main track

15

Cars with maximum gross weight of car and lading in excess of 200,000 Lbs. with four axles and 225,000 Lbs. with six axles on bridge 191.24, Exchange Street, Susquehanna, westward yard on tracks 4, 5, 6, 7, 8 and Boiler Shop track south of eastward main track

15

Trains hauling wrecking derrick

30

Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Loaded cars, carded Form 5432	30
Trains handling dead steam engines	20
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
Traffic route crossover, JA Lanesboro	25
Crossovers TU Tusten	25
Crossovers BQ Lackawaxen	25
Port Jervis Station to bridge 90.84, Mill Rift, eastward and westward tracks	40
Over switches at Germantown bridge, Port Jervis yard, except diverging movement..	30
Diverging movements, Sparrowbush	15
Curve 4, Mill Rift, M. P. 90.92 to M. P. 91.26, eastward track	30
westward track	40
Curves 17 and 18, east of Rosas, M. P. 94.71 to M. P. 95.29, eastward track	45
Curves 20, 21, 22, 23, and 24, east of Rosas, M. P. 95.51 to M. P. 96.57, eastward track ..	45
Curve 31, Pond Eddy, M. P. 98.47 to M. P. 98.75, eastward and westward tracks	45
Curves 37 and 38, west of Pond Eddy, M. P. 100.44 to M. P. 100.87, eastward and westward tracks	45
Curves 46, 47 and 48, west of Parkers Glen, M. P. 102.30 to M. P. 103.13, eastward and westward tracks	45
Curve 52, west of OZ, M. P. 103.86 to M. P. 104.26, eastward and westward tracks	45
Curve 56, east of Shohola, M. P. 104.81 to M. P. 105.10, eastward and westward tracks...	45
Curve 59 east of Shohola, M. P. 105.46 to M. P. 105.64 and Curve 60, Shohola, M. P. 105.64 to M. P. 106.09, eastward and westward tracks	45
Curves 66 and 67, east of BQ, Lackawaxen, M. P. 107.52 to M. P. 107.99, eastward and westward tracks	45
Curve 96, Tusten, M. P. 117.83 to M. P. 118.02, eastward and westward tracks	45

Curve 104, east of Narrowsburg, M. P. 121.08 to M. P. 121.48, eastward and westward tracks	40
Curves 105, and 106, west of Narrowsburg, M. P. 121.57 to M. P. 122.72, eastward and westward tracks	45
Curve 118, Skinners, M. P. 127.23 to M. P. 127.60, eastward and westward tracks	45
Curve 122, Cochection, M. P. 130.06 to M. P. 130.59, eastward and westward tracks	45
Curves 136 and 137, west of Callicoon, M. P. 139.12 to M. P. 139.80, westward track	45
Curves 145½ and 146, west of Hankins, M. P. 143.36 to M. P. 143.80 eastward and westward tracks	45
Curves 163 and 164, east of Lordville, M. P. 150.61, to M. P. 151.45, eastward and westward tracks	45
Curve 168, west of Lordville, M. P. 153.33, to M. P. 153.82 eastward and westward tracks	45
Curve 173, east of Stockport, M. P. 156.22, to M. P. 156.58, eastward and westward tracks	45
Curve 180, east of Hancock, M. P. 161.07, to M. P. 161.23, eastward and westward tracks	45
Curve 183, Hancock, M. P. 162.73, to M. P. 163.00, eastward and westward tracks	45
Curve 186, west of Hancock, M. P. 163.88 to M. P. 164.09, eastward and westward tracks	45
Curves 189, 190, 191 and 192, west of Hancock M. P. 165.27 to M. P. 166.33, eastward and westward tracks	45
Curves 195 and 196, east of Hale Eddy, M. P. 167.69 to M. P. 168.06, eastward and westward tracks	45
Between Deposit and Gulf Summit, westward track	30
Curves 226 and 227, east of Gulf Summit, M. P. 182.41, to M. P. 183.07, eastward track ..	45
Curves 243, 244, 245, 246, 247 and 248 Starrucca Viaduct and west, M. P. 189.33 to M. P. 191.78 westward track	40
Eastward and westward freight trains over Apex grade at Gulf Summit	10
Between Lanesboro and Gulf Summit, eastward track	30
Brakes will not be applied or speed changed on Starrucca Viaduct except in case of emergency .	
Curves 245, 246, 247 and 248, Susquehanna and east, M. P. 189.98 to M. P. 191.78, eastward track	40

Curve 250, Susquehanna, M. P. 191.88 to M. P. 192.10, eastward and westward tracks ..	30
Coaling Station Susquehanna, eastward and westward tracks.	30

RESTRICTIONS ON STEAM ENGINES

Starrucca Viaduct, Bridge 189.46, East of Lanesboro: While a steam engine alone, or in train, is on the Viaduct on one track no other steam engine will be allowed on the opposite track on the Viaduct.

