

ERIE RAILROAD COMPANY

EASTERN DISTRICT

**Susquehanna and Tioga
Divisions and Branches**

Time Table No. 32

Effective 12:01 A. M.

SUNDAY, JUNE 24, 1945

FOR EMPLOYEES ONLY

EASTERN STANDARD (WAR) TIME

32

**THINK!
THEN
ACT
SAFELY**

P. M. DONNELLAN,
Superintendent

M. G. McINNES,
Assistant General Manager

R. C. RANDALL,
General Manager

STATION LIST

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

SUSQUEHANNA DIVISION		WATKINS BRANCH		SUSQUEHANNA DIVISION N. Y. Central Trackage				
Miles from Susquehanna, Pa.	Station No.	Miles from Elmira, N. Y.	Station No.	Miles from Corning, N. Y.	Station No.			
-	Susquehanna, Pa.	192	-	Elmira	273	-	Corning, N. Y.	290
3	Hickory Grove	195	7	Horseheads (Recon. Plant)	2280	-	CY Tower	9885
8	Great Bend	200	10	Pine Valley	2283	8	Presho	1298
13	Kirkwood, N. Y.	205	13	Millport	2286	12	Lindley	1302
15	Langdon	207	14	Croton	2287	14	Lawrenceville (4298)	1304
18	Walker's Switch	210	18	Montour Falls	2291	16	Cowanesque Valley Junction, Pa.	1306
20	Asylum Switch	212	22	Watkins Glen	2295	17	Beeman	1307
22	Binghamton	214	23	Coal Point	2296	23	Tioga	1313
25	Johnson City	217				25	Hammond	1315
28	Hooper	220				28	Holiday	1318
30	Endicott	222				31	Middlebury	1321
31	Endicott (Liberty St.)	223				32	Niles Valley	1322
37	Campville	229				35	Wellsboro Junction	1325
44	Owego	236				37	Oak Point	1327
50	Tioga Centre	242				40	Marsh Creek	1330
54	Smithboro	246				43	Ansonia	1333
56	Barton	248				51	Tiadaghton	1341
63	Waverly	255				55	D. I. Tower	1345
68	Chemung	260				59	Blackwell	1349
74	Wellsburg	266				64	Cedar Run	1354
80	Southport Junction	272				70	Slate Run	1360
81	Elmira	273				76	Cammal	1366
84	Elmira Heights	276				77	C. H. Tower	1367
86	Horseheads	9884				78	Bluestone	1368
91	Big Flats	283				81	Jersey Mills	1371
92	Atlantic Switch	284				85	Waterville	1375
98	Corning	290				90	Ramsey	1380
100	Painted Post	292				91	Tomb	1381
104	Erwins	296				92	Torbert	1382
108	Crane's Switch	300				95	JS Tower	1385
109	Addison	301				96	Jersey Shore Junction	1386
110	QZ Crossover	302				97	Jersey Shore	1387
114	Rathbone	306				100	Larry's Creek	1390
119	Cameron Mills	311				102	Level	1392
120	Cameron Pump Station	312				105	Linden	1395
122	Cameron	314				109	Newberry Junction	1399
130	Adrian	322						
135	Canisteo	327						
139	Hornell	331						

TIOGA DIVISION

Miles from Lawrenceville	Station No.	
-	Lawrenceville (1304)	4298
4	Tioga Siding	3294
8	Tioga	3298
9	Berry's Bridge	3299
17	Mansfield	3307
19	Canoe Camp	3309
22	Covington	3312
27	Blossburg	3317
31	Arnot	3320
42	Morris	3331
43	Hoytville	3332

MORRIS RUN BRANCH

Miles from Blossburg	Station No.	
-	Blossburg	3317
3	Morris Run	2320

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT
EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

Hornell	Fast Freight Yard Office, Telegraph Office, Engine Dispatcher's Office.
Corning	
Elmira	Yard Master's Office.
Waverly	General Foreman's Office.
Binghamton	Telegraph Office.
Susquehanna	Telegraph Office, New Terminal Office, Coaling Station Office, SR Tower.
Blossburg	Freight Station Office.

TIME TABLES.

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

FLAG STOPS.

Trains scheduled to make flag stops 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.
- * Conditional stop.

No. 5 will stop at Endicott to let off passengers from Port Jervis and east.

No. 5 will stop at Waverly on Sundays to discharge mail.

No. 5 will reduce speed to 20 miles per hour at Waverly daily except Sundays to discharge mail.

No. 6 will reduce speed to 20 miles per hour at Waverly to discharge mail.

No. 6 will stop at Endicott to discharge passengers from Buffalo, Jamestown and west.

No. 8 will not carry baggage, mail or express.

No. 8 will take on milk at Canisteo when notified.

No. 8 will stop at Waverly to discharge passengers from Jamestown and west and to take on passengers for New York.

No. 11 will not carry passengers.

No. 12 will not carry passengers.

No. 28 will not carry passengers between Owego and Binghamton.

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.

SPEED RESTRICTIONS

	Miles per hour
Passenger trains (on unrestricted track)	70
Passenger, express and milk trains when handled by freight engines	50
Freight trains	50
Freight trains, Tioga Division	25
R-1, R-2, and S Type engines Bridge 330.66, Canisteo river, Hornell Yard, on Ryans track	10
C-3, C-3A, K-5, K-5A, K-5B, N, and R-3 type engines, Bridge 330.66, Canisteo river, Hornell yard, on Ryans track	15
Class R-1 and R-2 engines handling passenger, express, milk or freight trains	40
Class N-2 and R-3 engines, except engines 4212 and 4219, handling passenger, express, milk or freight trains	50
J-2 Engines handling train	35
Spreader cars will be restricted to a speed of thirty (30) miles per hour and will be handled with blades in trailing position.	
Solid oil trains and trains containing a block of twenty-five (25) cars of oil or over, will reduce speed to twenty-five (25) miles per hour over elevation through City of Elmira.	
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 45 miles per hour.	
Tioga Division	25
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. Engines must not be operated backward beyond a point where a turntable or wye is located without special authority from the Superintendent. Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.	
Trains handling wrecking derrick	30
Tioga Division	20
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Tioga Division	20
Trains handling dead engines	20
Freight trains handling loaded covered hoppers and loaded series 37000 cars	40
Loaded cars carded Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37000) and freight cars with six-wheel trucks as follows: between Hornell and Mile Post 198.75, 1¼ miles east of Great Bend	40
Between Mile Post 198.75, 1¼ miles east of Great Bend and Susquehanna	30
Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineers will not leave terminal until so notified.	
J-2 Engines must not operate over Conley frogs.	
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
To and from West end Eastward siding, Southport Junction	15
To and from Eastward track and PRR, Southport Junction	15
Crossover, Southport Junction	25

Crossovers, 5th Street, Elmira -----	25
To and from Westward track and PRR, HO Tower	15
Crossover, ZY Tower, Hornell -----	25
Crossovers, Cass Street Tower, Hornell -----	20

B and H type engines must not exceed a speed of 10 miles per hour over Bridge 255.30 at Waverly on the two south sidings. No other heavier engines except G and J-2 should be operated on these tracks over this bridge.

