

Proposed signal changes extend from Binghamton to Corning, N.Y.

Proposed Signal Changes

(1-2) Automatic territory on the Erie between Mile Post 213.05 and 288.81

Install

- 3 automatic dwarf signals
- 3 automatic dwarf signals with automatic train-stop inductors
- 3 spring switch signals
- 3 electric locks on hand-operated switches

Modify

- 1 automatic high signal (change aspects)
- 4 semaphore automatic high signals (change to searchlight)

Remove

- 1 automatic high signal
- 1 automatic dwarf signal
- 6 automatic high signals with automatic train-stop inductors
- 1 spring switch

(3) "BD" Interlocking, Binghamton

Install

- 1 dwarf interlocking signal with train-stop inductor
- 3 interlocking crossovers

Modify

- 1 interlocking high signal (change aspects)
- 1 interlocking high signal (relocate)
- 1 interlocking dwarf signal (relocate)
- 1 interlocking high signal with automatic train-stop inductor (relocate)
- 1 interlocking switch (relocate)
- 1 interlocking crossover (relocate)

Remove

- 1 interlocking high signal with automatic train-stop inductor
- 5 interlocking dwarf signals
- 1 interlocking switch
- 2 interlocking crossovers
- 1 interlocking derail

(4) Liberty Street Interlocking, Binghamton. All interlocking functions to be controlled from "BD" Interlocking

Install

- 3 interlocking high signals and automatic train-stop inductors
- 5 interlocking dwarf signals
- 1 interlocking crossover

Modify

- 1 interlocking crossover (relocate)
- 7 interlocking switches (to hand operation)

Remove

- 7 interlocking high signals
- 21 interlocking dwarf signals
- 6 interlocking switches
- 14 derails
- 1 interlocking machine

(5) West Binghamton Interlocking. All interlocking functions to be controlled from "BD" interlocking

Install

- 3 interlocking high signals and automatic train-stop inductors
- 3 interlocking dwarf signals and automatic train-stop inductors
- 1 interlocking dwarf signal
- 2 interlocking switches

DL&W-Erie Joint Operation

... Is Ready To Go

The two roads look for a 66.8 per cent return on their \$1,630,000 coordination project. The 76-mile joint trackage job could be completed with possibly less than six months' work. It's been planned with a constant eye on the possible merger of the two roads—to hold down later expenses.

ICC HAS APPROVED the Erie-Lackawanna coordination plans for joint operation on 76 miles of main line. Opposition was voiced at the hearings, but the plan's advantages to the two roads received hearty support from the Commission. Factors brought out at the Commission's hearings were:

Only two shippers (lumber dealers who rarely used the railroads and did not object to the plan) will be deprived of rail service.

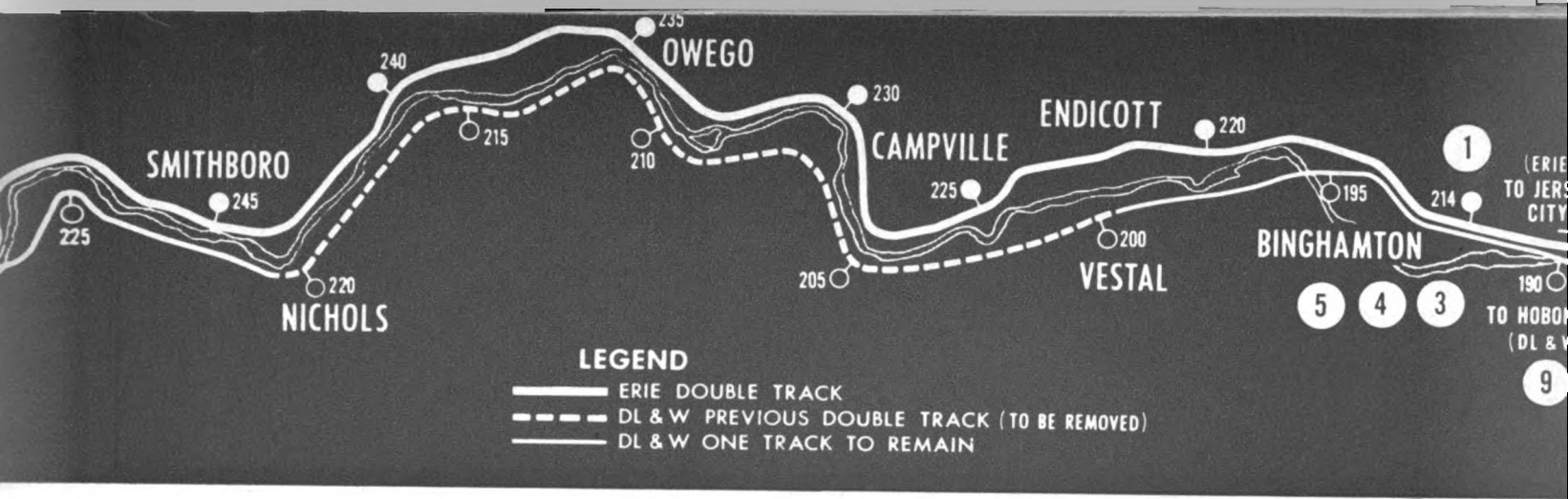
All new industries located on the coordinated trackage in the future will be given two-road service.