SNOW FIGHTING EQUIPMENT

20,750 Gallon capacity tanks 057008 and 057009 have been equipped as snow plows and will operate under following restrictions:

Bridge 90.84 Mill Rift

20

Bridge 189.46 (Starrucca Viaduct)

20

and must not operate on one track of this bridge while a steam engine is on other track.

Bridge 191.24 Exchange Street, Susquehanna westward yard: Not permitted to operate on this bridge on tracks 4, 5, 6, 7, 8, and Boiler Shop track south of eastward main track.

ROAD TYPE DIESEL ENGINES SERIES 700 AND 800 MUST NOT OPERATE ON THE FOLLOWING TRACKS:

HANCOCK, N. Y.

Pipe line switch.

POND EDDY, PA.

Station switch beyond highway crossing.

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 Port Jervis without clearance (Form A.)

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

First class trains will not leave Susquehanna without clearance (Form A.)

All Westward freight trains and light engines must not depart from Port Jervis yard without first obtaining permission from the Operator at Port Jervis station.

All Eastward freight trains and light engines must not depart Susquehanna yard without first obtaining permission from Train Dispatcher.

Permission should not be requested until train or light engine is about ready to leave.

TRAIN REGISTERS.

Susquehanna Telegraph Office	} First class trains originating and terminating at Susquehanna.
Deposit .. Telegraph Office	
Port Jervis..Telegraph Office	First class trains.

Trains not scheduled to stop at point at which Train Registers are located, may register by throwing off train register slip, except when displaying signals for a following section, when trains 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; do not use ditto marks.

It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off train register slips to enter the information on the train register and preserve the slip.

SPECIAL ORDER BOOKS and BULLETIN BOARDS.

Susquehanna	} Telegraph Office New Terminal Office Coaling Station Office S R Tower	
Deposit		} Engine Foreman's Office
Port Jervis		} Telegraph Office Engine Dispatcher's Office

Conductors and Enginemen when registering in Special Order Books are required to sign their name and initials and to enter in column headed "Time" the date and time they examined each special order. It is forbidden for employees, other than those authorized, to make entries of any nature in Special Order Books.

YARD LIMITS Indicated by signs.

Susquehanna
Port Jervis

MOVEMENT OF TRAINS.

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

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

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

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

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

Track and other repair gangs have been supplied with temporary whistle signs for the purpose of placing along tracks in advance of location where men are working. These signs are discs mounted on metal standards; discs painted white background and the letter "W" painted black. Engineers will sound whistle as per Rule 14-M.

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

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

Lordville, station switch M.P. 152.63

SIDINGS

Car Capacity

	Eastward	Westward
Callicoon	130	125
Hancock		135
M X	96	
Gulf Summit	124	

CROSSOVER MOVEMENTS.

When necessary to enter upon main tracks or cross over from one main track to another, permission will be first obtained, except in Susquehanna and Port Jervis yards.

Exception to this rule as follows:

It will be necessary to obtain permission before crossing over at:

"WX" West end Port Jervis yard.

Creamery crossover Susquehanna
"SR" crossover Susquehanna

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

Permission to use the main tracks or crossover operated by interlocking plants will be given by signal indications.

REMOTE CONTROL SWITCHES AND SIGNALS

"WX" West end Port Jervis yard.

Main track crossover, "TU," Tusten.

East end of westward siding, "CO," Callicoon.

Main track crossover, "GF," Gulf Summit.

Lanesboro "JA".

East end of westward yard, "CP," Susquehanna Yard.

West end Susquehanna Yard "SR".

Above equipped with power operated switches and signals governing operation controlled by Operator, Port Jervis (PO), Lackawaxen (BQ), Callicoon (KC), and Susquehanna (NS).

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 of 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. When necessary to operate a power operated switch by hand, special instructions posted at locations will be followed.
3. When a train is delayed after a "PROCEED" signal has been displayed, Operator must be notified promptly as to cause and probable duration of delay.
4. When a train is stopped by a "STOP" signal, a member of crew will immediately communicate with Operator.
5. A train or engine must not make a Reverse movement after accepting a "CONTROLLED" signal for straightaway movement, except under flag protection or when movements are being made in accordance with Paragraph 1.
6. Trains stopped or delayed after passing distant signal displaying "CLEAR" indication,

must approach CONTROLLED signal expecting to find that signal displaying its most restrictive indication.