R-1, R-2 and S type engines must not operate over bridge 255.30 at Waverly on Freight House track, other type engines except B, G, H, J-2, and K-1 will not exceed a speed of 15 miles per hour over this bridge.

N-3, R-1, R-2 and S type engines must not operate over bridge 255.30 at Waverly on north industrial siding to junk yard.

No cars having maximum gross weight of car and lading in excess of 200,000 lbs., for cars having four axles and 225,000 lbs., for cars having six axles shall be operated over Bridge 255.30 on track serving Freight House at Waverly without special instructions. Cars having maximum gross weight of car and lading not exceeding 220,000 lbs., for cars having four axles and 250,000 lbs., for cars having six axles may be operated if speed does not exceed 15 miles per hour.

No cars having maximum gross weight of car and lading in excess of 220,000 lbs., for cars having four axles and 250,000 lbs., for cars having six axles shall be operated over Bridge 255.30 at Waverly on the two south sidings No. 2 and No. 3. No car shall be operated over the Bridge on these tracks at a speed in excess of 10 miles per hour.

C-3, C-3A, N-3, R-1, R-2, and S type engines must not operate over Bridge F 212.52 serving R. H. Whiting & Sons east of Binghamton. All other engines except G-15A, G-15B and J-2, must not exceed a speed of 15 miles per hour over bridge on this track.

No cars having maximum gross weight of car and lading in excess of 180,000 lbs., for cars having four axles and 200,000 lbs. for cars having six axles shall be operated over Bridge F 212.52 in siding serving R. H. Whiting & Sons east of Binghamton, N. Y., without special instructions. Cars having maximum gross weight of car and lading not exceeding 220,000 lbs., for cars having four axles and 250,000 lbs., for cars having six axles may be operated if speed does not exceed 15 miles per hour.

Class R-1 and 2 engines and all classes of S engines must not operate over 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.

	Miles per hour
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
Coaling Station and SR Tower, Eastward and Westward tracks -----	50
Curves 10 and 11, Hickory Grove, M. P. 194.17 to M. P. 194.69, Eastward and Westward tracks -----	60
Curves, 12, 13, 14, 15, 16 and 17 west of Hickory Grove, M. P. 195.10 to M. P. 196.94 Eastward and Westward tracks -----	60
Curves 18, 19, 20 and 21 east of Great Bend, M. P. 197.01 to M. P. 198.57 Eastward and Westward tracks -----	45

	Miles per hour
Curve 22, east of Great Bend, M. P. 198.75 to M. P. 198.84, Eastward and Westward tracks -----	60
Curve 35, east of Binghamton, M. P. 211.34 to M. P. 211.64, Eastward track -----	60
Curves 36 and 37, east of Binghamton M. P. 211.70 to M. P. 212.39, Eastward and Westward Tracks -----	60
Curves 37 A & B and 38, Binghamton M. P. 214.44 to M. P. 215.15, Eastward and Westward tracks -----	60
Curve 42, Hoopers, east of Endicott, M. P. 219.76 to M. P. 220.06, Eastward and Westward tracks -----	55
Curves 47, 48, 49, 50, 51, 52 and 53, west of Endicott, M. P. 224.33 to M. P. 226.26, Eastward and Westward tracks -----	60
Curve 54, east of VR crossover, M. P. 227.02 to M. P. 227.70 Eastward and Westward tracks -----	65
Curve 57, west of VR Crossover, M. P. 229.84 to M. P. 230.16, Eastward and Westward tracks -----	65
Curve, 61, east of Owego, M. P. 235.33 to M. P. 235.80, Eastward track -----	50
Curve 72, east of Smithboro, M. P. 244.63 to M. P. 244.94, Eastward and Westward tracks -----	65
Curves 77, 78 and 79, east and west of Barton, M. P. 247.76 to M. P. 249.80, Eastward and Westward tracks -----	65
Curve 80, west of Barton, M. P. 249.83 to M. P. 250.18, Eastward and Westward tracks -----	60
Curves 82, 83 and 84 east of XY Eastward Siding M. P. 250.84 to M. P. 251.83, Eastward track -----	55
Curves 82 and 83, east of XY Eastward siding M. P. 250.84 to M. P. 251.50 Westward track -----	60
Curve 84-A, Reverse curve east end of Eastward siding, XY, M. P. 252.01 to M. P. 252.14 Eastward track -----	55
Curve 86-A, Reverse curve west end of Westward siding, Waverly, M. P. 253.97 to M. P. 254.12, Westward track -----	60
Curves 88 and 89, west of Waverly, M. P. 255.48 to M.P. 256.30, Eastward and Westward tracks -----	60
Curve 90, west of Waverly M. P. 256.43 to M. P. 257.17, Eastward and Westward tracks -----	65
Curve 95, Chemung, M. P. 259.52 to M. P. 260.21, Eastward and Westward tracks -----	65
Curve 96, west of Chemung, M. P. 260.22 to M. P. 260.43, Eastward and Westward tracks -----	60
Curve 114, west of Horseheads, M. P. 280.04 to M. P. 280.29, Eastward and Westward tracks -----	65
Curves 118 and 119, east and west of Corning, M. P. 289.49 to M. P. 290.38, Eastward and Westward tracks -----	40
Curve 120, AQ Corning, M. P. 290.98 to M. P. 291.10, Eastward and Westward tracks -----	35
Curve 121, east of Painted Post, M. P. 291.38 to M. P. 291.66, Eastward and Westward tracks -----	45
Curve 122, Painted Post, M. P. 292.10 to M. P. 292.41, } Westward track -----	40
292.41, } Eastward track -----	45

	Miles per hour
Curves 130 and 131, Addison, M. P. 300.14 to M. P. 301.17, Eastward track -----	60
Curves 130 and 131, east of Addison, M. P. 300.14 to M. P. 301.17, Westward track -----	65
Curve 131-A, Reverse curve Addison Station, M. P. 301.25 to M. P. 301.35, Eastward track -----	45
Curve 132, west of Addison, M. P. 301.50 to M. P. 301.72, Eastward and Westward tracks -----	60
Curve 138, Rathbone, M. P. 305.81 to M. P. 306.34, Eastward and Westward tracks -----	65
Curve 140, west of Rathbone, M. P. 307.67 to M. P. 307.98, Eastward and Westward tracks -----	55
Curves, 142, 143 and 144, west of Rathbone, M. P. 309.05 to M. P. 309.70, Eastward and Westward tracks (Stickney's) -----	50
Curve 147, west of Cameron Mills, M. P. 312.00 to M. P. 312.36, Eastward and Westward tracks -----	65
Curves 149, 150 and 151 east and west of Cameron, M. P. 313.92 to M. P. 314.87, Eastward and Westward tracks -----	60
Curve 153, west of Cameron, M. P. 315.89 to M. P. 316.13, Eastward and Westward tracks -----	55
Curve 154, west of Cameron, M. P. 317.12 to M. P. 317.42, Eastward and Westward tracks -----	60
Curves 155 and 156, west of Cameron, M. P. 317.79 to M. P. 318.17, Eastward and Westward tracks -----	55
Curve 160, east of Adrian, M. P. 321.14 to M. P. 321.43, Eastward and Westward tracks -----	65
Curve 165, east of Canisteo, M. P. 325.83 to M. P. 326.07, Eastward and Westward tracks -----	50
Curves 166 and 167, east of Canisteo, M. P. 326.08 to M. P. 326.62, Eastward and Westward tracks -----	60
Curve 171, Hornell Yard, M. P. 330.00 to M. P. 330.07, Eastward and Westward tracks -----	50
Curves 172, 173 and 174, Hornell Yard, M. P. 330.22 to M. P. 330.91, Eastward and Westward tracks -----	35
Curves, Block 3 and Block 4, Hornell Yard, Eastward and Westward tracks -----	15

TIOGA DIVISION

	Miles per hour
M. P. 27.00, to M. P. 29.75, Mill Creek -----	20
Park Street Crossing, Mansfield -----	10
Morris Run Branch -----	15
Between Blossburg and Hoytville -----	15

Class B. G. H. J-2 and K-1 engines only may operate between Lawrenceville and Hoytville, Blossburg and Morris Run.

