

Subway-style map of passenger service to Ithaca, 1921.¹

Locations marked in **Bold** are **stops** where we will get off the bus and in some places walk a short distance. Others are points of interest with commentary from inside the bus, either moving or pulled off briefly to the side of the road.

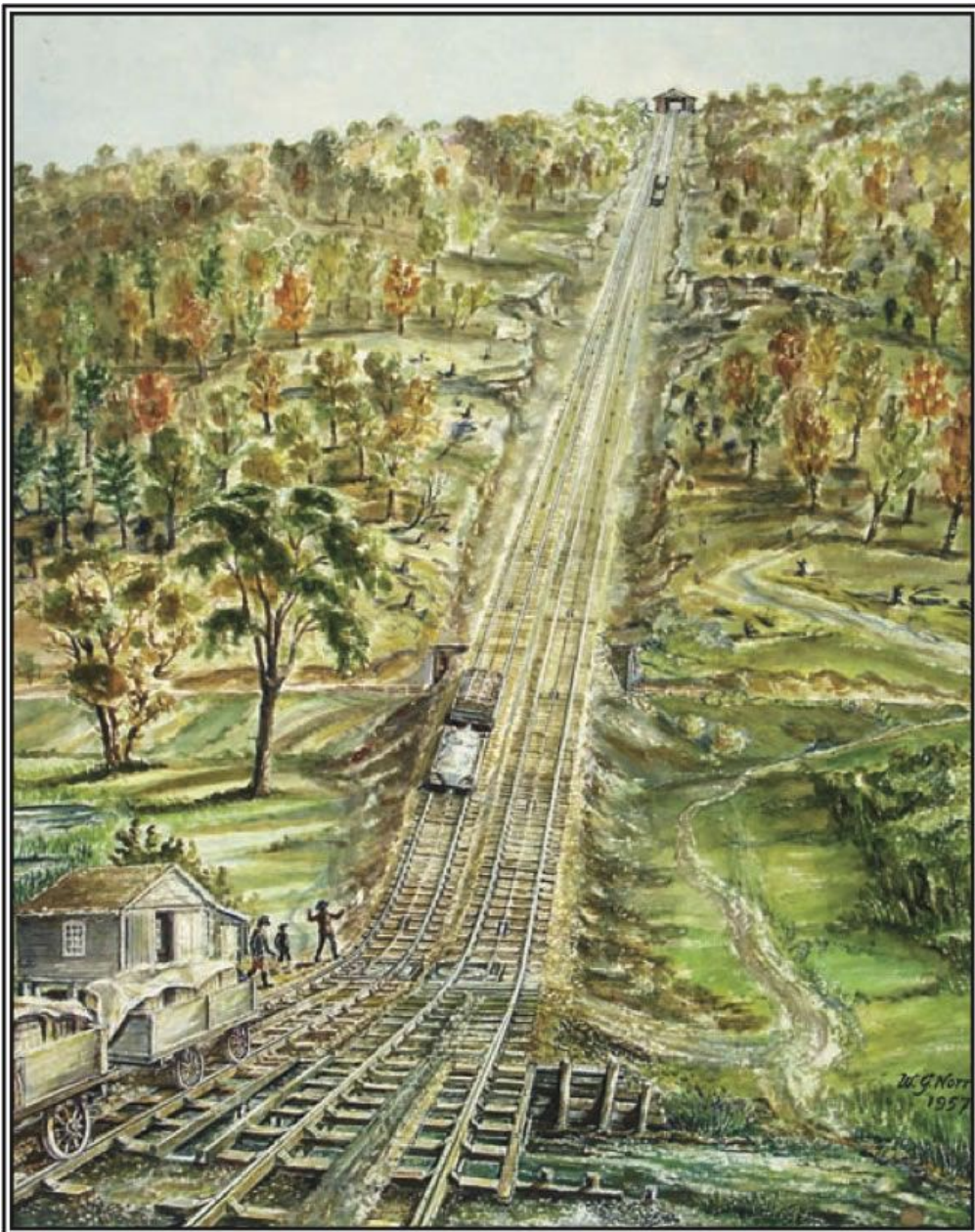
Location 1: Base of the lower Inclined Plane, Ithaca & Owego Railroad
Park St. at Albany St. Elevation approx. 120 m.a.s.l.

Looking SE up the hill, we see the notch cut in the shale hillside for the lower inclined plane, used by the Ithaca & Owego RR from 01-April-1834 until the early 1850s, when it was replaced by the Buttermilk loop (crossing the line of the plane above the notch). If you can see the concrete retaining wall above the loop line, that is the line of the planes. Two planes were used because of the sharp break in slope, thanks to the oversteeped valley sides carved by the most recent glaciation.

The top of the lower plane was at about 230 m.a.s.l., for a climb of 110 m (360') in a straight-line distance of 430 m, for a grade of 26%. This is comparable to similar planes in the coal region of Pennsylvania, although steeper than the famous Ashley planes (5-15%, three planes) built five years after these.

¹ By David Edmondson, used by permission. Available as a poster from <http://www.thegreatermarin.org/map-store/age-of-rail-ithaca-ny-in-1921>

Cars were attached or removed from the ropes here. The line continued NW and then N to the Cayuga Inlet. This is the site of the May 1842 accident, when a car broke loose from its cable and crashed here. "Mr. Babcock who remained in the car the whole way, was picked up from among the wrecks of the car alive!!—But he was a horrid spectacle—his nose was nearly cut off, his right arm, between the shoulder and the elbow, was broken in two places, his head was mutilated in several places in a shocking manner; but neither of his legs was broken, and we are informed that no internal injury has been discovered, that is of a very serious nature." -- *Tompkins Volunteer*, 03-May-1841



Glen Norris, 1947. Cover image from *Railroads of Tompkins County*

Location 2: Cayuga & Susquehanna Buttermilk Falls loop

Home Depot parking lot. Railroad elevation approx. 120 m.a.s.l.

This is the base of the loop built in 1849-1852 to replace the inclined planes. It was merged into the DL&W on 21-April-1855. It was originally broad (6', 1829 cm) gauge until the entire DL&W was converted to standard gauge (4'8.5", 1435 cm) on 15-March-1876. This line was used by the DL&W until 1956, and then the portion to Morse Chain was sold to the LV, which continued (after 01-April-1976 as Conrail) until embargoed on 30-March-1982, officially abandoned 07-August-1982.

This is supposed to be part of the Gateway Trail (DL&W Buttermilk to Aurora St.), eventually to a link with the extension of the Black Diamond Trail, hence the "Bridge to Nowhere" built in 2001 with NY State windfall money. The link would require a bridge over the Cayuga Inlet.

Location 3: Cayuga & Susquehanna (South Hill recway lower branch)

Hillview Place at Hudson St. Elevation approx. 180 m.a.s.l.

The C&S followed the N side of Hillview Place and crossed Hudson St. here. The lower switchback is at the end of this trail, above the old Ithaca Reservoir (2nd dam), elevation approx. 210 m.a.s.l. The recway has a steep uphill section to the upper loop before the switchback.