7. A KLAXON horn, bell or white light known as "MAINTAINER'S CALL SIGNAL" is located on instrument house near power operated switches at the following locations:—

"WX" West end of Port Jervis Yard

"TU" Tusten

"GF" Gulf Summit

"JA" Lanesboro

"CP" East end of westbound yard Susquehanna

"SR" West end Susquehanna Yard

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

ELECTRIC SWITCH LOCKS

Switches at

Old BQ lead westbound, Lackawaxen,

Old BQ crossover to Wyoming Division main track, Lackawaxen,

"JA" Lanesboro.

"CP" Susquehanna.

"SR" Susquehanna.

Are equipped with electric switch locks with approach locking and are controlled by the operator at "BQ", Lackawaxen and "NS" Susquehanna.

No attempt shall be made to open any switch or derail which is electrically locked unless this indicator displays "Clear".

Trainmen desiring to use switches that are so equipped MUST first secure permission from the Operator.

To operate these switches see Special Instructions posted at the location.

SPRING SWITCHES

Switches at WX-West end Port Jervis Yard, West end of "CO" westward siding, Callicoon and Bridge No. 1 at Susquehanna yard 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, except at bridge No. 1 Susquehanna Yard, at which point employees receiving permission to enter westward main track at pull out from west yard, will open spring switch by hand and leave open until engine or train has entered circuit on yard lead, then close spring switch by hand and proceed through switch.

Extreme care must be taken to prevent back up movement, slack running out of trains, or taking slack over spring switch before forward movement is completed.

If necessary to make such movements, switch must be operated by hand. When switching over spring switch, it must be hand operated.

Switch is equipped with switch signal located between main tracks, indications are as follows:

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

RED—Switch points not properly lined for main track movement. 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 trains operating against current of traffic is located in approach to switch signal indication 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 at west end of "CO" westward siding.

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", 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 of 4 minutes.

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.

Trains operating against the current of traffic on clear indication will proceed over spring switches not to exceed 20 miles per hour.

MOVEMENTS NOT PROVIDED BY TIME TABLE

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

Eastward freight trains when in the time of westward passenger trains, must regulate the 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.

TRAFFIC ROUTE CONTROL DISTRICTS.

Eastward and westward tracks between TU Tusten and BQ Lackawaxen. Also westward track between JA Lanesboro and GF Gulf Summit are equipped with Traffic Route Control. Trains and engines may proceed on proper signal indications, without regard to train or time table rights against opposing trains and following superior trains. It is forbidden to accept the proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time the train must be protected as prescribed by Rule 99.

RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEMS AND INTERLOCKING.

Effective July 1, 1930.

Between Susquehanna and Port Jervis, automatic block signal rules will govern.

Trains operating in Automatic Block Signal Districts governed by Telephone Train Order Signals, may run with the current of traffic, upon signal indication, which signal indication supercedes time table superiority as per rule D.251, Rules of the Operating Department.

TELEPHONE TRAIN ORDER SIGNALS

Westward

Auto. Sig. 128-1 Pages
161-1 KI Siding Hancock
169-1 HF Crossover Roods Creek
174-1 MX