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

R AND S TYPE ENGINES MUST NOT OPERATE ON FOLLOWING TRACKS

HORNELL, N. Y.

Hollands' switch.
All side tracks, South of Ryans track, between Cass Street Tower and East Avenue crossing.
Freight House yard and Creamery switches.
Tracks 9, 10, 11, 12 and 13 East Cripple Yard.
No. 6 turnouts—Tracks 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16, West end of Classification Yard at the Hump, or operate over Hump.
Chicken Spur.
Runaround Track back of Ice House.
Cleanout Tracks.
Two (2) "S" engines will not pass one another on tracks 10, 11, 12, 13, and 14, Hornell Westbound Old Yard.

CANISTEO, N. Y.

No. 1 Freight House Track
No. 1 Yard Track restricted to N type and heavier engines.

CAMERON MILLS, N. Y.

Pump House Track

ADDISON, N. Y.

B. & O. Old Main Track
Old No. 2 Track B. & O. yard
Spur Track Hawkins & Hill north side
Clark's Coal Switch

PAINTED POST, N. Y.

Station switch on south side
All tracks leading from old westbound siding

CORNING, N. Y.

Stub track, west of AQ Tower
East end of Eastward yard, Tracks 3, 4 and 5
East end of Westward yard, Track 5 and beyond
West end of Westward yard, Track 5 and tracks leading to Freight House
West Interchange track to N. Y. C.
Corning Coal Co., off Westward track M. P. 289.60.
Riesbeck switch off Westward track, M. P. 288.50
Hood Furnace switch, off Eastward track M. P. 289.35

HORSEHEADS, N. Y.

Main track turnout at station

ELMIRA, N. Y.

American LaFrance
Elmira Coal Co.
Thatcher Mfg. Co.
Fritch Coal Co.
American Bridge Works
Eclipse Mfg. Co.
Reformatory Switch
Doane and Jones track off Westward siding
Lead to Freight House 2nd street beyond third switch on top of hill.

WELLSBURG, N. Y.

Portion of Town Track west of station
Feed Mill switch leading from Town Track

CHEMUNG, N. Y.

Station switch from 200 ft. back of frog

WAVERLY, N. Y.

No. 1 Track north side from overhead bridge M. P. 255
east

No. 2 Track north side

No. 2 Storage Track south side

Pit Track

Hill tracks leading from Ice House switch

BARTON, N. Y.

Portion of Town Track west of station

OWEGO, N. Y.

Holmes and Watkins switch

Central Avenue switch

Oil switch

D., L. & W. Interchange track

All engines west of frog, Taylor Coal Co., switch

ENDICOTT, N. Y.

Station switch

All Endicott-Johnson switches

South side west of old station

North side west of Oakhill underpass

Turnout leading to No. 2 track—west end of Endicott
westward yard

Hooper's switch

JOHNSON CITY, N. Y.

Sun Oil switch

All Endicott-Johnson switches south side

Robertson Lumber Co., switch

Turnout leading to switching lead

Lester Avenue north side

BINGHAMTON, N. Y.

Freight House Tracks, 1, 2, 3 and 4

West End No. 6 Cripple Track, north side

Westward siding BD

Extension track east end BD eastward siding

Oil switch M. P. 211.40

KIRKWOOD, N. Y.

Town Track

GREAT BEND, PA.

Town Track, east of station.

Creamery switch

HICKORY GROVE, PA.

Station switch

SUPERIORITY OF TRAINS.

Eastward trains are superior to Westward trains of the same class, except,

No. 249 is superior to No. 250.

No. 253 is superior to No. 254.

No. 255 is superior to No. 256.

CLEARING OF TRAINS.

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

First class trains scheduled to stop at Susquehanna Station will not leave Susquehanna without clearance, (Form A).

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

Tioga Division trains will not leave AQ Tower or Blossburg without clearance, (Form A).

TRAIN REGISTERS.

Hornell ----- Telegraph office—first class trains

Binghamton -- Telegraph office—first class trains originating and terminating at Binghamton

Susquehanna -- Telegraph office—first class trains originating and terminating at Susquehanna

Corning ----- Yard office, Tioga Division

Lawrenceville

Blossburg

Trains not scheduled to stop at points at which Train Registers are located, may register by throwing off Train Register slip, except when displaying signals for a following section when train must stop and the Conductor register the train in person.

When registering trains, write out in full the color of signals displayed.

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

It will be the duty of the 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.

Hornell -----	} Fast Freight Yard Office, Telegraph Office, Engine Dispatcher's Office.
Corning -----	
Elmira -----	General Foreman's Office.
Waverly -----	Telegraph Office.
Binghamton -----	Telegraph Office.
Susquehanna -----	} Telegraph Office, New Terminal Office, Coaling Station Office.
Blossburg -----	

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.

MOVEMENT OF TRAINS.

Blossburg freight station is designated as the meeting point for trains.

SIDINGS.

	Car Capacity	
	EASTWARD	WESTWARD
C N Cameron -----	121	
Q Z Addison -----	126	125
R X Magees -----	125	128
V O Elmira -----	123	121
Southport -----	105	130
X Y Waverly -----	119	80
L R Owego -----	125	80
V R Campville -----		129
K Z Endicott -----	129	80
B D Binghamton -----	125	
G Y Kirkwood -----		147

GRADE CROSSINGS.

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 nor more than 800 feet from railroad crossings at grade.

CROSSOVER MOVEMENTS.

Operation of Crossover Movement—Painted Post, N. Y. Permission must be received from Train Dispatcher. After securing permission to use crossover, carefully observe whether train is approaching from either direction; if not, operate crossover from east to west, allowing 2 minutes to elapse before occupying crossover.

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

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained, except in Hornell, Binghamton and Susquehanna yard limits.

Exceptions to this rule as follows:

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

V N Crossover ----- Hornell
Creamery Crossover ----- Susquehanna

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

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

YARD LIMITS. Indicated by signs.

Hornell
Corning
Binghamton
Susquehanna

RULE 93-A.

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93-A need not be afforded.

West of Cass St. Tower, Hornell Yard.

West of AQ Tower, Corning Yard.