Forty acres of choice real estate in Elmira become available for in-

dustrial development. This results from the proposed elimination of the DL&W yard there.

The Erie and the Lackawanna each has a double track main line between Binghamton and Corning. What is contemplated by the two roads is that they would both operate on one double-track line over this stretch.

The project calls for joint use of 1.7 miles of Lackawanna tracks through Binghamton, and joint use of 76 miles of Erie tracks between "BD" tower at Binghamton and Gibson, which is two miles east of Corning. During heavy business periods the daily traffic on this territory in-

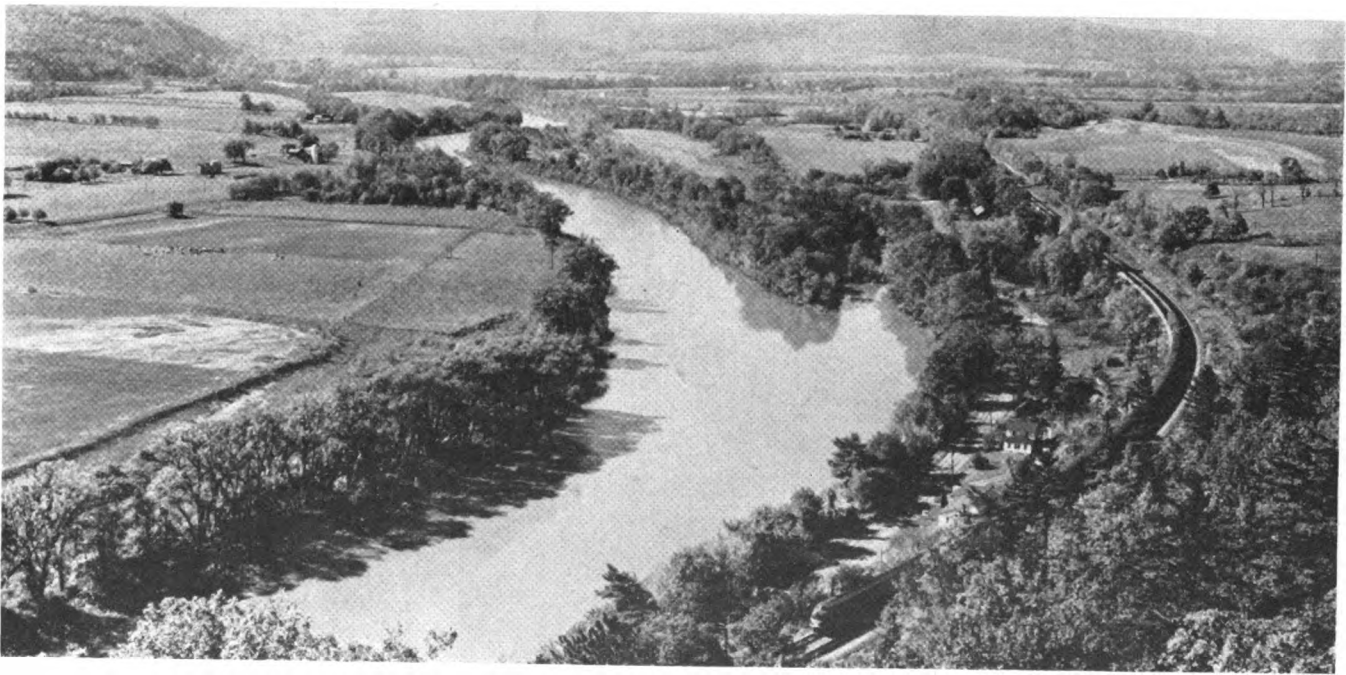


Circled numbers (plan) show signal changes (see listing below)

- 1 interlocking crossover
- 1 electric lock on hand-operated switch
- (6) "FS" Interlocking, Elmira**
Install
- 1 interlocking high signal with automatic train-stop inductor
- Modify*
- 2 interlocking high signals (change aspect)
- Remove*
- 1 interlocking dwarf signal
- (7) "VO" Interlocking, Elmira. All interlocking functions to be controlled from "FS" Interlocking**
- Install*
- 3 interlocking high signals and automatic train-stop inductors
- 3 interlocking dwarf signals and automatic train-stop inductors
- 2 interlocking crossovers
- 1 interlocking switch