Eastward

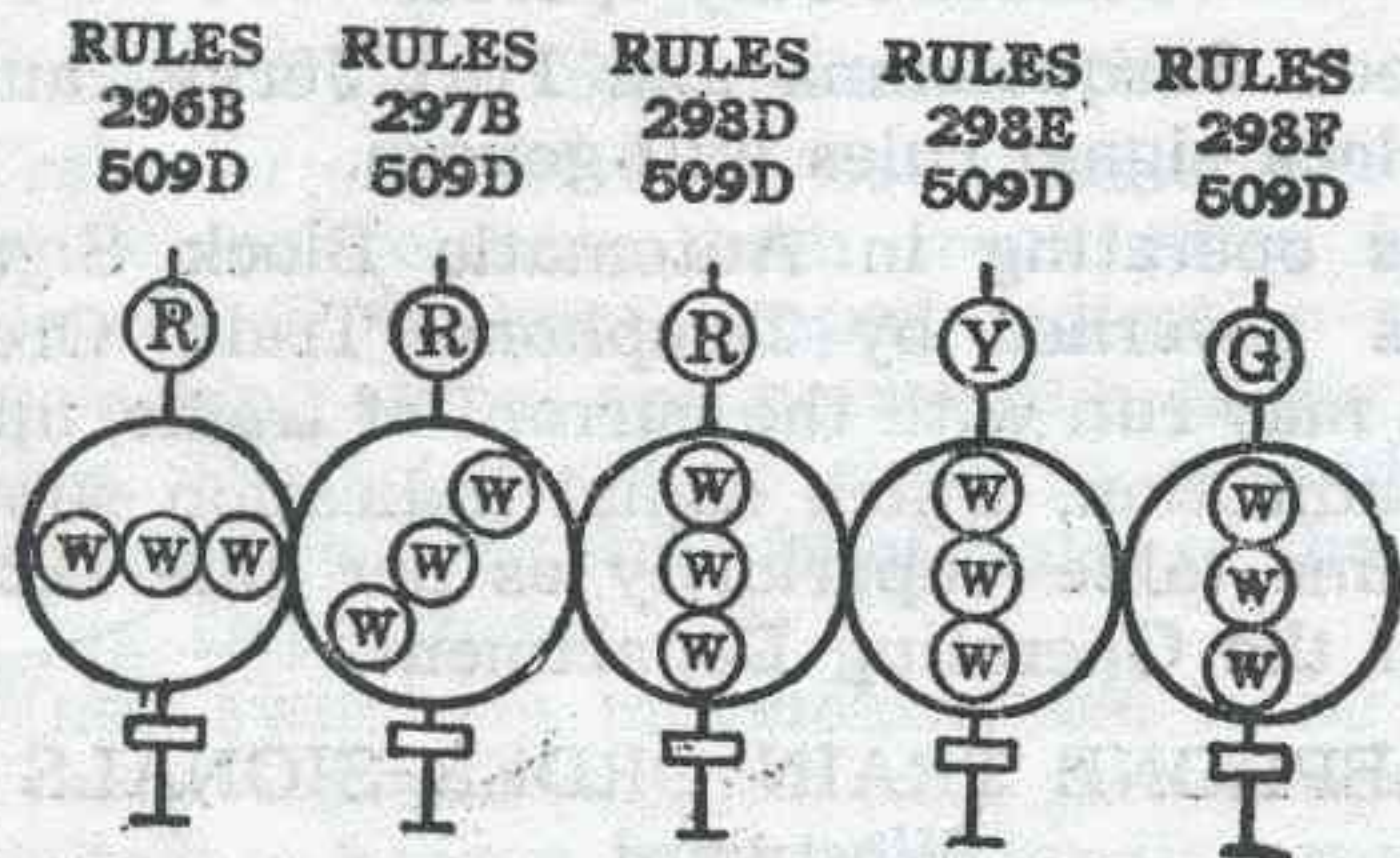
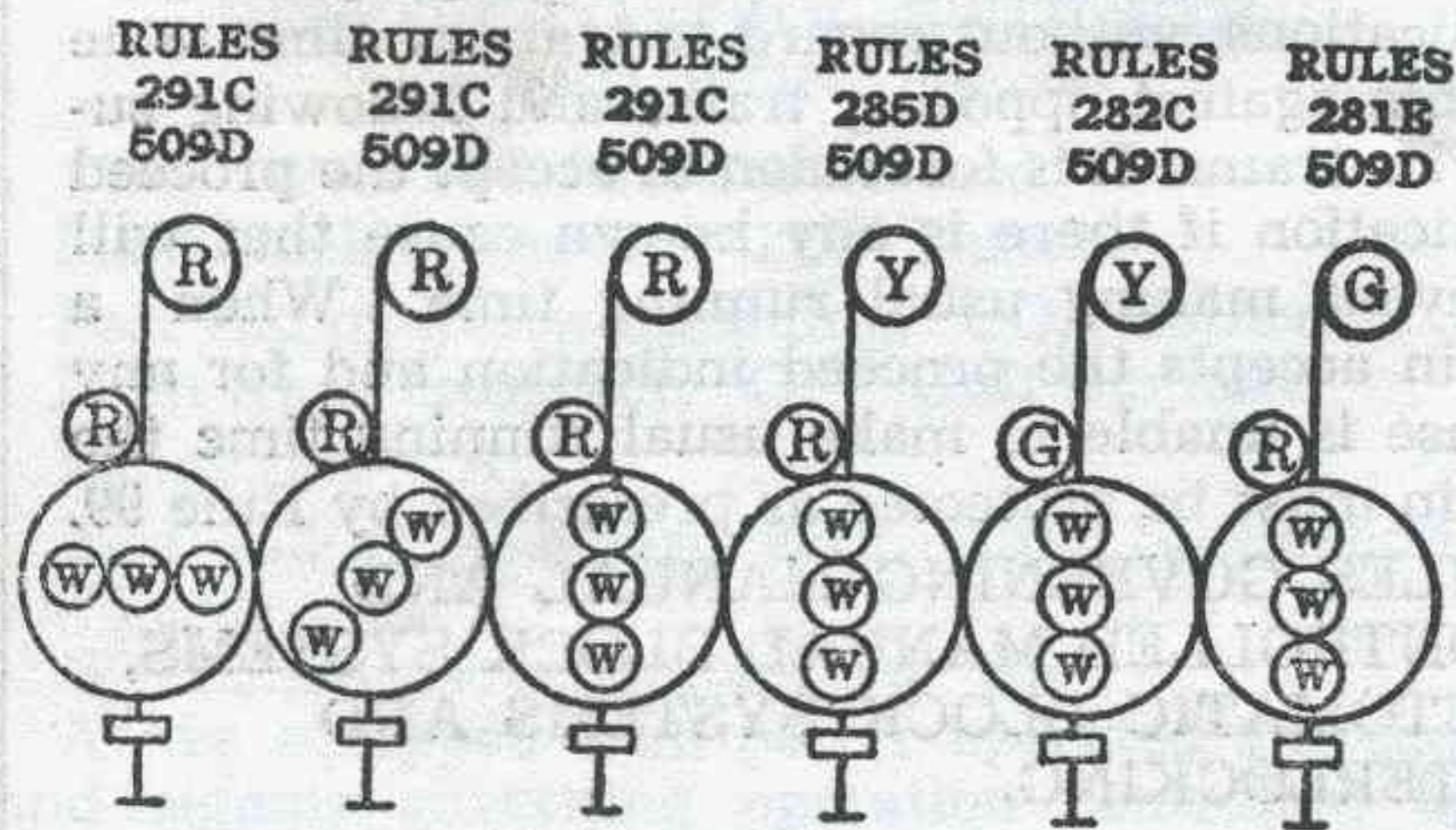
175-2 MX Siding
169-2 HF Crossover Roods Creek
162-2 Hancock
136-2 CO Siding
129-2 Pages
87-2 Port Jervis