Lower switchback, looking W. 12-June-1955. HH660 approximately where connecting spur of S Hill Recway joins ex-DL&W grade

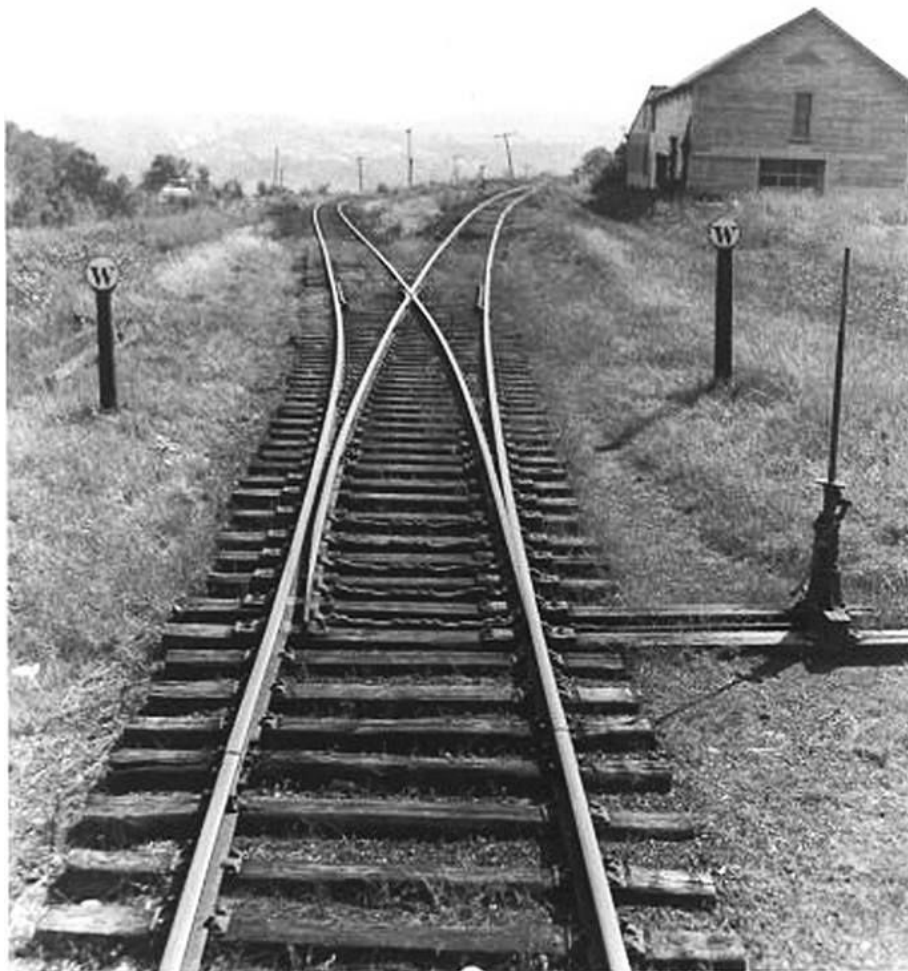
Location 4a: Danby Rd. below Rogan's Corner / Sunset Grill

- (1) Lower power house, Ithaca & Owego (historical marker on W side of road)
Elevation approx. 230 m.a.s.l.

The top of the upper plane is at about 285 m.a.s.l., for a rise of 55 m (180') in a linear distance of about 1080 m, for a grade of 5%.

- (2) Upper switchback, Cayuga & Susquehanna (behind Rogan's Corner)
Elevation approx. 230 m.a.s.l.

An "upper Ithaca" station was here, giving a quicker link to downtown and Cornell than riding the DL&W around the loop to the station on the west end.



Upper switchback, looking E, 1948

Location 4b: Cayuga & Susquehanna (now South Hill recway upper branch)
Hudson St. at Coddington Rd. elevation approx. 234 m.a.s.l.

Location 5: Upper inclined plane

IC parking lot S-extended, off Grant Egbert Blvd.

The power line follows the upper plane. The upper power house (elevation approx. 285 m.a.s.l.) was removed by the construction of Higgins stadium (soccer field, to the E of Athletics and Events Center).

Note that Owego is at approx. 245 m.a.s.l., so that the grade is slightly downhill (less than 0.1% grade) from here to Owego.

Location 6a: Ithaca & Owego historical marker

Coddington Rd. between Troy and King

The I&O crossed Coddington Rd. at a sharp angle near here. The grade is still traceable behind some houses, and where it crosses Burns Rd. The old and new grades join about halfway between Burns and German X Roads. This section, from the top of the upper plane to Owego was originally worked with horses and strap-iron rail, soon upgraded to "Old Puff", a primitive steam engine, and more standard rails.

Location 6b: merging point of I&O and C&S grades

In the woods between the two streams, downhill to the NE from Coddington Rd., just to the W of the pipeline cut.

Elevation approx. 285 m.a.s.l., level with the upper plane power house. To reach here

the C&S climbed out of the valley 165 m (542') in 11.5 km track distance (including the switchbacks but not the tail tracks), average grade 1.43%. This is just a bit less than the steepest grade on the Ithaca--Spencer-Sayre line.

Location 7: Cayuga & Susquehanna

Beaver Creek Rd. at Lackawanna Rd.

Crossing of the DL&W and EC&N about a mile south of here, "Pugsley's Station".
Caroline Depot of the DL&W at the south end of Lackawanna Rd.

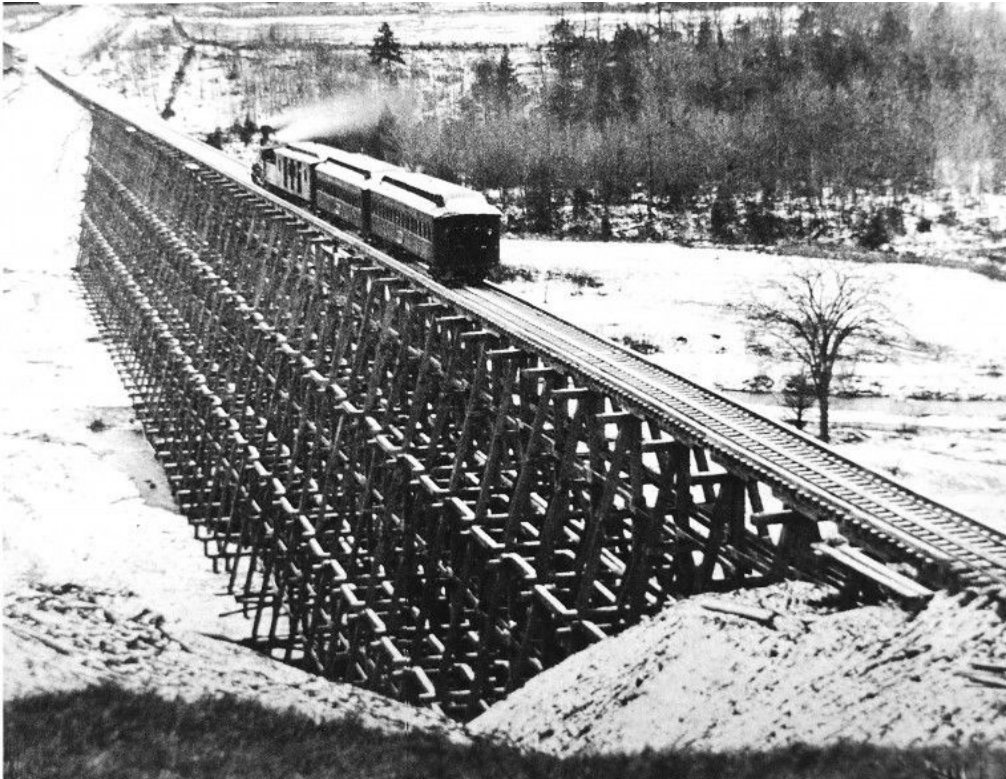
Location 8: South end of Brooktondale trestle

Valley Rd. at Perkins Rd. Elevation approx. 293 m.

This was the Brooktondale depot of the EC&N/LV. The original wooden trestle from 1875 was replaced by a longer fill on the S side (now mined out) and a metal trestle, dismantled in 1936. The last train passed here on 30 June 1935, and the section of the EC&N from East Ithaca to Spencer was abandoned. From here is a gentle downgrade to E. Ithaca (266 m, -27m in approx. 9.3km, -0.3%).