- 1 electric lock on hand-operated switch

- Modify*
- 1 spring switch (change to interlocking switch)
- (8) Gibson Interlocking. All interlocking functions to be controlled from "RF" Interlocking (Hornell)**
- Install*
- 3 interlocking high signals with automatic train-stop inductors
- 3 interlocking dwarf signals with automatic train-stop inductors
- 2 interlocking switches
- 1 interlocking crossover
- (9-10) Automatic territory on the DL&W between Mile Post 190.58 and 264.68**
- Install*
- 1 automatic high signal with automatic train-stop inductor
- 2 automatic train-stop inductors at existing automatic high signals
- Remove*
- 103 automatic high signals
- Automatic cab-signal roadway circuits

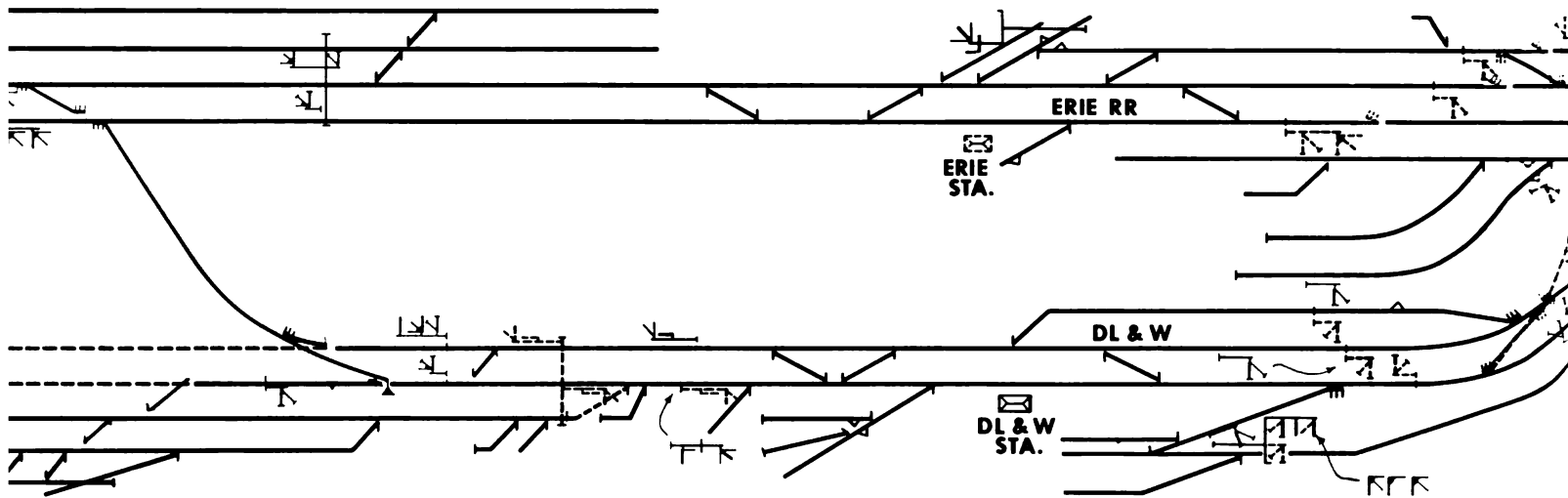
- (11) East Water Street Interlocking, (DL&W) Elmira**
- Modify*
- 2 power operated switches (to hand operation)
- Remove*
- 3 interlocking high signals
- 4 interlocking dwarf signals
- 1 interlocking switch
- (12) Thurston Street Interlocking, (DL&W) Elmira**
- Modify*
- 1 crossover (from mechanical to hand operation)
- 2 switches (from mechanical to hand operation)
- Remove*
- 4 interlocking high signals
- 11 interlocking dwarf signals
- 2 inoperative approach signals
- 2 interlocking crossovers
- 8 interlocking derails
- 1 mechanical interlocking machine and associated equipment