East of Chestnut St. Crossover, Corning Yard.

SPRING SWITCHES.

Switches west end of westward siding at VO, Elmira, east end of eastward siding LR, Owego, east end of eastward siding BD, Binghamton and No. 1 bridge Susquehanna Yard are equipped with spring stands, set normal for main track movement. Trains or engines may pull out of these sidings to main track without opening or closing switches by hand, except at Bridge No. 1 Susquehanna Yard, at which point employes receiving permission to enter westward main track pull out from westward 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.

Caution must be taken to prevent back up movements, slack running out of trains or taking slack over spring switches before forward movement is completed. If necessary to make such movements switches must be operated by hand.

When switching over these switches they must be hand operated.

The spring switches are protected by Dwarf signals for trains operating against current of traffic as follows:—

Clear indication, proceed over spring switch, approach indication, proceed to point of switch then stop, examine points of switch and make sure points are properly set before proceeding. If found out of order use hand throw switch and restore to normal position after using and immediately report same to the Superintendent.

Trains moving against 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 Hornell and Susquehanna, extra trains, except passenger extras, will proceed without train orders.

Hill engines on Tioga Division in charge of Conductor have right to run extra between Blossburg and Morris Run, Blossburg and Arnot, Blossburg and Hoytville. The Hoytville extra will protect itself against the Arnot extra. All other extras will protect themselves against above extras between above mentioned points.

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

Effective July 1, 1930

Between Hornell and Susquehanna Automatic Block Signal Rules will govern.

Between Lawrenceville and Blossburg, Train Dispatchers Block System Rules, effective May 1, 1936 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 supersedes Timetable Superiority, as per Rule D-251, rules of the operating department.

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

TELEPHONE TRAIN ORDER SIGNALS.

Westward

Auto. Sig. 199-1 K Crossover, Great Bend
204-1 G Y Siding, Kirkwood
216-1 J B Crossover, Johnson City
220-1 E Q Crossover, Endicott
222-1 K Z Siding, Endicott
227-1 V R Siding, Campville
234-1 L R Siding, Owego
253-1 X Y Siding, Waverly
255-1 W Crossover, Waverly
260-1 J T Crossover, Chemung
265-1 U R Crossover, Wellsburg
269-1 M J Siding, Southport
286-1 R X Siding, Magees
289-1 X G Magees Water Tank
291-1 S Crossover, Painted Post
296-3 I X Crossover, Erwins
301-1 D I Crossover, Addison
302-1 Q Z Siding, Addison

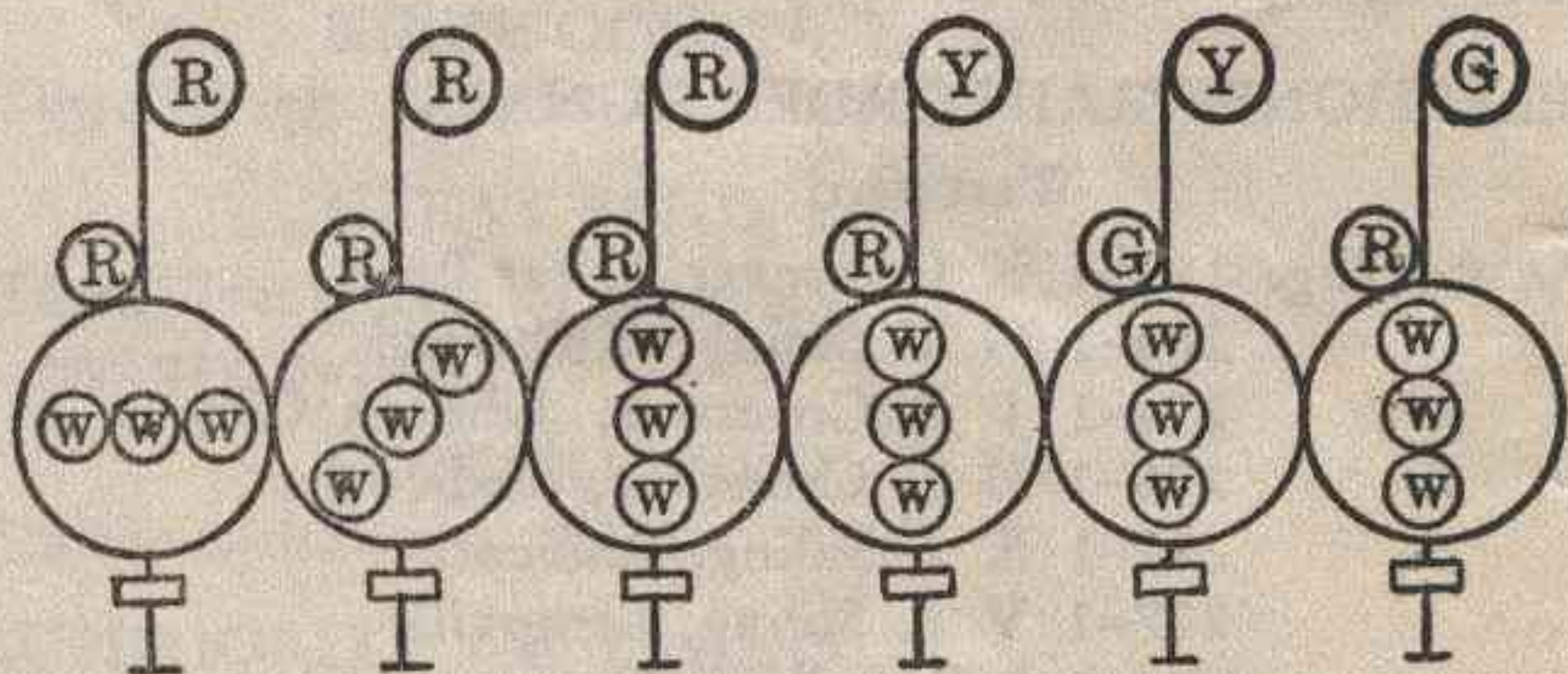
- 308-1 U O Crossover, Rathbone
- 314-1 C N Cameron
- 321-1 A P Crossover, Adrian
- 330-1 Block No. 1, Hornell
- 331-1 Block No. 3, Hornell
Eastward.
- 331-2 Block No. 3, Hornell
- 330-2 Block No. 1, Hornell
- 321-2 A P Crossover, Adrian
- 314-2 C N Siding, Cameron
- 308-2 U O Crossover, Rathbone
- 302-2 Q Z Siding, Addison
- 301-2 D I Crossover, Addison
- 296-2 I X Crossover, Erwins
- 291-2 S Crossover, Painted Post
- 289-2 R X Siding, Magees
- 274-2 V O Siding, Elmira
- 265-2 U R Crossover, Wellsburg
- 261-2 J T Crossover, Chemung
- 255-2 W Crossover, Waverly
- 253-2 X Y Siding, Waverly
- 235-2 L R Siding, Owego
- 224-2 K Z Siding, Endicott
- 221-2 E Q Crossover, Endicott
- 216-2 J B Crossover, Johnson City
- 212-2 D H Crossover, Binghamton
- 204-2 G Y Kirkwood
- 200-2 K Crossover, Great Bend