Rule 509-D, paragraph (b) Rules of the Operating Department, is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal, or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it

necessary to back train over opposite track, signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear of the train clears the cross-over. After permission has been received from the Train Dispatcher or Signalman in charge, the train may back over to the opposite track, protecting the movement as prescribed by Rule 99.

Position Light Telephone Train Order Signal.
A position light unit attached to pole below upper unit.



Where position light telephone train order signals are in service Rules 509b, 509c and 509d will be observed the same as where other types of signals are in use.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221A, Rules of Operating Department effective July 1, 1930 and revised February 15, 1937.

B Q Tower Lackawaxen.

RATING FOR ORDINARY TRAINS

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

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

Hancock--Daily Except Saturday and Sunday
8:00 A. M. to 5:30 P. M.
6:30 P. M. to 9:00 P. M.
Saturday and Sunday
12:01 P. M. to 5:30 P. M.
6:30 P. M. to 9:00 P. M.

MISCELLANEOUS

Employes 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 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—Hold lantern in hand by the guard wires around the globe and swing in small vertical circle.

CONNECTIONS 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.

BRAKES 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 with globe 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.

Powered 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 again 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 a 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 car so in case it should ignite again, it will not set fire to the car. Lid of journal box should be closed so that journal will cool slowly in order not to result in checks and cracks in axle.

OVERHEAD CLEARANCES

Employees are warned of close overhead clearance 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 and structures located as follows:

SUSQUEHANNA, PA.

Coaling station—Eastward and Westward tracks, eastward and westward sidings.

High-tension cable crossing over Coal track.

All tracks entering shop buildings in coach shop yard and new engine terminal.

DEPOSIT, N. Y.

Freight House.

Shed at Delaware Mills plant.

Wires crossing at Delaware Mills and Bordens plants.

Wilcox Coal Co. Shed.

COCHECTON, N. Y.

Wires crossing station switch.

NARROWSBURG, N. Y.

Wire crossing Narrowsburg Lumber Co. track.

MAST HOPE

Signal Bridge, M. P. 117.28

LACKAWAXEN

M. P. 110.20 over both main tracks

Signal Bridge, M. P. 110.74

Signal Bridge, M. P. 109.40

MILL RIFT

Bridge H-90.98, One quarter mile east of Mill Rift over both main tracks.

OVERHEAD SIGNAL LINE CONDUCTOR

CLEARANCE.

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

HANCOCK, N. Y.