Chemung Valley won't be the same. All DL&W and Erie trains will be running over the Erie mainline at right

Proposed Interlocking Changes

WEST BINGHAMTON



West of here, DL&W runs on Erie

cludes six Erie and eight DL&W passenger trains, and an average of 25 Erie and 23 DL&W freight trains, totaling 62 trains.

Trains of both roads will use the present Lackawanna passenger sta-

tion in Binghamton, and the Erie stations in the remainder of the territory, including Elmira, and up to but not including Corning. The plan calls for joint passenger switching and car inspection at Bing-

hamton, and joint yard operations at Waverly and Elmira, including joint locomotive and car department functions at these two points.

Track To Be Removed

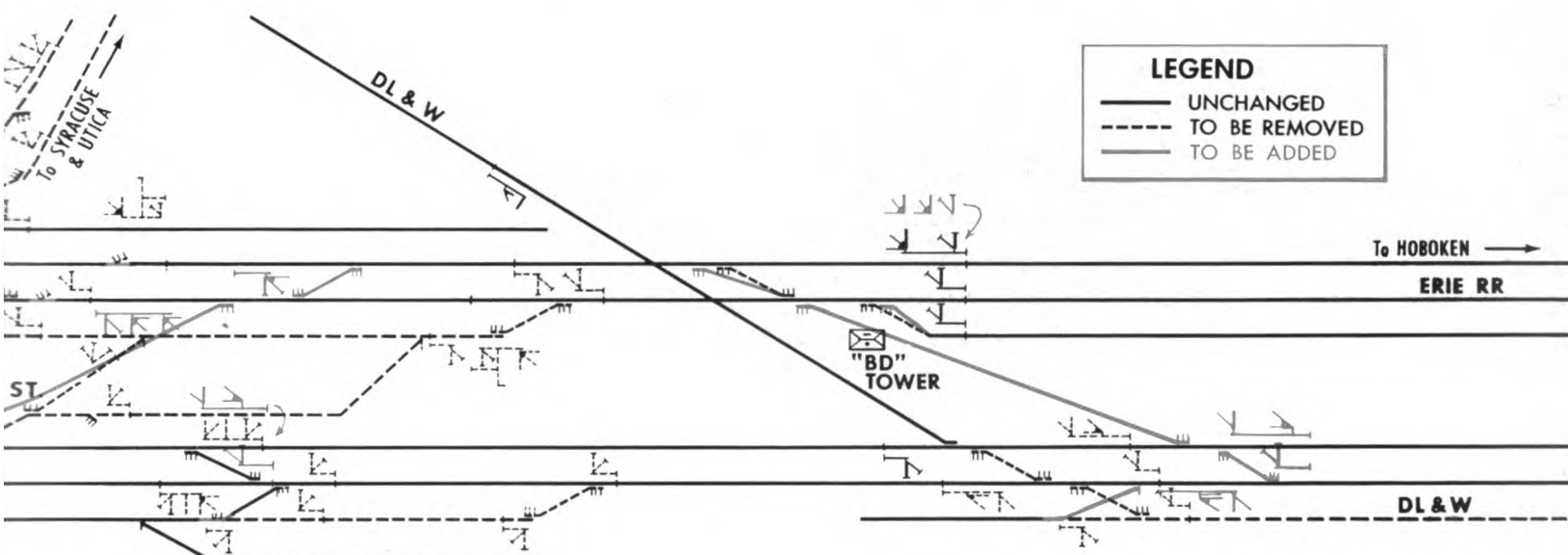
This project involves the removal of 18 miles of one main and 54 miles of double main of the Lackawanna track. To give freight service to Nichols and to Vestal, one existing Lackawanna track will be left in service on 11 miles between Waverly and Nichols, and on seven miles between Vestal and Binghamton. One DL&W track is to be retained between Elmira and Horseheads, about 5.2 miles, to serve industries. Also, the DL&W will continue to serve industries at Big Flats on existing trackage, by means of a connection to the Erie tracks at that point. Both Lackawanna main tracks will be removed between Nichols and Vestal, 20 miles, as well as on the 34 miles between Waverly and Gibson, totaling 54 miles.

