

ERIE RAILROAD COMPANY

EASTERN DISTRICT

**Susquehanna and Tioga
Divisions and Branches**

Time Table No. 38

Effective 2:01 A. M.

SUNDAY, APRIL 25, 1948

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

38

**THINK!
THEN
ACT
SAFELY**

A. W. BAKER,
Superintendent

M. G. McINNES,
Assistant General Manager

R. C. RANDALL,
General Manager

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
Hornell	Dr. Arthur J. Karl	7 Union St.	No. 650 Bell	68 Maple St.	No. 650 Bell
Addison	Dr. Horace E. Auringer	Main St.	No. 67 Bell	Maple St.	No. 67 Bell
Corning	Dr. Thos. L. McNamara	47 E. Market St.	No. 101 Bell	175 E. First St.	No. 1476 Bell
Elmira	Dr. Arthur W. Booth	221 W. Church St.	Dial 4586	408 W. Water St.	Dial 20316
Elmira	Dr. Arthur C. Smith (Oculist)	410 W. Church St.	Dial 8119	861 Hoffman St.	Dial 5730
Elmira	Dr. L. L. Hobler	629 W. Church St.	Dial 5915	629 W. Church St.	Dial 5915
Elmira	Dr. Ross E. Hobler	421 W. Church St.	Dial 9682	421 W. Church St.	Dial 9682
Waverly	Dr. P. E. Zoltowski	452 Penna. Ave.	No. W45 Bell	452 Penna. Ave.	W. 660 Bell
Owego	Dr. Tracy J. Gillette	233 Front St.	No. 193	233 Front St.	No. 193
Endicott	Dr. M. W. Welch	207 Washington Avenue	No. 262 Bell	207 Washington Avenue	No. 262 Bell
Binghamton	Dr. Howard P. Griffin	143 Court St.	Dial 20039	12 Stratford Place	Dial 28420
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 20427	51 Main St.	Dial 23511
Binghamton	Dr. C. L. Pope	143 Court St.	Dial 20039	76 Grand Blvd.	Dial 63425
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.	167 R 3	405 Broad Ave.	167 R 2
Susquehanna	Dr. R. C. Davis	103 Erie Ave.	No. 246 Bell	410 Jackson Ave.	221 R 4 Bell
Blossburg	Dr. John R. Davies	Main St.	No. 20-F Bell	Main St	No. 20-F Bell

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.

B.—Stop at Waverly on Sundays to discharge mail.

Reduce speed to 20 miles per hour at Waverly daily except Sundays to discharge mail.

C.—Reduce speed to 20 miles per hour at Waverly to discharge mail.

Stop at Endicott to discharge passengers from Buffalo, Jamestown and west.

E.—Stop at Waverly to discharge passengers from Jamestown and west and to take on passengers for New York.

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

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

Miles
per hour

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, H and M-4 A 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, S, L-1, L-2 and L-3 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 S type 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
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
Single track between M. P. 286.61, east "QO", and M. P. 287.00, west "QO"	-----	30
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
	} Eastward track	45
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

	Miles per hour
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, Westward track -----	30
Eastward track -----	35
Curves, Block 3 and Block 4, Hornell Yard, Eastward and Westward tracks, to Cass Street -----	15

TIOGA DIVISION

M. P. 27.00, to M. P. 29.75, Mill Creek -----	20
Park Street Crossing, Mansfield -----	10
Morris Run Branch -----	15
Between Blossburg and Oil Switch M. P. 47.60 -----	15

Class B. G. H. J-2 and K-1 engines only may operate between Lawrenceville and Blossburg, 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 Blossburg, and Blossburg and Morris Run Branch except by special instructions.

L-1, L-2, L-3, 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 "S" Type, L-1, L-2, L-3 type 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
"N" engines restricted from operating in Hawkins and Hill track west of bridge.
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
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

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
From a point just west of Whiting's Bridge or any switch leading off "BD" Westward Siding.
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. 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
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 -----	} Yard Master's Office.
Waverly -----	} General Foreman's Office.
Binghamton -----	} Telegraph Office.
Susquehanna -----	} Telegraph Office, New Terminal Office, Coaling Station Office.
Blossburg -----	
	} Freight Station Office.