M. P. 163.12 over both main tracks.

M. P. 163.06 over storage track west of freight house.

M. P. 162.74 over both main tracks.

TUSTEN, N. Y.

M. P. 117.73 over both main tracks.

LACKAWAXEN, PA.

M. P. 110.20 over both main tracks.

INSTRUCTIONS GOVERNING

AUTOMATIC TRAIN STOP

Train stop device is in service at all signals governing main line movements on the Delaware Division, commencing at westward automatic signal 87-3 located east of WX Sparrowbush up to and including westward home signal at SR Tower and from eastward home signal at SR Tower, up to and including eastward home signal at WX Sparrowbush.

Controlling inductors are located approximately 70 feet in the rear of each signal.

Train stop device is in service on westward track between Gulf Summit and SR Tower and on eastward track between Gulf Summit and MX eastward siding to protect backup movement.

The train stop inductors located at signals between points mentioned above will be painted white, and at the inductor, yellow reflector lens facing west, between Gulf Summit and SR Tower and facing east, between Gulf Summit and MX siding will be mounted on a post between the eastward and westward tracks to designate the location of inductors to enable enginemen to acknowledge when running against the current of traffic.

Open inductors are in service on engine dispatching tracks at Port Jervis, Deposit and Susquehanna; enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

Trains or light engines operating in automatic Train Stop, Train Control territory when train stop device fails or is cut out enroute, or trains with locomotives or light engines not equipped with Automatic Train Stop Device, during the whole or part of trip between Hornell and Port Jervis, the following instructions will govern:

- 1 The movement of non-equipped locomotives must not proceed from terminals without first

receiving Form A to indicate condition of Block to next open telegraph office.

- 2 Movement of equipped locomotives with Automatic Train Stop device inoperative, must not proceed from terminal without first receiving Form A to indicate condition of Block to next open telegraph office.
- 3 Movement of locomotives equipped with Automatic Train Stop device that becomes inoperative between open telegraph offices, will report by radio and will receive instructions as to condition of Block to next open telegraph office. Locomotives not equipped with radio will be governed by signal indication of automatic block signal system, not to exceed medium speed to the next open telegraph office where report must be made to the operator or train dispatcher and will not proceed until Clearance Form A has been issued to indicate condition of Block to next open telegraph office and will proceed on signal indication displayed by the automatic block signal system.
- 4 The movement of non-equipped Train Stop device locomotives will receive Form A at all open telegraph offices indicating condition of the Block and will proceed on signal indication displayed by the automatic block signal system.
- 5 Double-headed behind an engine the train stop device of which is in working order.
- 6 Dead, in freight train.
- 7 Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals under protection of Erie pilot will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

TO PLACE EQUIPMENT IN OPERATION.

STEAM:

1. Headlight generator must be running.
2. Main reservoir must be pumped up.
3. Reset button must be depressed for two seconds.
4. Brake valve must be moved to full service position to latch up handle to rotary valve.

DIESEL:

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A. T. S. motor generator set.
4. Operate acknowledging lever to full acknow-

ledging position and hold for two seconds. Governor check light will light when A. T. S. is reset.

5. Place brake valve handle in lap position until application pressure (AP) is equal to main reservoir pressure or nearly so, then brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives.

OPERATION

STEAM:

The actuator moves the rotary in the brake valve to service position only when A. T. S. application occurs, but the brake valve handle does not move. The engineman can manually go from service position to emergency position. When an A. T. S. application has been received, the train will come to a stop and it will be necessary for the engineman to press the reset button located on the right side of the tender frame for two seconds; this will reset the system and indicator on top of the actuator will again go to the reset position, arrow pointing to "R."

Brake valve handle can then be relatched with the rotary by moving the handle to service position; after relatching brake valve can be moved to any position desired.

DIESEL:

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; engineman can obtain an emergency application in the usual way after receiving an A. T. S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledger handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and PC switch must be reset manually on Electro-Motive locomotives.

BROKEN AIR PIPES

STEAM:

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise cutout cock handle to cutout position.

When air pipe to whistle valve breaks, same should be plugged and automatic train stop not cut out.

ACKNOWLEDGING CONTACTOR

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed." If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

CONTROL CUTOUT COCK

This is to be used only in case of a failure of automatic train stop apparatus on locomotive.

STEAM:

This is under left hand actuator cylinder and when handle is in horizontal position the apparatus is cut in and when raised to the vertical position it is cut out.

DIESEL:

This is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

OVER SPEED GOVERNOR

DIESEL:

Speed warning whistle will sound at approximately 80 M. P. H. on passenger locomotives and approximately 62 M. P. H. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 83 M. P. H. on passenger and approximately 65 M. P. H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledger handle is not required after an overspeed brake application but "PC" switch must be reset manually on Electro-Motive locomotives before throttle is opened.