Annual recurring savings in maintenance are estimated at \$800,000. Another \$277,139 should be saved each year in switching and locomotive expenses. Deduct various related items such as overtime because of traffic, and increased costs at Binghamton Yard because of re-



Part of the Delaware, Lackawanna & Western mainline that is to be removed

In the Binghamton, N.Y. Area



East of here, roads are separate

duced facilities at Elmira, and you still have a net decrease of \$160,480. In the category of station expense the estimated annual recurring saving is \$130,374. Thus the grand total of recurring annual savings is roughly \$1,090,000. This overall estimated saving is at the rate of 66.8 per cent on the estimated cost of \$1,630,000 for changes and new facilities including signaling, interlocking and new communications systems.

Signaling Changes

On this 76 miles of the present Erie double track, automatic signaling is arranged for right-hand running, the blocks being about 1.5 miles long. Passing sidings are located at Endicott, Campville, Owego, Waverly and Elmira. New switch and crossover layouts, including interlocking connections, are to be constructed at the junctions at Binghamton and Gibson.

The controls for interlocking connections at West Binghamton, and the controls for interlocking connections at Liberty Street will be consolidated into the present "BD" interlocking, east of the Binghamton station. The track arrangement will provide movement for Erie passenger trains to and from the present DL&W passenger station, and

Estimated Annual Savings	
Maintenance	\$800,000
Switching and locomotive	277,000
Stations	130,000
Gross savings per annum	\$1,207,000
Additional operating expenses (including overtime due to increased traffic and reduced facilities at Elmira)	117,000
Estimated annual net savings	1,090,000
Estimated cost for changes and new facilities including signaling, interlocking and new communications systems	1,630,000
Annual return rate	66.8%

for movement of DL&W passenger and freight trains to and from the jointly used Erie tracks.

At Gibson, the new interlocked crossover track arrangement will provide a direct connection from Erie main tracks to DL&W main tracks. Interlocking and signaling at this point are to be code controlled from Hornell, N.Y.

Present track and signal arrangements at "VO," 1.25 miles west of Elmira, will be rearranged and ex-

tended west approximately 3,000 ft, and become new interlocking. Connections here will consist of a facing-point crossover from the present Erie westward main to present eastward main, and a trailing point crossover from the present eastward main to westward main, and a facing-point turnout in eastward main to the passing track, with signaling as required, all code controlled from present Fifth Street interlocking, Elmira.