Brookton[dale] station, EC&N, looking S



First Brooktondale trestle (wood) looking N (Sixmile Creek in background)

This is a portion of the "Murdock" grade, named for a prominent promoter of the Lake Ontario, Auburn & New York Railroad, which would have been the northern outlet to the Cayuga & Susquehanna. Graded in 1852 from Pugsley's Crossing (about a mile

S of here, where later the EC&N crossed the DL&W) to East Ithaca, and from about Triphammer Rd. at Bush Lane to Auburn and on to Fair Haven. This section was re-used by the EC&N.

In 1854 the Syracuse, Binghamton and New York Railroad (through Marathon, Cortland, Homer and Tully) opened an easier grade from the DL&W connection to the north, so there was no incentive to reactivate plans for the Murdock line.

Location 9: Historical marker at N end of Brooktondale trestle on Brooktondale Rd. Footers for iron trestle still visible crossing the creek bed. Grade above and to the north, curving NW towards Besemer.

Location 10: Besemers Station
Besemer Hill Rd. at Slaterville Rd. (NY79)

Notice the base of the water tower. There was a passing track and team track here, as well as a station. Typical of the rural crossroads, these small stations collected products (especially milk) from surrounding farms.



Besemers station, looking SE across the Catskill Turnpike (NY79)

Location 11: EC&N at Honness Lane (now E Hill recway)

Location 12: East Ithaca station (now Agava restaurant, moved at the end of 1976)
Judd Falls Rd.

Location 13: site of East Ithaca LV station

Maple Ave. at E Hill recway. Elevation approx. 266 m.a.s.l.

1876--1976. The station (building now part of Agava restaurant) stood here. This line was embargoed after Hurricane Agnes in June 1972 and formally abandoned in 1977. Cornell received its heating coal here, to the current plant, now converted to natural gas. Passenger service last ran on 30 April 1950, as mixed trains. The last pure passenger trains last ran sometime in the 1930's. In the timetable of 1912, East Ithaca to Freeville, with stops in Etna and Varna (f = flag stop), was scheduled for 20 minutes; East Ithaca to Elmira with stops in Besemers, Brookton, White Church (f), Wilseyville (f), Snyder (f), W Candor (f), Spencer, Van Etten, Swartwood (f), Park Station (f), Erin (f), Breesport, Horseheads and Elmira Heights was schedule for 2 hours.

Cornell specials ran out of here to away football games at Harvard, Syracuse and Dartmouth.

Note the "advertisement" large lump of anthracite in front of what was Perry Coal Company (vintage plaque on E side); the former coal dock, still standing in the 1970's, was removed for a nice group of apartment.s

The southern portion of the E Hill recway runs from here to Honness Lane. The section here to Mitchell Ave. was a small yard, with tracks crossing Maple Ave. and into the High Tension testing building, until formal abandonment of the East Ithaca-Freeville section in August 1975.



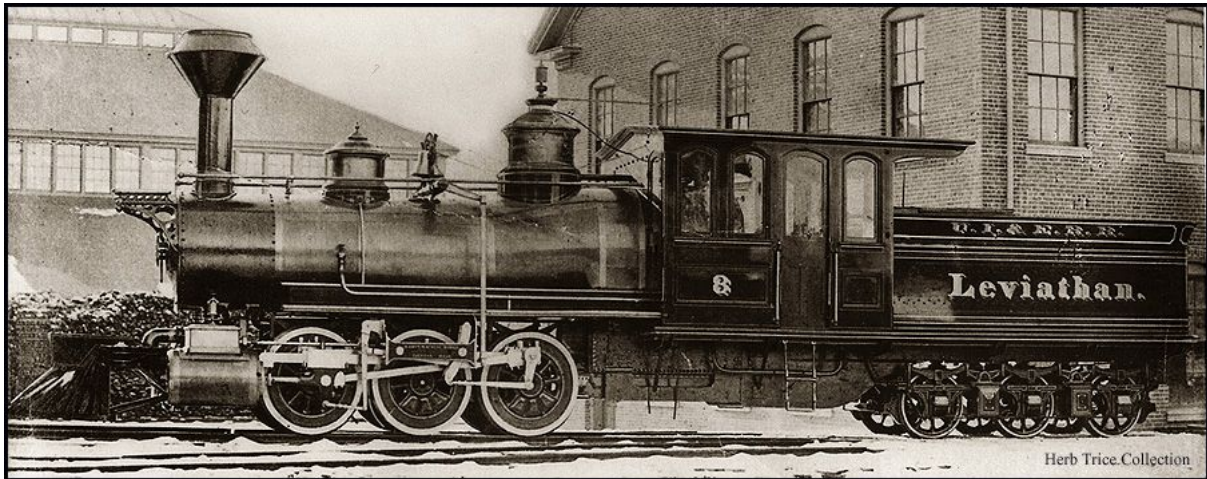
**East Ithaca station, looking NE from Maple Ave.
Streetcar tracks in foreground, without trolley poles or wires. 1892?**



**East Ithaca sometime in the 1960's, looking N across Maple Ave.
Note the coal cars and gondola**

Location 14a: Ithaca & Cortland Cornell Campus line at Dwyer's Mill
Dryden Rd. at Hoy Rd.

The original Ithaca & Cortland crossed at this bridge to a depot on the site of Bard Hall, behind the Armory, used 1871-1876 prior to the southward extension of the UI&E and the construction of the E Ithaca station. Ezra Cornell's plan was to build a rack railway straight down the N side of Cascadilla Gorge to the flats, to link up with his Ithaca & Athens and Geneva & Ithaca.



The “Leviathan”, rack railway engine to climb East Hill²

Location 14b: Judd Falls temporary station “Point of Rocks”, Cornell campus line
Just south of Dryden Rd. (NY366) on the E side of Cascadilla Creek was the temporary station of the Ithaca & Cortland (May 1871), soon extended across Dryden Rd. along the base of Kite Hill, to Dwyer's Mill and Cornell.

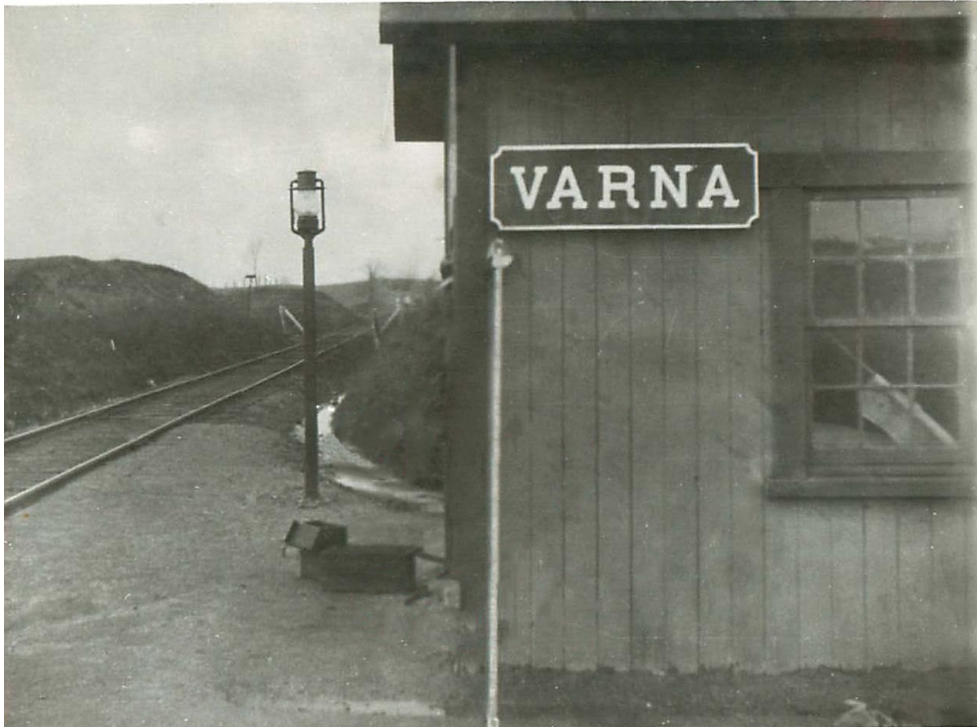
The section of the Ithaca & Cortland from Judd Falls to Game Farm road is a fairly steep upgrade and required helpers on any substantial freight train.