LIGHT DEFECT:

STEAM:

When automatic train stop in service, and a short occurs on the light circuit, it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, engineman will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, engineman will proceed without cutting out automatic train control.

GOVERNOR CHECK LIGHT

DIESEL:

This light is provided to indicate that automatic train stop is reset and only burns while locomotive

is standing and goes out soon after locomotive starts to move.

DEFECTS OR FAILURE OF APPARATUS:

These shall be reported on regular engineer's defect form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

SAFETY CONTROL (DEAD MAN)

DIESEL:

Each engineman's station in the operating cab of Diesel road locomotives is equipped with a foot pedal operated safety control. This feature is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should the engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4½ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

W. M. Wiarda,	Chief Trainmaster
L. J. Roche,	Trainmaster
A. I. Winters,	Road Foreman of Engines
G. E. Stuart,	Chief Train Dispatcher
O. A. Carey,	Assistant Chief Train Dispatcher
F. J. Murphy,	Assistant Chief Train Dispatcher
G. H. Packer	Assistant Chief Train Dispatcher

DELAWARE DIVISION

EASTWARD TRAINS

FIRST CLASS

Distance from Susquehanna	STATIONS AND SIDINGS	EASTWARD TRAINS							
		FIRST CLASS							
		6	28	2	8	80			
		Daily	Daily	Daily	Daily Except Sunday	Sunday Only			
		A.M.	P.M.	P.M.	P.M.	P.M.			
.....	NEW YORK A	8.37	6.44	7.14	10.54	11.24			
104.3	PORT JERVIS A N	6.16	3.51	4.43	8.25	8.55			
101.8	SPARROWBUSH 2.5	6.11	3.45	4.38	8.20	8.50			
100.4	MILL RIFT 1.4		* 3.39						
94.6	ROSAS 5.8	6.02	3.31	4.28	8.08	8.40			
93.2	POND EDDY 1.4		s 3.29						
89.4	PARKER'S GLEN 3.8		* 3.22						
85.5	SHOHOLA 3.9		s 3.16						
82.2	B Q TOWER N 3.3	5.47	3.08	4.11	7.51	8.23			
81.5	LACKAWAXEN07		s 3.06						
78.5	WESTCOLANG 3.0								
76.2	MAST HOPE 2.3								
73.0	T U CROSSOVER 3.2	5.36	2.52	4.00	7.40	8.12			
70.2	NARROWSBURG 2.8	5.32	s 2.48	* 3.56	s 7.36	s 8.08			
64.3	SKINNERS 5.9		s 2.35						
62.7	PAGES 1.6	5.22	2.31	3.43	7.24	7.56			
61.7	COCHECTON 1.0		s 2.29						
56.5	CALLICOON N 5.2	* 5.14	s 2.19	* 3.35	s 7.16	s 7.48			
49.6	HANKINS 6.9		s 2.04						
45.3	LONG EDDY 4.3		s 1.56						
39.0	LORDVILLE 6.3	4.52	s 1.47	3.11	6.53	7.25			
28.6	HANCOCK D 10.4	* 4.39	s 1.32	* 2.58	s 6.40	s 7.12			
20.5	HALE EDDY 8.1		s 1.11						
15.6	DEPOSIT N 4.9	* 4.23	s 1.03	* 2.40	s 6.22	s 6.56			
8.5	GULF SUMMIT 7.1	4.14	s 12.51	2.30	6.11	6.46			
1.8	LANESBORO 6.7	4.00	12.37	2.16	5.57	6.32			
.0	SUSQUEHANNA L A 1.5	3.57	12.33	2.13	5.53	6.29			
		3.55	12.23	2.11	5.51	6.27			
2.2	S R TOWER 2.2	3.50	12.18	2.06	5.46	6.22			
		A.M.	P.M.	P.M.	P.M.	P.M.			