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

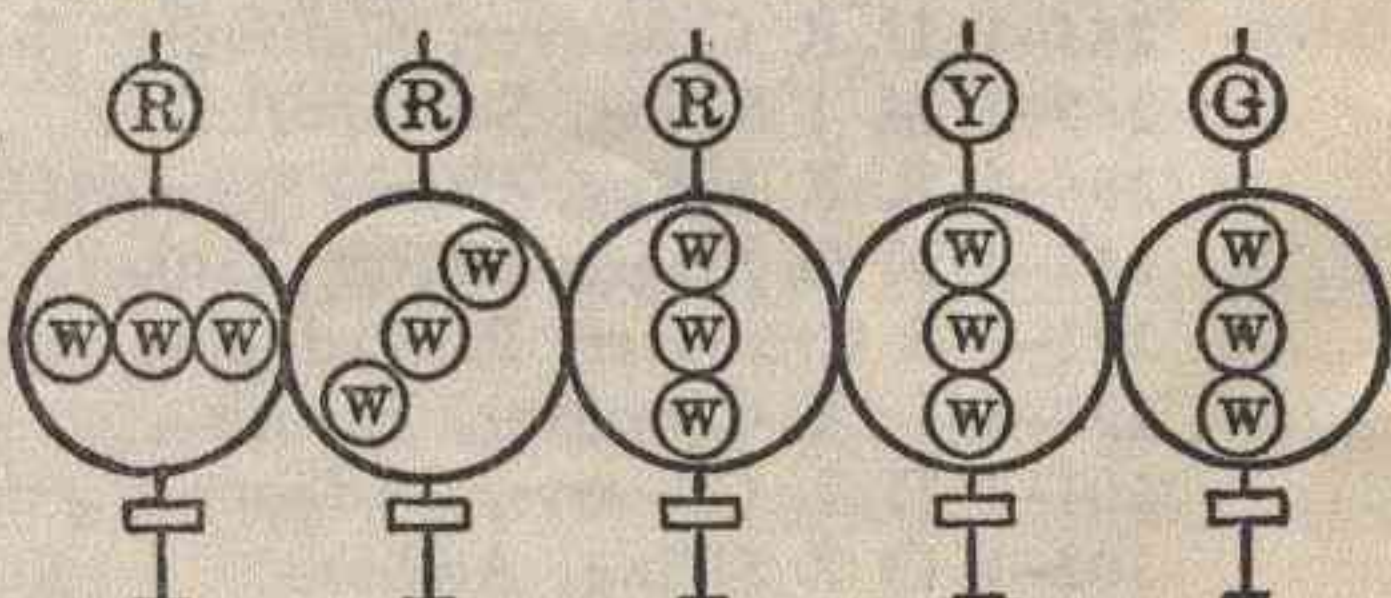
When telephone train order signals are set at 45 degrees above horizontal, or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite track, signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. 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.

RULES	RULES	RULES	RULES	RULES	RULES
291C	291C	291C	285D	282C	281E
509D	509D	509D	509D	509D	509D



RULES	RULES	RULES	RULES	RULES
296B	297B	298D	298E	298F
509D	509D	509D	509D	509D



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

- Cass St. Tower, Hornell
- Z Y Tower, Hornell
- A Q Tower, Corning
- H O Tower, Horseheads
- F S Tower, Elmira
- O G Tower, Owego
- B D Tower, Binghamton
- S R Tower, Susquehanna

POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS

See Rule 221-A, Rules of the Operating Department, effective July 1, 1930.

- Tioga
- Mansfield
- Covington

Indications of manual block signals do not supersede Rule 93.

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

Addison	9:30 A. M. to 1:30 A. M.
Endicott	8:00 A. M. to 12:00 Noon and 1:00 P. M. to 5:00 P. M.
Great Bend	8:00 A. M. to 12:00 Noon and 1:00 P. M. to 5:00 P. M. Daily except Sunday.
Tioga	8:00 A. M. to 12:00 Noon Daily except Sunday.
Mansfield	8:00 A. M. to 12:00 Noon and 1:00 P. M. to 5:00 P. M. Sunday 8:00 A. M. to 10:00 A. M.
Covington	7:00 A. M. to 12:00 Noon and 1:00 P. M. to 4:00 P. M. Daily except Sunday.
Blossburg	7:00 A. M. to 12:00 Noon and 1:00 P. M. to 4:00 P. M. Sunday 7:00 A. M. to 9:00 A. M.

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

All trains entering a block under Permissive Signal Indication displayed at a Day or Night Block Signal Office will operate as per Rule 289 to the next Day or Night Block Signal Office regardless of a proceed signal that may be displayed at intermediate Day or Night Block Signal Office, except when enginemen have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

RATING FOR ORDINARY TRAINS

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

MISCELLANEOUS

When a car is set out of a train, at any point on account of a hot journal, Trainmen will extinguish fire before leaving the car.

OVERHEAD CLEARANCES

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

HORNELL, N. Y.

Coaling station—No. 1 and 2 ingo, sand house and outgo tracks.

Ice conveyors over south lead at Icing Plant.

Ice chutes over both north and south lead tracks.

Wire crossing and roof over coal track at the plant of the New York State Electric & Gas Corp.

Overhead steel frame of Cinder Loader at Power House over Cinder Track.

All tracks entering roundhouse and shop buildings.

CANISTEO, N. Y.

Bridge H-326.55, eastward track.

Bridge H-325.50, eastward and westward tracks.

CAMERON, N. Y.

Wire crossing, M. P. 314.06, over town track.

ADDISON, N. Y.

Wire crossings over town tracks north side.

PAINTED POST, N. Y.

Wire crossings over track serving Riverside Builder's Supplies.

Wire crossing, M. P. 292.05, over town track.

Bridge 292.39, Conhocton River, eastward and westward tracks.

Tracks leading from Rochester Division serving Ingersoll Rand Plant, shops 7 and 24.

CORNING, N. Y.

Bridge 291.06, west of "AQ" Tower, over Chemung River, eastward and westward tracks.

Sand Spout at Sand Tower over track to turntable.

Shed of Corning Coal Co.

EAST CORNING, N. Y.

Bridge 286.84, Chemung River, eastward and westward tracks.

ELMIRA, N. Y.

Wire crossing American Bridge Co., powerhouse trestle.

Wire crossing over track serving Bendix Aviation Machine Co.

Wire crossing and platform over tracks serving Thatcher Manufacturing Co.

Door openings into cleaning rooms over tracks serving Elmira Foundry Co.

Coal and cinder loading facilities over track leading to turntable.

Door openings to Roundhouse over tracks No. 1 and No. 2.

Bridge H-273.24, Washington Ave., eastward and westward tracks, eastward and westward sidings and "B" track.

A. C. Rice Storage Corp., building.

Wire crossing over track serving A. C. Rice Storage Corp.

Fence frame over track serving LeValley, McLeod & Kinkaid.

Elmira Wholesale Grocery Co. (old Pullman shop building).

Barker & Kimball building.

Wire crossings over track serving Armour & Co.

Overhead bridge between buildings over track serving American LaFrance Co.

Steam pipe crossing over track serving Kennedy Valve Co. Remington Rand powerhouse building.