The current bridge over Pine Tree Rd. is a pedestrian bridge, replacing the railroad bridge in 2016. The bridge over Cascadilla Creek is still the railroad bridge.

Location 15: EC&N highway bridge
NY366 east of Varna

The East Hill Recway will be extended across here; a broad sewer line uses the right-of-way from just E of here to NY13.

² From <https://scotlawrence.github.io/leviathan/leviathan.html> , includes a long description



Varna station. At Mt. Pleasant Rd., looking SW towards E Ithaca

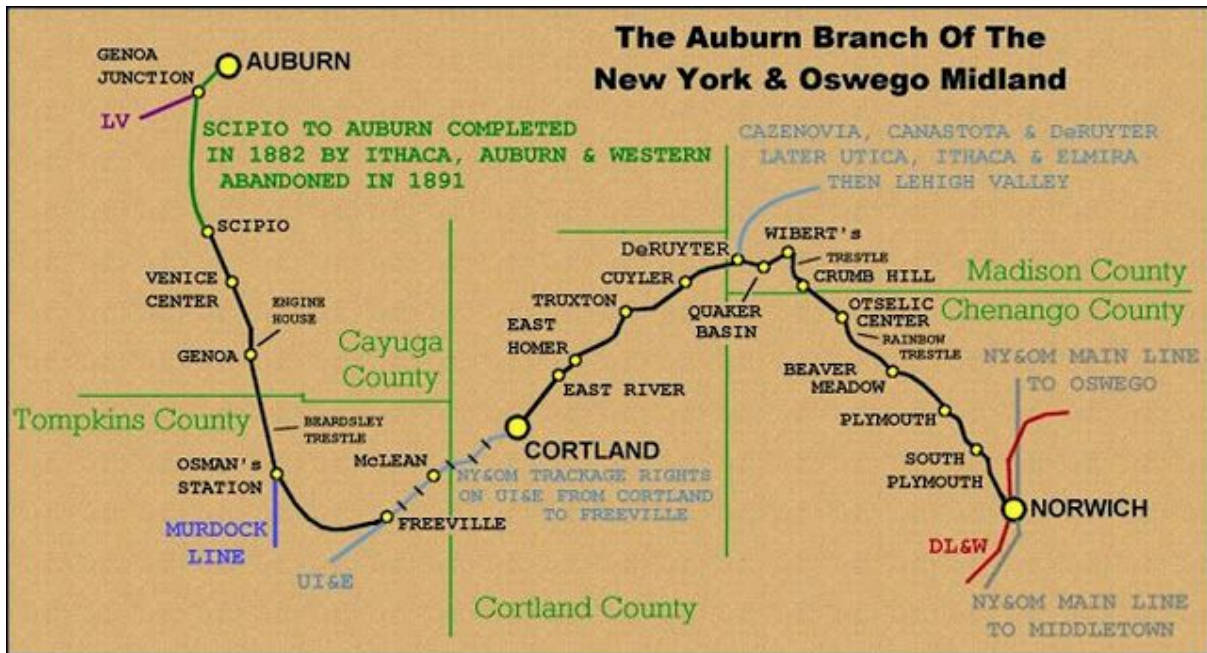
Location 16: EC&N Etna station site
Etna Lane. This was a flag stop.

Location 17: Ithaca Auburn & Western
NY366 at Freeville village entrance

The NY & Oswego Midland built a line from Norwich to DeRuyter, then this line from Freeville to Scipio, via "Osman's Station" near S Lansing, N Lansing and Genoa, in 1872. It exchanged trackage rights Cortland-Freeville with the UI&E, for its tracks DeRuyter-Cortland. The line was purchased by the Ithaca, Auburn & Western in 1874, and extended to Auburn in 1882. The IA&W was then purchased by the parallel Southern Central (Freeville-Auburn), acquired by the LV in 1889 and abandoned Freeville-Genoa the same year, from Genoa to Auburn 1891.

We will see some traces of this on the way to South Lansing.

This line is well-described by Richard Palmer's "Butter & Cheese Express" (1974), revised edition 1990 with Douglas Ellison, available from Chenango County Historical Society.



Auburn Branch, later Ithaca, Auburn & Western, briefly part of Southern Central

Location 18: Freeville depot site

Lehigh Crossing apartments -- walk up from NY38 (Railroad St.) at Southern Central grade, now a bike path

This was the centre of the Auburn Division, with a four-way connection of trains from Owego and Auburn (ex-Southern Central) and Ithaca and Cortland. A passenger station stood along the SC side south of the diamond until 1941. The crossing was demolished in 1991 to make way for the apartments.

The Southern Central from Sayre to Auburn and on to Fair Haven on Lake Ontario was opened through here around 1869, with the Ithaca & Cortland following two years later.



**First (?) Freeville station (Verne Morton, early 1900s?)
Foreground: Souther Central Owego, Dryden to Groton, Auburn
Background EC&N E. Ithaca to Cortland**



Second Freeville passenger station, looking NE along the EC&N

Location 19: IA&W crossing Asbury Rd.
Asbury Rd. just E of Warren Rd.

The IA&W grade can be traced with great difficulty from Freeville to south of Peruville Rd. (NY34B, east of the triangle).

Location 20: South Lansing station complex
Lansing Center Trail parking lot

Lots to see here!

1. Site of the Ithaca-Auburn Shortline station (south of NY34, at the site of the house at 97 Auburn Rd.). From Ithaca to here the line was electrified, as an extension of the Ithaca street railways,
2. Ithaca-Auburn Shortline grade: treeline at the E edge of the parking lot.
3. Rogue's Harbour spur ran along the S side of NY 34; electrified, served by Ithaca streetcars.
3. Murdock Grade (1850's) to the E; treeline ending behind Scoops Ice Cream.

The section of the Murdock grade from just north of here ("Osman's station") was re-used by the Ithaca, Auburn and Western coming from Freeville, and then later by the Short Line. The section south of Osman's, crossing NY34 at the present curve and triangle with NY34B, and continuing south across Asbury Rd and Waterwagon Rd to Triphammer Rd. near Cherry Lane, was graded in 1852 but never completed through the Town of Ithaca to E Ithaca station.

The Ithaca-Auburn Short Line (1909-1914), reorganized as the Central NY Southern, was abandoned in 1923.

American Express Company's Service



TIME TABLE
Ithaca Auburn Short Line

NEW YORK, AUBURN & LANSING R. R.