Conductors and Enginemen when registering in Special Order Books are required to sign their name and initials and to enter in column headed "Time" the date and time they examined each special order. It is forbidden for employes, 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.

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

Langdon, N. Y., Creamery switch -----	M. P. 207.57
Johnson City, N. Y., Colonial Beacon oil switch -----	M. P. 217.36
Chemung, N. Y., Station switch -----	M. P. 260.16
Smithboro, N. Y., Station switch -----	M. P. 246.08
Big Flats, N. Y., Oil switch -----	M. P. 284.30
Painted Post, N. Y., Station switch -----	M. P. 291.87
Rathbone, N. Y., Station switch -----	M. P. 306.27
Cameron, N. Y., Station switch -----	M. P. 314.15
Adrian, N. Y., Station switch -----	M. P. 322.48

SIDINGS.

	Car Capacity	
	EASTWARD	WESTWARD
C N Cameron -----	121	
Q Z Addison -----	126	125
R X Magees -----	125	124
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.

REMOTE CONTROL SWITCHES AND SIGNALS.

All Main Track Switches, "JF", Southport Junction:
Main Track Crossover.
Eastward Siding.
Eastward main track switch to PRR main track.
Eastward main track switch to PRR siding.
Westward main track switch to LaFrance plant.
Above equipped with power operated switches and

signals governing operation controlled by Operator, "FS", Elmira.

1. Trains or engines must not enter or foul main track, or re-enter such track after having cleared it without proper indication of the governing signal and permission of the Operator. Protection must then be provided in accordance with Rule 99, Rules of the Operating Department.
2. When switching movements are to be made over switches equipped with power operated switch machines, an understanding must be had with Operator. When necessary to operate a power operated switch by hand, special instructions posted at locations will be followed.
3. When a train is delayed after a "PROCEED" signal has been displayed, Operator must be notified promptly as to cause and probable duration of delay.
4. When a train is stopped by a "STOP" signal, a member of crew will immediately communicate with Operator.
5. A train or engine must not make a Reverse movement after accepting a "CONTROLLED" signal for straightaway movement, except under flag protection or when movements are being made in accordance with Paragraph 1.
6. Trains stopped or delayed after passing distant signal displaying "CLEAR" indication, must approach CONTROLLED signal expecting to find that signal displaying its most restrictive indication.
7. A Klaxon horn known as "MAINTAINER'S CALL SIGNAL" is located on instrument housing near power operated switches at the following locations:

Southport Junction (JF)

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.

INSTRUCTIONS GOVERNING THE OPERATION OF SINGLE TRACK AT EAST CORNING KNOWN AS "QO".

Single track East Corning between M. P. 286.61 and M. P. 287.20 is equipped with automatic traffic route control.

1. Trains or engines may proceed on proper signal indication without regard to train or timetable rights against opposing trains or following superior trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.
2. Should there be any failure in the proper working of signals governing single track at East Corning or when trains or engines are operating against the current of traffic for movement through the single track, following instructions **MUST** be followed:
Communicate with Dispatcher through Operator, reporting signal in Stop position. After receiving proper instructions to proceed, all trains and engines will be

required to flag through the single track, inspecting all switches, before proceeding and in addition a member of crew will remain on telephone and the head trainman with proper flagging equipment will proceed through single track and after reaching telephone on opposite end of single track will communicate with member of crew on telephone, that he is in position to afford proper flag protection and all switches have been inspected and train may proceed.

Telephones are located in the vicinity of signals both ends of the single track.

3. For movement against the current of traffic, westward trains before proceeding will line facing point switch west end of single track and eastward trains before proceeding will line facing point switch east end of single track. These spring switches must be left in their normal position upon completion of any and all movements through them. Any failure of signals or spring switches must be reported promptly to the Superintendent.
4. The westward interlocking signal at East "QO" is controlled by Operator at "AQ" Tower under direction of Train Dispatcher. When Aspect 290-A is displayed on this signal trains will take siding as per Rule 509-D.