Structural steel of traveling crane over coal trestle at Remington Rand Powerhouse.

SOUTHPORT, N. Y.

Bridge 269.31 Seeley Creek, eastward and westward tracks.

CHEMUNG, N. Y.

Bridge F-262.36, D., L. & W. overhead, eastward and westward tracks.

WAVERLY, N. Y.

Bridge H-255.54, Elmira St., eastward and westward tracks.

Bridge H-255.00, Pennsylvania Ave., eastward and westward tracks, northside tracks, Nos. 1 and 2, southside tracks Nos. 1, 2 and 3.

Bridge H-254.79, Spaulding St., eastward and westward tracks, southside tracks Nos. 1, 2 and 3, northside track No. 1.

TIOGA CENTER, N. Y.

Bridge H-243.78, River Road, eastward and westward tracks.

OWEGO, N. Y.

Taylor Coal Co., trestle.

ENDICOTT, N. Y.

Endicott Johnson Plant No. 6 building.

Overhead walk way over "Back Sole Leather Switch" track serving Endicott Johnson Corp.

Hide house, Clark St., steam pipe on overhead crane.

Belo Coal Co., roof shed, Hayes Ave.

Bridge H-221.53, McKinley Avenue, eastward and westward tracks, tracks north and south side.

Endicott Box & Lumber Co., building.

JOHNSON CITY, N. Y.

Wire crossings at Avenue "C" between 100 feet and 200 feet north of Main Street.

Cross arm on pole over Long Switch 200 feet east of Lester Ave.

Wire crossings and pipe carrier over track in Willow Street serving Endicott Johnson Corp.

Bridge H-216.43, Lester Ave., eastward and westward tracks and track serving Sole Leather Tannery north side and track serving Endicott Johnson Corp., south side.

Wire crossing over track serving Sole Leather Tannery.

Wire crossing and steam pipe, M. P. 216.25 east of Lester Ave., over tracks south side, serving Endicott Johnson Corp.

BINGHAMTON, N. Y.

- M. P. 214.90 Binghamton Coal Co., trestle. Glenwood Coal Company trestle.
- Bridge 214.01, Chenango St., viaduct, north side tracks Nos. 1 and 2, eastward and westward tracks. Sleeper switch, D. & H. track and Moon tracks Nos. 1 and 2.
- M. P. 213.65, Sand spout at Engine Terminal over track to sand house.
- M. P. 213.65, Coal hopper on coal track at Coaling Station.
- M. P. 213.60, Wooden structure of turntable at power unit over turntable track.

LANGDON, N. Y.

- Bridge H-209.19, eastward and westward tracks.

GREAT BEND, PA.

- Bridge H-200.41, Main Street, eastward and westward tracks.
- Bridge H-200.16, Tannery Street, eastward and westward tracks.

SUSQUEHANNA, PA.

- Coaling station, eastward and westward tracks, eastward and westward sidings.
- Hi-Tension cable crossing over Coal Tracks.
- Shed over unloading coal hoppers—Hill track.
- All tracks entering shop buildings in coach shop yard and new engine terminal.

TIOGA DIVISION

MORRIS RUN, PA.

- Wire crossing over main track west of Tipple.
- Coal Tipple, side tracks Nos. 1 and 2.

LANDRUS, PA.

- Bridge 55.37 Rock Run.

BLOSSBURG, PA.

- Wire crossing over main and house track at Hanibal St.,

MANSFIELD, PA.

- Bridge H-35.77, Wellsboro Street.
- M. P. 33.80 wire crossing over main track to dwelling.

OVER HEAD 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:

HORNELL, N. Y.

- M. P. 330.71 Over Coal track
- M. P. 329.70 Over tracks in new yard

CAMERON, N. Y.

- M. P. 314.05 Over station switch

CAMERON MILLS, N. Y.

- M. P. 311.76 Over hay barn switch
- M. P. 309.21 Over both main tracks
- M. P. 309.04 Over both main tracks

PAINTED POST, N. Y.

- M. P. 292.15 Over both main tracks (local phone to Sec. Foreman's house)
- M. P. 292.02 Over P. P. Developing Co. switch
- M. P. 291.94 Over Owens Scrap Co. switch

- M. P. 291.73 Over Rotary gasoline switch
- M. P. 291.68 Over Riverside Lumber Co. switch
- M. P. 291.49 Over Socony and Atlantic gasoline switch
- M. P. 291.42 Over Cities Service Co. gasoline switch

HORSEHEADS, N. Y.

- M. P. 277.35 Over Station switch

ELMIRA, N. Y.

- M. P. 275.25 Over Fritsch Coal Co. switch
- M. P. 274.80 Over Thatcher switch
- M. P. 274.12 Over Doane Jones Lumber Co. switch
- M. P. 273.56 Over Former gas switch south side of yard
- M. P. 271.45 Over Kennedy Valve Co. switch

WELLSBURG, N. Y.

- M. P. 265.84 Over Creamery switch
- M. P. 265.75 Over station switch

SMITHBORO, N. Y.

- M. P. 246.00 Over Smithboro Station switch

OWEGO, N. Y.

- M. P. 236.14 Over siding at OG Tower

ENDICOTT, N. Y.

- M. P. 222.22 Over Kelly Coal Co. switch
- M. P. 221.40 Over I B M Powerhouse siding

JOHNSON CITY, N. Y.

- M. P. 216.15 Over Endicott Johnson siding EB side
- M. P. 216.10 Over Endicott Johnson siding EB side

BINGHAMTON, N. Y.

- M. P. 213.85 Over No. 3 and No. 4 freight house tracks
- M. P. 213.55 Over Tyler and Van Atta Coal Co. track WB side
- M. P. 213.53 Over Tyler and Van Atta Coal Co. track EB side
- M. P. 212.72 Over Cities Service Oil Co. switch
- M. P. 212.65 Over Ellicott Coal Co. switch

HICKORY GROVE, PA.

- M. P. 194.35 Over Esso gasoline switch

INSTRUCTIONS GOVERNING AUTOMATIC
TRAIN CONTROL

Train control device is in service at all signals governing main line movements on Susquehanna Division. Commencing at westward automatic signal 191-1, just west of Susquehanna Station, up to and including westward automatic signal 331-1 at Block No. 3, Hornell Yard; and at eastward automatic signal 331-2, Block No. 3, Hornell Yard, up to and including automatic signal 192-2, Susquehanna Yard.

Controlling inductors are located approximately 70 feet in the rear of each signal except at eastward signal 331-2 Block 3, Hornell Yard, which is 150 feet.

Train control device is in service on westward track between Susquehanna station and SR Tower.

The train control inductors located at signals between points mentioned above will be painted white, and at the inductors yellow reflector lens facing west 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 Susquehanna, Binghamton, Elmira, P. R. R. Engine House Southport, Corning and Hornell; also on south rail, Rochester Division, at Painted Post and at Avon engine dispatching track. Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

Engines not equipped with Automatic Train Control, or with such device not in working order, will not be handled over train control territory except under following restrictions:

1. Double-headed behind an engine the train stop device of which is in working order.
2. Dead, in freight train.
3. When train control device fails between terminals seal will be broken and cutout cock, train control device cut out, and report will be made to Superintendent at first point of communication and train will proceed in accordance with instructions received. In the event prevailing weather conditions interfere with visibility of signals, trains will proceed under caution from point where device fails to point of communication with Superintendent.
4. 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.