IN EFFECT MAY 19, 1913

NORTH BOUND

STATIONS	200	22	202	302	104	24	106	28	304
	Daily Except Sun.	Daily	Daily Except Sun.	Sun. Only	Daily	Daily	Daily	Daily	Saturday Only
Ithaca (State and Tioga Sts.)..... Lv.	AM 7 30	AM 9 20	AM 11 15	PM 12 15	PM 2 00	PM 3 15	PM 5 20	PM 7 10	PM 9 30
*Renwick..... "	7 38	9 28	11 23	12 25	2 08	3 23	5 28	7 18	9 38
*McKinney..... "	7 42	9 32	11 27	12 27	2 12	3 27	5 32	7 22	9 42
*Esty..... "	7 47	9 37	11 32	12 32	2 17	3 32	5 37	7 27	9 47
*Asbury..... "	7 55	9 45	11 40	12 40	2 25	3 40	5 45	7 35	9 55
*Rogues Harbor..... Ar.			11 48	12 48	2 33	3 55	5 53		10 03
South Lansing... Lv.	8 05	9 55			2 40	3 45		7 45	
*Davis..... "	8 08	9 58				3 48		7 48	
*Tarbel..... "	8 15	10 05				3 55		7 55	
North Lansing... "	8 18	10 08				3 58		7 58	
*Sills Crossing... "	8 23	10 13				4 03		8 03	
*Genoa..... "	8 29	10 19				4 09		8 09	
*Myers..... "	8 36	10 26					8 16		
Venice Center... "	8 44	10 34				4 23		8 24	
*Woods Mill..... "	8 48	10 38					8 28		
Merrifield..... "	8 56	10 43				4 31		8 33	
*Kinslers..... "	9 02	10 48					8 38		
*Mapleton..... "	9 08	10 54				4 41		8 44	
*Whites..... "	9 14	11 00					8 50		
Auburn (Mon's St.) Ar.	9 23	11 09				4 54		8 59	
Syracuse (N. Y. C.) Ar.	AM 10 35	PM 1 20				6 30		10 50	
Albany (N. Y. C.)... "	PM 2 15	AM 4 48					12 10	2 55	
Boston (B. & A.)... "	8 15	10 45					7 05	9 15	
New York (N. Y. C.) Ar.	6 00	8 00				5 05		7 03	

† Daily except Sunday.

* Flag stop. No Agent. Checks for baggage to this station must be presented to baggage master on train.

The time between 12 o'clock noon and 11.59 midnight is indicated by Dark Face Type.

NOTE—Check Baggage to "Auburn, Monroe St." Baggage transferred free between N. Y. C. Station "Auburn, Monroe St." and the "Short Line" Station at Auburn.

Western Union Telegraph Service

American Express Company's Service



TIME TABLE
Ithaca Auburn Short Line

NEW YORK, AUBURN & LANSING R. R.

IN EFFECT MAY 19, 1913

SOUTH BOUND

STATIONS	201	21	203	303	23	105	107	27	305
	Daily Except Sun.	Daily	Daily Except Sun.	Sun. Only	Daily	Daily	Daily	Daily	Saturday Only
New York (N. Y. C.) Lv.	PM 8 02	PM 11:35			AM 12 25			AM 8 45	
Boston (B. & A.)... "	4 50	7 35			11 15			† 4 10	
Albany (N. Y. C.)... "	† 11 45	† 2 56			AM 7 25			PM 12 10	
Syracuse (N. Y. C.)... "	AM 4 55	† 7 15			PM 12:35			4 50	
Auburn (Mon's St.) Lv.	AM 6 40	AM 8 30			PM 1 50			PM 6 20	
*Whites..... "	6 49	8 39			1 53			6 29	
*Mapleton..... "	6 55	8 45			2 05			6 35	
*Kinslers..... "	7 01	8 51			2 11			6 41	
*Merrifield..... "	7 06	8 56			2 16			6 46	
*Woods Mill..... "	7 11	9 01			2 21			6 51	
Venice Center... "	7 15	9 05			2 25			6 55	
*Myers..... "	7 23	9 13			2 33			7 03	
*Genoa..... "	7 30	9 20			2 40			7 10	
*Sills Crossing... "	7 36	9 26			2 49			7 19	
North Lansing... "	7 41	9 31						7 21	
*Tarbel..... "	7 44	9 34						7 24	
*Davis..... "	7 51	9 41						7 31	
South Lansing... "	8 05	9 50	AM	PM	3 00	3 45	PM	7 40	
*Rogues Harbor... Lv.			11 50	12 50	2 33	3 55	5 55		10 05
*Asbury..... Lv.	8 08	9 53	11 58	12 58	3 03	4 03	6 03	7 43	10 13
*Esty..... "	8 13	9 58	12:03	1 03	3 08	4 08	6 08	7 48	10 18
*McKinney..... "	8 16	10 01	12 06	1 06	3 11	4 11	6 11	7 51	10 21
*Renwick..... "	8 20	10 05	12 10	1 10	3 15	4 15	6 15	7 55	10 25
Ithaca (State and Tioga Sts.)..... Ar.	8 30	10 15	12 20	1 20	3 25	4 25	6 25	8 05	10 35

† Daily except Sunday. † Daily except Saturday.

* Flag stop. No Agent. Checks for baggage to this station must be presented to baggage master on train.

The time between 12 o'clock noon and 11.59 midnight is indicated by Dark Face Type.

NOTE—Check Baggage to "Auburn, Monroe St." Baggage transferred free between N. Y. C. Station "Auburn, Monroe St." and the "Short Line" Station at Auburn.

Western Union Telegraph Service

Location 21: Rogue's Harbour Inn
NY34/34B traffic light

The private spur dead-ended on the N side of the Inn. This was abandoned 19 October 1920.

Location 22: Cayuga Lake Railroad/NS
end of Portland Point Rd.

One of the two industries that keeps railroading active in Tompkins County. The other is the AES Cayuga power station at Lake Ridge.

The Cayuga Lake Railroad was opened in February 1872 from Ithaca to Cayuga Bridge and a connection with the Auburn Road of the NY Central. Later completed its own line to Auburn, acquired by the LV in 1890, transferred to Conrail on 01-April-1976, then to the Norfolk Southern when Conrail was broken up 01-June-1999. Upgraded to mainline standards in the summer of 1984 for unit coal trains.

Until the lake level was controlled as part of the Erie Canal improvements in 1918, this line was subject to frequent washouts from high lake waters. The lake level is now regulated at its north end by dam and Lock 1 (Mud Lock) on Cayuga-Seneca Canal. However, flooding from the many side streams (especially Salmon Creek at Myers Point) has never been controlled.

Passenger service ended in 1948. The line north of Ludlowville station (Myers) to Aurora was abandoned in 1950 but then relaid to the new Milliken power station in 1954.



Portland Point salt works

Location 23: Murdock Grade seen from N Triphammer Rd. Grade elevation 282 m.a.s.l.

This is the treeline parallel to and below (to the W) of the road. It's unclear how far south this was graded; the best guess the rear of the housing development (edge of woods). From here to E. Ithaca is a drop of 16 m in about 8.25 km (0.2%). Presumably it would have crossed Triphammer Rd. on the 900' contour just south of Bush Lane and continued through the Community Corner, and on the line of N. Triphammer Road below the hill at the end of Iroquois Rd., with a bridge across the Beebe Lake dam and through the W end of the Ag. quad.

Location 24a: Ithaca-Auburn Shortline

E Shore Drive at Esty Drive. Elevation approx. 282 m.a.s.l.

The Shortline grade crossed E Shore Drive at a sharp angle, from the graded portion on the E side to the roadside grade on the W side.

Two short high bridges crossed the Twin Glens (these cross NY34 at the base of the hill). The northern one was removed, the second rebuilt to carry sewer lines to the treatment plant on E Shore Drive.

Location 24b: Cayuga Lake line at Cornell Sailing Center
(across from Cornell Lake Source cooling)

The Remington Power plant was located along E Shore Drive just south of here, where the sewage treatment plant is located. A spur of the Cayuga Lake line crossed the road to it, also serving as a connecting track for freight interchange with the Short Line.

This section of the Cayuga Lake line was used for crew racing observation trains, which loaded in the west end (near the site of Greenstar).