INSTRUCTIONS GOVERNING MOVEMENT OVER SPRING SWITCHES:

Spring switches are located as follows:

Single track East Corning "QO" (both ends)

West end of Westward siding at "VO" Elmira

East end of Eastward siding at "LR" Owego

East end of Eastward siding at "BD" Binghamton

Susquehanna Yard at Bridge No. 1

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

Extreme care must be taken to prevent back-up movements, slack running out of trains, or taking slack over spring switch before forward movement is completed. If necessary to make such movements, switch must be hand operated. When switching over spring switch it must be hand operated. Switch is equipped with switch signal located between main tracks; indications as follows:

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

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

Distant switch signal for train operation against current of traffic is located in approach to switch signal.

Indications are as follows:

GREEN—Proceed

YELLOW—Approach spring signal prepared to stop.

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

Rule 292-D

" 290-C

" 287-B

Normal Indication — STOP

1. Indication as per rule 290-C and 287-B will be secured by inserting switch key in switch key operated controller located adjacent to switch, turning key to right as far as possible and removing key.
 - (a) When approach circuit is not occupied signal will display proper indication to leave siding.
 - (b) With approach circuit occupied signal will display proper indication to leave siding after a TIME interval of 4 minutes.
2. When key has been inserted in switch key operated controller and movement is not completed, signals must be restored to normal position by operating push-button located at key controller.

Trains 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.

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.

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.

TRAIN DISPATCHERS BLOCK SYSTEM RULES

Effective May 1, 1936

Between Lawrenceville and Blossburg train dispatchers block system rules will govern.

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 Wellsburg
 269-1 M J Siding, Southport
 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 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