All defects in the apparatus must be reported on regular work Form 1404.

INSTRUCTIONS FOR ENGINEMEN STARTING UP

To latch up Actuator and Brake Valve Rotary: First, Headlight Generator must be running. Second, Main Reservoir must be pumped up. Third, Reset Button must be depressed for two seconds. Fourth, Brake Valve Handle must be moved to full service position thus latching up handle to rotary valve.

ACTUATOR

The Actuator is controlled automatically. The rotary in the brake valve moves to service position only when an automatic application is received, but the brake handle does not move. The enginemen, however, can manually go from service to emergency. When an automatic application has been received the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button, located on the right hand side of tender frame, for two seconds, and release. This will reset the system and indicator on top of actuary will again go to the reset position, arrow pointing to "R".

It is then possible for the engineer to relatch the brake valve handle with the rotary valve by moving the brake valve handle to the service position, which is the relatching position. He can then put the brake valve in any position desired.

BROKEN AIR PIPES

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

When air pipe to whistle valve breaks same should be plugged and train control 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 connected under left-hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left-hand actuary cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

LIGHT DEFECT

With train control 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, enginemen will push reset button which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, enginemen will proceed without cutting out automatic train control.

DEFECTS OR FAILURE OF APPARATUS

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

SUSQUEHANNA DIVISION

EASTWARD TRAINS

FIRST CLASS

Distance from Hornell	STATIONS AND SIDINGS	EASTWARD TRAINS									
		FIRST CLASS									
		6	P. R. R. 850	28	2	468	8	10	P. R. R. 856	P. R. R. 858	12
		Daily Note	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Note	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday
	NEW YORK..... A	A.M. 9.16		P.M. 7.09	P.M. 7.54		A.M. 12.24	A.M. 6.29			
139.7	SUSQUEHANNA A N <small>2.2</small>	A.M. 4.10	A.M.	P.M. 12.15	P.M. 2.42	P.M.	P.M. 7.12	A.M. 12.46	P.M.	P.M.	A.M. 3.43
137.5	S R TOWER N <small>6.0</small>	3.59		12.05	2.29		6.57	12.34			3.31
131.5	GREAT BEND D <small>14.3</small>	3.51		s11.56	2.21		6.49	12.26			3.23
117.2	D. L. & W. R. R. BINGHAMTON N <small>2.7</small>	L 3.35 A 3.22		L11.10 A10.54	L 2.05 A 1.53		L 6.31 A 6.29	L12.10 A11.44			L 3.07 A 2.37
114.5	JOHNSON CITY <small>6.9</small>										
108.6	ENDICOTT D* <small>13.4</small>	3.10		s10.42	s 1.41		s 6.15	s11.32			2.25
95.2	OWEGO N D. L. & W. R. R. <small>6.7</small>	2.57		10.25	s 1.23		5.59	s11.12			2.09
89.5	TIOGA CENTRE <small>13.4</small>										
76.1	WAVERLY N <small>4.8</small>	2.37			s 1.01		* 5.39	s10.49			s 1.47
71.3	CHEMUNG <small>5.8</small>										
65.5	WELLSBURG <small>6.1</small>										
59.4	SOUTHPORT JUNC <small>0.9</small>	2.19	10.24		12.41		5.21	10.27	11.24	11.21	1.24
58.5	ELMIRA s <small>4.0</small>	2.17	s10.20		s12.39		s 5.19	s10.25	s11.20	s11.18	s 1.22
54.5	H O TOWER N <small>0.6</small>	2.05	9.58		12.27		5.08	10.04	10.48	11.01	12.50
53.9	HORSEHEADS <small>5.2</small>										
48.7	BIG FLATS <small>7.6</small>										
41.1	CORNING s N. Y. C. R. R. <small>1.9</small>	1.52			s12.13	4.04	s 4.53	s 9.50			s12.36
39.2	PAINTED POST <small>9.2</small>	1.44			12.05	s 3.54	4.38	9.37			12.02
30.0	ADDISON D <small>10.2</small>	1.34			s11.55		s 4.28	s 9.26			s11.51
19.8	CAMERON MILLS <small>15.6</small>										
4.2	CANISTEO <small>4.2</small>	1.06			11.25		3.53	8.54			11.20
	HORNE LL L N	1.01			11.20		3.48	8.45			11.15
	ALLEGANY DIV A	12.53			11.12		3.35	8.15			10.45
	BUFFALO DIV A				11.05			8.35			
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

SUSQUEHANNA DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from Jersey City	STATIONS AND SIDINGS	WESTWARD TRAINS								
		FIRST CLASS								
		5	P. R. R. 851	7	467	11	1	9	P. R. R. 857	27
		Daily Note	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily Except Sunday	Daily
	NEW YORK L	P.M. 6.40		P.M. 11.55			A.M. 8.30	A.M. 10.40		P.M. 2.30
191.6	SUSQUEHANNA L N <small>2.2</small>	P.M. 11.51	A.M.	A.M. 5.08	A.M.	A.M. 9.48	P.M. 1.41	P.M. 5.34	P.M.	P.M. 8.04
193.8	S. R. TOWER N <small>6.0</small>	12.02		5.20		10.00	1.53	5.47		8.15
199.8	GREAT BEND D <small>14.3</small>	12.10		5.28		10.08	2.01	s 5.57		8.23
214.1	D. L. & W. R. R. BINGHAMTON N <small>2.7</small>	A 12.25 L 12.43		A 5.42 L 5.58		A 10.22 L 10.45	A 2.16 L 2.25	A 6.15		A 8.38 L 9.09
216.8	JOHNSON CITY <small>5.9</small>									
222.7	ENDICOTT D <small>13.4</small>	* 12.54		s 6.12		s 10.59	s 2.39			s 9.23
236.1	OWEGO N D. L. & W. R. R. <small>5.7</small>	1.09		s 6.31		s 11.18	s 2.56			s 9.42
241.8	TIOGA CENTRE <small>13.4</small>									
255.2	WAVERLY N <small>4.8</small>	* 1.28		s 6.54		s 11.45	s 3.19			s 10.05
260.0	CHEMUNG <small>5.8</small>									
265.8	WELLSBURG <small>6.1</small>									
271.9	SOUTHPORT JUNC <small>0.9</small>	1.44	4.42	7.12		12.03	3.37		4.59	10.24
272.8	ELMIRA <small>4.0</small>	s 2.00	s 4.54	s 7.34		s 12.20	s 3.46		s 5.09	s 10.52
276.8	H O TOWER N <small>0.6</small>	2.06	5.02	7.40		12.26	3.52		5.16	10.58
277.4	HORSEHEADS <small>5.2</small>									
282.6	BIG FLATS <small>7.6</small>									
290.2	CORNING N. Y. C. R. R. <small>1.9</small>	s 2.32		s 8.12	8.52	s 1.06	s 4.13			s 11.19
292.1	PAINTED POST <small>9.2</small>				s 8.59					
301.3	ADDISON D <small>10.2</small>	2.46		s 8.31		s 1.28	s 4.31			s 11.45
311.5	CAMERON MILLS <small>15.6</small>									
327.1	CANISTEO <small>4.2</small>	3.17		9.00		s 2.05	5.00			12.13
331.3	HORSELL A N	3.25		9.08		2.15	5.07			12.20
	ALLEGANY DIV L	3.34		9.20		2.30	5.17			
	BUFFALO DIV L	5.00					5.27			
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.