Boat race special, Cayuga Lake line at base of East Shore Drive hill

Location 25a: Ithaca-Auburn Shortline

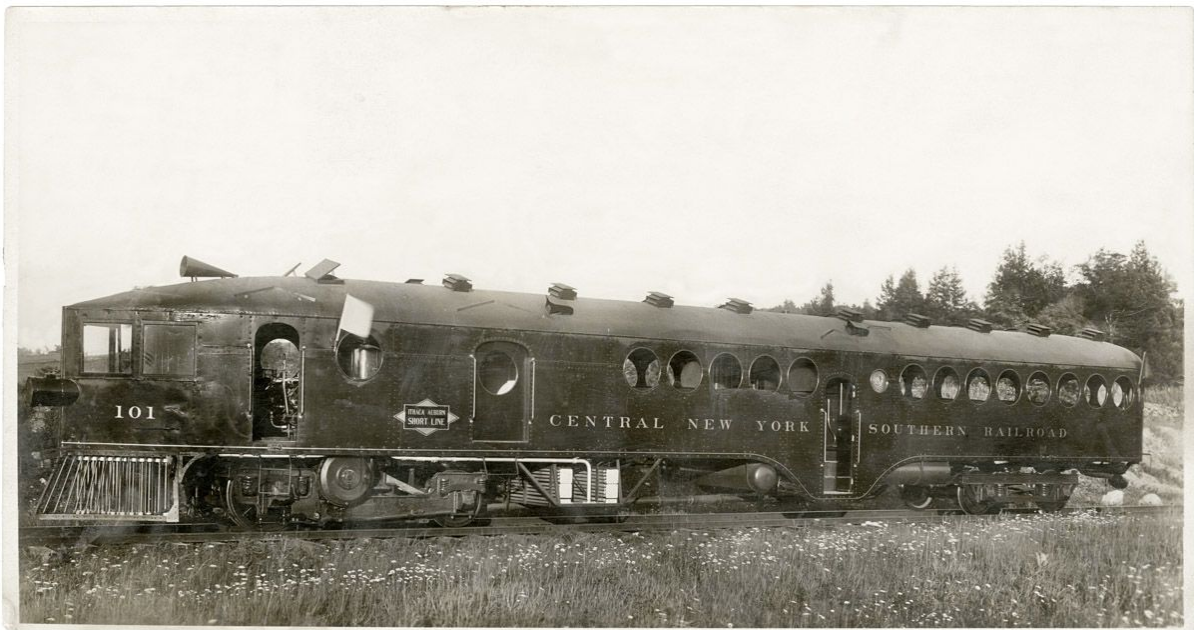
abutment at E Shore Drive

This was built as part of the 1914 re-alignment when the Ithaca-Auburn Shortline was reorganized as the Central NY Southern, and acquired the McKeen cars to avoid the change from streetcars to steam trains at South Lansing. Prior to that the steep lower section of the Cayuga Heights Railway was used.

Location 25b: Ithaca-Auburn Shortline

Percy Field Wye, behind Deeb's Service on E Shore Drive. Elevation 120 m.a.s.l.

The McKeen cars waited here for transfers to/from the street railway. Although the intent had been for the McKeen cars to operate to the terminal on N. Tioga St. between State and Seneca, the City did not allow them to operate on city streets (N Tioga) so a wye was built here. Grade to South Lansing about 1.8%, a challenge for the under-powered (600 h.p.) cars.



Location 25c: Short Line freight house

This was in the "L" formed by E Falls and N Tioga St., where the TaiChi studio is now, up against the levee. The stone foundations for the trolley bridge used by the Short Line are visible from the top of the levee at the end of N Tioga St.



Ithaca-Auburn Short Line freight house

Location 26a: DL&W passenger station (now Greyhound/Shortline terminal)

This location had passenger service from 1849 to 1942. In 1921 there were three trains daily to Owego, connecting to the DL&W main line. About 1 hr 10 minutes, with stops in Caroline, Wilseyville, Candor and Catatonk. The DL&W ran Cornell specials at term breaks, with through cars to Hoboken (and Philadelphia?). The current station was part of the major rebuild of the DL&W during the Truesdale presidency.



DL&W station (now bus terminal), looking NE from W State St.



**DL&W freight house, looking N towards Cayuga Lake
currently site of Greenstar Market**



**DL&W freight tracks along Fulton St., looking S
Cayuga Lake line (LV) parallel to Fulton St. behind engine**

Location 26b: Cecil Malone Drive

NS yards; formerly LV Cayuga Lake line yards

Here we can also see the original LV main line, the DL&W and the Cayuga Lake line connection.



Cayuga Lake line crossing DL&W at Clinton St, looking S. LV main line on right.

Location 27: Lehigh Valley station
now Chemung County Trust

The main passenger station in Ithaca, this building from 1898, served until 1961, then the Station Restaurant (1966-2005, Joe Ciaschi) and now a branch of Chemung Canal Trust bank. It is on the National Register of Historic Places (since 1974).

This location was used by the first station of the Ithaca & Athens in 1871, and from 1873 north to Geneva (Geneva & Ithaca). These two were merged in 1874 as the Geneva, Ithaca & Athens Railroad (Ezra Cornell, President), then bought at auction by Asa Packer (of the LV) and renamed the Geneva, Ithaca & Sayre Railroad; finally merged into the parent Lehigh Valley in 1891.

Passenger trains included the daylight #9 (west), #10 (east) New York-Buffalo "Black Diamond", the nighttime #11 (west), #4 (east) "Star", the night #8 (east only) "Maple Leaf" Niagara Falls-New York, and a Geneva-Sayre local. The first two had connections in Bethlehem to Philadelphia via the Reading Railroad.

The pocket track on the N side of the station was used for the Ithaca-New York sleeper, due out of Ithaca on #8 "Maple Leaf" at 0112 but open for occupancy at 2030; arriving at Penn Station New York at 0800. The sleeper from New York was handled by #11 "the Star" arriving in Ithaca around 0600; passengers could occupy the sleeper at 2200 in New York and until 0700 in Ithaca. (These times from the 1952 timetable).

The "Black Diamond" and "Star" were discontinued 11-May-1959. The "Maple Leaf" was re-routed via Schuyler County for two weeks, then returned to the Ithaca branch (eastbound 0149, westbound 0317) until 03-February-1961.



Double-headed Black Diamond leaving Ithaca southbound



**Alco PA-1, the standard passenger diesel of the LV.
Southbound Black Diamond, blocking Buffalo St.**



EMD FT locomotives on a Geneva-Sayre way freight

Used on this service to break in after repairs at Sayre; normal service as pushers from
Coxton to Mountain Top, PA



EMD FT locomotives on a Geneva-Sayre way freight.

Note the LV sleeping car in pocket track on N side of station



LV

LV railcar at Ithaca, 1949 (?), looking S.
Sayre-Geneva local discontinued Nov. 11, 1949.
Note the city bus at its terminal and the Lehigh Valley House

Location 28: Geneva & Ithaca; LV yards

Now the start of Black Diamond Trail to Taughannock Falls. The line to Trumansburg was abandoned in 1962; the right of way was bought by NY State Electric & Gas, which soon used the portion to just S of the TC hospital for power lines. The section between here and the station was removed for the flood control channel, dug in the late 1960's.

In 1989 the State abandoned plans to run a four-lane highway along above and parallel to the grade. The opposition to this highway morphed into the Alternatives Federal Credit Union, Greenstar Markets, and the Ithaca Hours.