DELAWARE DIVISION

WESTWARD TRAINS

Distance from Jersey City	STATIONS AND SIDINGS	FIRST CLASS							
		7	1	27	5				
		Daily	Daily	Daily	Daily				
		A.M.	A.M.	P.M.	P.M.				
	NEW YORK L	12.01	9.15	2.10	8.15				
		A.M.	A.M.	P.M.	P.M.				
87.3	PORT JERVISL N	2.50	11.40	5.19	10.36				
89.8	2.5 SPARROWBUSH	2.55	11.44	5.24	10.41				
91.2	1.4 MILL RIFT	*		s 5.29					
97.0	5.8 ROSAS	3.04	11.53	5.36	10.50				
98.4	1.4 POND EDDY			s 5.40					
102.2	3.8 PARKER'S GLEN			* 5.46					
106.1	3.9 SHOHOLA		12.05	s 5.53					
109.4	3.3 B Q TOWER	3.18	12.09	5.58	11.05				
110.1	.07 LACKAWAXEN			s 6.01					
113.1	3.0 WESTCOLANG			* 6.06					
115.4	2.3 MAST HOPE								
118.6	3.2 T U CROSSOVER	3.29	12.20	6.13	11.16				
121.4	2.8 NARROWSBURG	s 3.38	* 12.26	s 6.20	* 11.21				
127.3	5.9 SKINNERS			* 6.28					
128.9	1.6 PAGES	3.48	12.36	6.30	11.31				
129.9	1.0 COCHECTON			s 6.33					
135.1	5.2 CALLICOON	N s 4.02	* 12.48	s 6.52	* 11.40				
142.0	6.9 HANKINS			s 7.04					
146.3	4.3 LONG EDDY			s 7.12					
152.6	6.3 LORDVILLE	4.23	1.09	f 7.21	12.01				
163.0	10.4 HANCOCK	D s 4.41	* 1.24	s 7.36	* 1.215				
171.1	8.1 HALE EDDY								
176.0	4.9 DEPOSIT	N s 5.03	* 1.42	s 7.56	* 12.31				
183.1	7.1 GULF SUMMIT	5.17	1.55	8.12	12.44				
189.8	6.7 LANESBORO	5.28	2.04	8.21	12.53				
191.6	1.8 SUSQUEHANNA	A N 5.31	2.07	8.24	12.56				
193.8	2.2 S R TOWER	L 5.33	2.09	8.26	12.58				
		5.50	2.24	8.31	1.10				
		A.M.	P.M.	P.M.	A.M.				

STATION LIST

For use of Agents, Conductors and others for reporting movements of trains, locomotives and cars.

DELAWARE DIVISION

MILES FROM PORT JERVIS N. Y.	STATION NO.	MILES FROM PORT JERVIS N. Y.	STATION NO.
-	Port Jervis, N. Y.	48	Callicoon
2	Sparrowbush	55	Hankins
10	Rosas, Pa.	59	Long Eddy
11	Pond Eddy	66	Lordville
16	Oak Tree	76	Hancock
19	Shohola	77	Pipe Line Switch
23	Lackawaxen	84	Hale Eddy
31	Tusten, N. Y. (9848)	88	Stock Yards Siding
34	Narrowsburg	89	Deposit
40	Skinnners Falls	92	Oquaga
41	Page's Oil Switch	96	Gulf Summit
42	Cochecton Long Switch	99	Comstock Lumber Switch, Pa.
43	Cochecton	103	Lanesboro
47	Callicoon Quarry	105	Susquehanna
47	Callicoon Creamery Switch		

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.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 51 sec.	70.59	1 min. 20 sec.	45.00	2 min. 11 sec.	27.48	3 min. 25 sec.	17.56
0 " 55 "	65.45	1 " 30 "	40.00	2 " 24 "	25.00	4 " 0 "	15.00
1 " 0 "	60.00	1 " 42 "	35.29	2 " 40 "	22.50	4 " 48 "	12.50
1 " 5 "	55.88	2 " 0 "	30.00	3 " 0 "	20.00	6 " 0 "	10.00
1 " 13 "	50.00						

COMPANY SURGEONS

So far as New York State is concerned, this notice applies to employes in Interstate Commerce only

Dr. W. E. Mishler Chief Surgeon Cleveland, Ohio

LOCATION	NAME	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
Port Jervis	Dr. G. E. Kenny	Masonic Building	30-774	154 E. Main St.	46-214
Port Jervis	Dr. E. J. Walter (Oculist)	157 West Main St.	44-684	157 W. Main St.	44-684
Matamoras	Dr. Claire C. Kenny	107 Penn Ave.	62-622	Matamoras	61-151
Shohola	Dr. John A. Petkus	Shohola	2103	Shohola	2103
Callicoon	Dr. Geo. R. Mills	Callicoon Hospital	71	Church St.	122
Deposit	Dr. C. M. Axtell	195 Front St.	51	195 Front St.	51
Susquehanna	Dr. J. P. Zavoy	Postoffice Building	167-R-3	428 Grand St.	167-R-3
Susquehanna	Dr. R. C. Davis	103 Erie Avenue.	246	410 Jackson Av.	221-R-4