TIOGA DIVISION

EASTWARD TRAINS

WESTWARD TRAINS

SECOND CLASS

SECOND CLASS

		256	254		STATIONS AND SIDINGS		255	253		
		Daily	Daily	Distance from Hoytville		Distance from A Q Tower	Daily	Daily		
		P.M. 12.30	A.M.	54.6	A --- A Q TOWER --- L	0.0	A.M. 12.15	A.M.		
		11.55		41.1	13.5 Via N.Y.C. --- LAWRENCEVILLE --- N	13.5	1.05			
		11.20		33.9	7.2 --- TIOGA --- D	20.7	1.45			
		10.45		25.2	8.7 --- MANSFIELD --- D	29.4	2.45			
		10.00		20.3	4.9 --- COVINGTON --- D	34.3	3.10			
		9 45	7.45	15.6	4.7 --- BLOSSBURG --- D	39.0	3.30	5.15		
			7.30	11.7	3.9 --- ARNOT ---	42.9		5.35		
			6.50	0.9	10.8 --- MORRIS --- D	53.7		6.10		
			6.35	0.0	0.9 L --- HOYTville --- A	54.6		6.25		
		A.M.	A.M.				A.M.	A.M.		

MORRIS RUN BRANCH

EASTWARD TRAINS

WESTWARD TRAINS

SECOND CLASS

SECOND CLASS

		250		STATIONS		249			
		Daily	Distance from Morris Run		Distance from A Q Tower	Daily			
		A.M. 5.10	3.6	A --- BLOSSBURG --- L D	39.0	A.M. 4.00			
		4.55	0.0	3.6 Single Track L --- MORRIS RUN --- A	42.6	4.25			
		A.M.				A.M.			

D., L. & W. SIDE LINE
PASSENGER TRAINS—BINGHAMTON

Train	Arrives		
1806	1:40 P. M. (Liberty St.)	-----	Daily
1906	1:45 P. M. (Liberty St.)	-----	Daily
1816	8:00 P. M. (Liberty St.)	-----	Daily
1910	11:40 P. M. (Liberty St.)	-----	Daily

Train	Departs		
1915	7:45 A. M. (Liberty St.)	-----	Daily
1815	9:15 A. M. (Liberty St.)	-----	Daily
1903	2:45 P. M. (Liberty St.)	-----	Daily
1803	2:55 P. M. (Liberty St.)	-----	Daily

D. & H. PASSENGER TRAINS—BINGHAMTON

Train	Arrives		
202	12.00 Noon	-----	Daily except Sunday
208	8.40 P. M.	-----	Daily

Train	Departs		
205	7:00 A. M.	-----	Daily except Sunday
209	2:25 P. M.	-----	Daily except Sunday
213	2:35 P. M.	-----	Sunday Only

B. & O. PASSENGER TRAINS—ADDISON

Train	Arrives		
78	3:40 P. M.	-----	Daily

Train	Departs		
79	4:45 P. M.	-----	Daily

C. P. Shaughnessy ----- Chief Train Master
 T. A. Dockery ----- Train Master
 J. P. Hogan ----- Chief Train Dispatcher
 G. E. Stuart ----- Asst. Chief Train Dispatcher
 O. A. Carey ----- Asst. Chief Train Dispatcher
 P. J. Gallagher ----- Asst. Chief Train Dispatcher

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
0 min 51 sec	70.59	1 min 30 sec	40.00	3 min 0 sec	20.00
0 " 55 "	65.45	1 " 42 "	35.29	3 " 25 "	17.56
1 " 0 "	60.00	2 " 0 "	30.00	4 " 0 "	15.00
1 " 5 "	55.38	2 " 11 "	27.48	4 " 48 "	12.50
1 " 12 "	50.00	2 " 24 "	25.00	6 " 0 "	10.00
1 " 20 "	45.00	2 " 40 "	22.50		

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
Hornell	Dr. B. A. Barney (Oculist)	5 Center St.	No. 339 Bell	5 Center St.	No. 339 Bell
Hornell	Dr. Carl G. Schwan (Oculist)	19 Seneca St.	No. 715 Bell	206 Main St.	No. 715 Bell
Hornell	Dr. J. R. Kelly	27 Elm St.	No. 196 Bell	27 Elm St.	No. 196 Bell
Hornell	Dr. George E. Taylor	37 Church St.	No. 103 Bell	37 Church St.	No. 103 Bell
Hornell	Dr. Wm. J. Tracy	80 Broadway	No. 1189 Bell	45 Genesee St.	No.1189 Bell
Addison	Dr. Horace E. Auringer	Main St.	No. 67 Bell	Maple St.	No. 67 Bell
Corning	Dr. Thos. L. McNamara	217 E. Market St.	No. 101 Bell	175 E. First St.	No.1476 Bell
Elmira	Dr. Arthur W. Booth	222 W. Church St.	No. 7161 Bell	408 W. Water St.	No.20316 Bell
Elmira	Dr. Arthur C. Smith (Oculist)	222 W. Church St.	No. 7161 Bell	511 Hoffman St.	No.5730 Bell
Elmira	Dr. L. L. Hobler	629 W. Church St.	Dial 5915	629 W. Church St.	Dial 5915
Waverly	Dr. P. E. Zoltowski	452 Penna. Ave.	No. W45 Bell	452 Penna. Ave.	W. 660 Bell
Owego	Dr. J. V. Redding	171 Front St.	No. 295 Bell	339 Main St.	No. 296 Bell
Endicott	Dr. M. W. Welch	107 Washington Avenue	No. 262 Bell	107 Washington Avenue	No. 262 Bell
Binghamton	Dr. Howard P. Griffin	143 Court St.	Dial 20039	Stratford Place	No.8420 Bell
Binghamton	Dr. F. M. Miller	143 Court St.	Dial 20039	143 Court St.	No. 39 Bell
Binghamton	Dr. George C. Vogt (Oculist)	140 Chapin St.	Dial 42243	18 Stratford Pl.	No.29107 Bell
Binghamton	Dr. F. M. Dyer	51 Main St.	Dial 23511	51 Main St.	Dial 20427
Susquehanna	Dr. W. J. Condon	Odd Fellow Bldg.	No. 222 Bell	425 Grand St.	No. 239 Bell
Susquehanna	Dr. J. P. Zavoy	Post Office Bldg.	No. 167 Bell	Canawacta Hotel	No. 252 Bell
Susquehanna	Dr. Wm. Christian	207 Main St.	No. 249 Bell	212 Washington St.	No. 249 Bell
Blossburg	Dr. John R. Davies	Main St.	No. 20-F Bell	Main St	No. 20-F Bell