As we go along NY89 (Taughannock Blvd.), the wide curve enclosed the balloon (reversing) track that surrounded the main Ithaca yards



LV "Pup" (EMD SW8) at the Ithaca yards engine terminal,
approximately where the childrens' garden is now



"Black Diamond" attacking the grade out of Ithaca, 1949.
Richard Palmer via <http://cnymod.blogspot.com/2013/10/>

#10



Doubleheaded Black Diamond climbing out of Ithaca, near Williams Brook

Location 29: LV (Black Diamond Trail)

Willow Creek bridge and depot site. Notice the 1.1% grade northbound



Willow Creek station, looking W



Northbound #10 “Black Diamond” crossing Perry City Road (?), 1949 (?)

Location 30a: LV Taughannock Creek bridge

now the end of Black Diamond Trail. Elevation approx. 250 m.a.s.l.

In the early LV days trains would stop here so passengers could gaze into the gorge



Northbound #4 “The Star” at Taughannock Creek; last run 11-May-1959?

Location 30b: LV along Falls Rd.



#10 “Black Diamond” northbound along Falls Rd., late summer 1958?

Location 31: Trumansburg LV station and T-burg creek bridge on Cayuga St. Elevation approx. 250 m.a.s.l. Climb from Ithaca 130 m (426') in 16.25 km, average grade 0.8%.

Freight service to Ithaca ended in 1962, north to Geneva in 1967.

The Geneva & Ithaca came as close as practicable to the centre of Trumansburg, in an attempt to convince Trumansburg to back it, rather than the P&SB (see next stop). If that had not been the case, the line from Ithaca would likely have followed closer to lake level, crossing Taughannock Creek at the point (NY89) and not crossing over to Geneva until north of Sheldrake.

Location 32: Pennsylvania & Sodus Bay crossing Cayuga St.

The P&SB was chartered in 1870, at the same time as the rival Geneva & Ithaca, both hoping to be the northern outlet for the Ithaca & Athens. The line ran from North Spencer more or less on the level through Newfield and Enfield to Trumansburg, and then just west of the Geneva & Ithaca to Ovid, crossed the G&I there and continued to Seneca Falls. Almost all the line in Tompkins County was graded. Trumansburg Creek was to be crossed with a trestle, the N fill to which is here on the S side of Cayuga St.

The line failed in the panic of 1873.

Location 33: Pennsylvania & Sodus Bay
trestle foundations, Taughannock Creek

Substantial stone facings for a trestle. The right-of-way from behind the fairgrounds to about halfway to Cold Springs Road remained as one parcel and ended up as part of Taughannock State Park. The parcel is just to the W of the driveway of the house on the south side of Rabbit Run.

Location 34: Pennsylvania & Sodus Bay
Trumbull Cors. Rd/NY327

We have followed the line through Enfield, where it is up on the west side of the hill, to this crossing, where it heads SE along the line of trees. The elevation 340 m.a.s.l. is just slightly higher than the summit at N. Spencer, where the P&SB was to meet the Ithaca & Athens. From here the grade is a gentle downhill to the north (Trumansburg 280 m.a.s.l. in about 13 km, 0.45%; Seneca Falls 140 m.a.s.l. in about 42 km more, 0.35%)

Location 35: Ithaca & Athens
Brown Rd.

At this stop we can see the 1.64% ruling grade south from Ithaca, from about Newfield Depot to West Danby. The top of grade at N. Spencer is 325 m.a.s.l., 205 m higher than Ithaca station.

The curve just to the south, parallel to NY34/96 is the site of the wreck of the Star on April 17, 1929.

Location 36: NY34/96 1700 W. Danby Rd.

Across the creek is the location of the April 17, 1929 wreck of #4 "The Star", due to a large mudslide. Also see the repairs to this same section from flooding in 2016.

The End!

Bonus locations

A. Ithaca-Auburn Short Line Ithaca terminal
N Tioga St. between the Commons and E. Seneca St.

Only electric streetcars were permitted on city streets, so the Short Line ran from this block on shared tracks with the Ithaca Street Railway to Renwick (about where Boynton Middle School is) and then on own rails to South Lansing and Rogue's Harbor. Changing for Auburn was originally to steam trains at South Lansing, after the McKeen cars were acquired, at the Percy Field Wye.

Following pages are from the LV timetable 27-April-1952

Page 4		The Route of THE BLACK DIAMOND		Lehigh Valley Railroad		EASTERN STANDARD TIME			
MAIN LINE—WESTWARD—New York, Phila., Wilkes-Barre, Ithaca, Rochester, Buffalo, Niagara Falls									
Miles from New York	Table No. 1	25	9	23	29	39	7	11	REFERENCE NOTES
	STATIONS	Daily Ex. Sunday	Daily	Daily Ex. Sat. Sun. & Hol. NB	Daily Ex. Sun. & Hol.	Holidays Only NB	Daily	Daily	
	New York:								<p>REFERENCE NOTES</p> <p>For Table 1</p> <p>♥ Via Bus-Mon. to Fri. incl. Ex. Holidays.</p> <p># Daily Ex. Sundays & Holidays.</p> <p>+ Hudson & Manhattan R.R. Station.</p> <p>NB No checked baggage handled on this train.</p> <p>▲ No checked baggage handled between Rochester and Rochester Jet. Baggage must be checked or claimed at Rochester Jet.</p> <p>a For connections to Niagara Falls, consult Ticket Agent at Buffalo.</p> <p>b Will stop on signal to discharge revenue passengers from New York and Newark.</p> <p>c Will stop to discharge revenue passengers from Allentown and points east.</p> <p>d Regular stop Sunday and Monday mornings; stops on signal other days, to discharge revenue passengers from New York, Newark and Philadelphia, and to receive revenue passengers for Buffalo and west.</p> <p>e Will stop on signal to receive revenue passengers for Ithaca and west provided arrangements are made with Ticket Agent at So. Plainfield before 3:30 P.M.</p> <p>f Stops on signal to discharge or receive revenue passengers.</p> <p>g Will stop to discharge revenue passengers from Wilkes-Barre and points east, and to receive revenue passengers for Rochester and Buffalo.</p> <p>h Will stop to discharge revenue passengers from Ithaca and points east.</p> <p>j Leaves 7:30 P.M. starting June 23.</p> <p>m Will stop to discharge revenue passengers.</p> <p>n Stops regularly, but only to receive passengers.</p> <p>p Connecting train arrives Mauch Chunk 10:18 P.M., Sundays only.</p> <p>q 30th Street Station, Philadelphia, (Connections from certain Atlantic City trains made between North Philadelphia Station and North Broad St. Station. Consult Conductor).</p> <p>w Stops on signal to discharge revenue passengers, also to receive, provided arrangements are made with Ticket Agent before 7:30 P.M. preceding day.</p> <p>x Does not run via Ithaca.</p>
	Pennsylvania Station.....Lv	6 55	9 55	3 10	4 31	5 20	7 10	10 50	
	Hudson Terminal.....Lv	6 40	9 36	3 00	4 16	5 10	6 54	10 30	
1.0	Jersey City:								
	Penna. Sta.—Exchange place.....	+ 6 43	+ 9 39	+ 3 03	+ 4 19	+ 5 13	+ 6 57	+ 10 33	
	Journal Square.....	+ 6 49	+ 9 45	+ 3 09	+ 4 25	+ 5 19	+ 7 03	+ 10 39	
26.5	Newark, Pennsylvania Station.....	n 7 10	n 10 10	n 3 25	n 4 48	n 5 35	n 7 25	n 11 05	
36.4	South Plainfield.....	n 7 39	n 10 38	n 3 51	n 5 16	n 6 03	n 7 53	n 11 35	
51.0	Manville.....	T b 7 51	T b 11 03	f 4 04	f 5 29	f 6 16	f 8 06	f 11 46	
	Flemington Jet. (See Table 4).....	H 8 08	H 11 03	f 4 20	f 5 44	f 6 28	f 8 18	f 11 58	
52.7	Flemington (Via Bus) See Table 4.....	A.....	A.....	♥ 4 28	♥ 5 52	.....	.....	.....
52.7	Flemington (Via Bus) See Table 4.....	A.....	A.....	♥ 4 08	♥ 5 35	.....	.....	.....
77.0	Easton (Lehigh River to White Haven) Lv	A 8 41	A 11 35	A 4 52	A 6 19	A 7 00	A 8 51	A 12 35	
88.6	Bethlehem.....Lv	A 8 56	A 11 51	A 5 06	A 6 35	A 7 16	A 9 07	A 12 51	
	Washington, B. & O. R. R.....Lv	P.....	P.....	P.....	P.....	P.....	P.....	P.....	
	Baltimore, B. & O. R. R. (Camden).....Lv	L A.....	L A.....	L A.....	L A.....	L A.....	L A.....	L A.....	
	Washington, B. & O. R. R.....Lv	C.....	C.....	C.....	C.....	C.....	C.....	C.....	
	Philadelphia, B. & O. R. R.....Lv	E.....	E.....	E.....	E.....	E.....	E.....	E.....	
	24th & Chestnut Sts.....Lv	R.....	R.....	R.....	R.....	R.....	R.....	R.....	
	Wayne Junction, B. & O. R. R.....Lv	R.....	R.....	R.....	R.....	R.....	R.....	R.....	
	Atlantic City.....P.R.R.L. Lv	.....	.....	.....	.....	.....	.....	.....
	Philadelpia:								
	Reading Terminal (Rdg. Co.) Lv	# 7 15	# 10 10	# 3 25	# 4 46	# 5 26	# 7 20	# 10 30	
	North Broad Street.....Lv	# 7 22	# 10 16	# 3 32	# 4 53	# 5 32	# 7 26	# 10 36	
	Wayne Junction.....Lv	# 7 28	# 10 23	# 3 38	# 4 59	# 5 38	# 7 31	# 10 42	
	Jenkintown.....Lv	# 7 36	# 10 30	# 3 46	# 5 08	# 5 40	# 7 40	# 10 53	
88.6	Bethlehem.....Lv	9 05	12 05	5 11	6 40	7 20	9 21	1 13	
93.3	Allentown.....Lv	9 22	12 17	5 28	6 57	7 37	9 38	1 35	
109.5	Slatington.....Lv	9 42	12 45	5 48	7 17	7 57	9 58	1 55	
119.1	Lehighton (See Table 3) Lv	9 55	12 55	6 01	7 30	8 10	10 11	2 03	
122.7	Mauch Chunk (Alt. 548 See Table 3) Lv	10 11	12 58	6 15	7 45	8 25	10 26	2 18	
145.7	White Haven (Split Rock Lodge).....	10 48	1 32	6 42	8 13	8 53	10 54	2 45	
176.0	Highest pt. Glen Summit Sp'g: 1730 ft. Lv	11 36	2 20	7 10	8 41	9 21	11 22	3 14	
	Wilkes-Barre (Alt. 547 ft.).....Lv	11 36	2 20	7 10	8 41	9 21	11 22	3 14	
	Seranton, L. & W. V. R.R.....(Ar)	12 25	3 25	8 00	9 31	10 11	12 12	4 04	
	Wilkes-Barre.....(Susquehanna River) Lv	.....	2 26	.....	.....	.....	.....	.....
184.0	Pittston.....Lv	.....	2 40	.....	.....	.....	.....	.....
207.0	Tankhannock.....Lv	.....	3 05	.....	.....	.....	.....	.....
254.8	Towanda (Alt. 793 ft.).....Lv	.....	3 57	.....	.....	.....	.....	.....
271.0	Sayre (Athens-Waverly).....Lv	.....	4 21	.....	.....	.....	.....	.....
307.1	Ithaca.....Lv	.....	5 06	.....	.....	.....	.....	.....
344.5	Geneva (Sampson).....Lv	.....	5 55	.....	.....	.....	.....	.....
354.4	Clifton Springs (Alt. 845 ft.).....Lv	.....	6 06	.....	.....	.....	.....	.....
379.5	Rochester Jet. (See Table 5) Lv	.....	6 33	.....	.....	.....	.....	.....
392.7	Rochester, (Via Bus) See Table 5.....Lv	.....	7 13	.....	.....	.....	.....	.....
392.7	Rochester, (Via Bus) See Table 5.....Lv	.....	5 50	.....	.....	.....	.....	.....
392.9	Caledonia (Alt. 663 ft.).....Lv	.....	7 03	.....	.....	.....	.....	.....
410.5	Batavia.....Lv	.....	7 40	.....	.....	.....	.....	.....
437.7	Depew.....Lv	.....	.....	.....	.....	.....	.....	.....
447.6	Buffalo, Main & Scott Sts. (Table 6).....Lv	.....	.....	.....	.....	.....	.....	.....
461.7	Niagara Falls (See Table 5).....Lv	.....	.....	.....	.....	.....	.....	.....
463.5	Suspension Bridge (See Table 5).....Lv	.....	.....	.....	.....	.....	.....	.....

ALL LEHIGH VALLEY TRAINS ARE DIESEL-POWERED

Lehigh Valley passenger trains use the Pennsylvania Station in New York—Newark and Reading Terminal, Philadelphia.

HOLIDAYS
 Referred to in this
 timetable are:
 May 30, July 4 and
 September 1.

MAIN LINE—EASTWARD—Niagara Falls, Buffalo, Rochester, Ithaca, Wilkes-Barre, Phila., New York

Table No. 2: Train schedule table with columns for Miles, STATIONS, and times for various days (10, 4, 8, 24, 28, 26, 32). Includes stations like Suspension Bridge, Niagara Falls, Buffalo, etc.

REFERENCE NOTES: Explains symbols like ♦, #, ○, ●, †, ‡, §. Includes a HOLIDAYS box with dates: May 30, July 4 and September 1.

CITIES AND TOWNS OBSERVING "DAYLIGHT SAVING" TIME
Daylight Saving Time is generally observed by all Cities and Towns served by, and adjacent to, the Lehigh Valley Railroad, from April 27th to September 27th, inclusive.

References

Lee, H. C. (2008). A history of railroads in Tompkins County. (W. Rossiter & J. Marcham, Eds.) (3rd ed.). Ithaca, N.Y: History Center in Tompkins County.
Trice, H. V., & Marcham, J. (2004). The gangly country cousin: the Lehigh Valley's Auburn Division. Ithaca, N.Y: DeWitt Historical Society of Tompkins County.
Marcham, D., & Marcham, J. (1998). Lehigh Valley memories: a tour of the Lehigh Valley Railroad in New York's Finger Lakes Region, 1941-1959. Ithaca, NY: DeWitt Historical Society of Tompkins County.

Archer, R. F. (1977). The history of the Lehigh Valley Railroad: "the route of the Black Diamond." Berkeley, Calif: Howell-North Books.

Taber, T. T. (1977). The Delaware, Lackawanna & Western Railroad, the Road of Anthracite, in the nineteenth century, 1828-1899: the history of the formation and development of the D.L. & W. "family" of railroads, and their locomotives, which, in the following century became one of our most admired and beloved railroads. Muncy, Pa: Taber.

Taber, T. T. (1980). The Delaware, Lackawanna & Western Railroad in the twentieth century, 1899-1960. Muncy, Pa: T.T. Townsend III.

Palmer, R. F. (2011). Ithaca-Auburn short line: New York Auburn & Lansing RR, Central New York Southern RR
http://freepages.genealogy.rootsweb.ancestry.com/~springport/pictures382/shortline_web