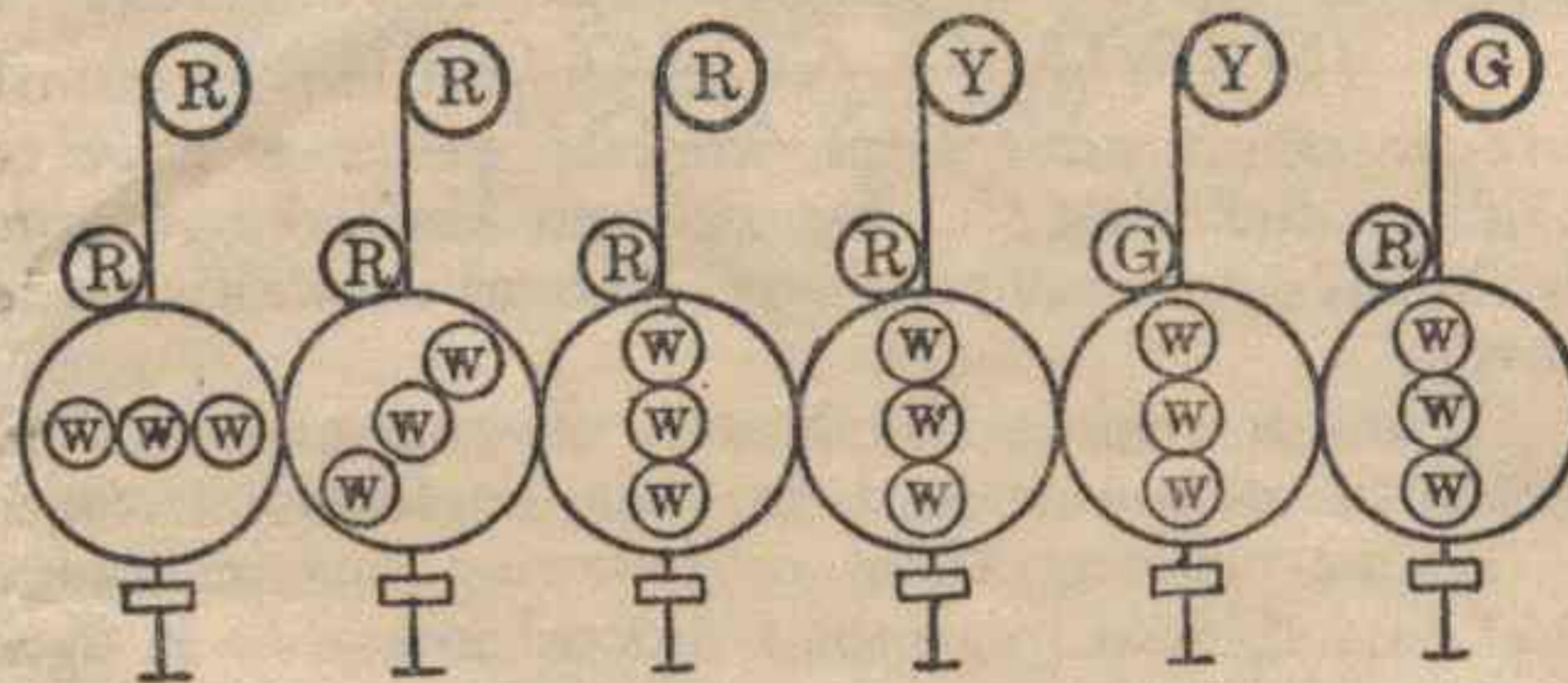
200-2 K Crossover, Great Bend

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

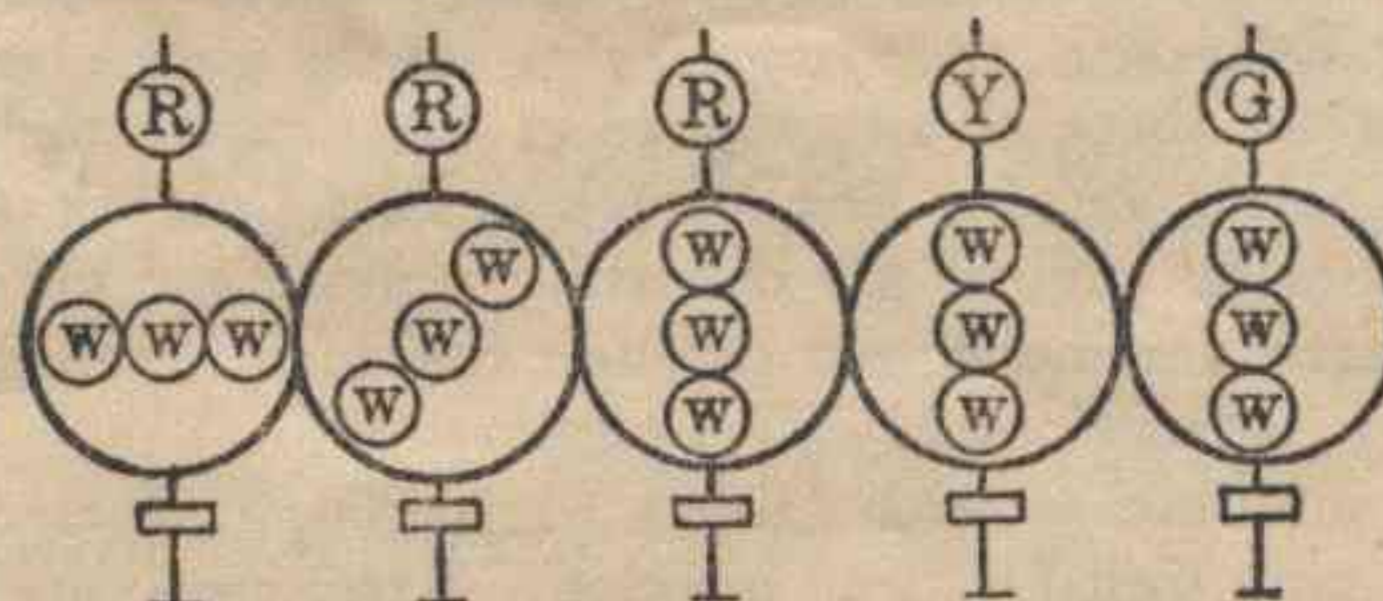
When telephone train order signals are set at 45 degrees above horizontal, or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite track, signal may be passed without first bringing the train to a stop 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 291C 509D	RULES 291C 509D	RULES 291C 509D	RULES 285D 509D	RULES 282C 609D	RULES 281E 509D
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RULES 296B 509D	RULES 297B 509D	RULES 298D 509D	RULES 298E 509D	RULES 298F 509D
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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-----7:00 A. M. to 11:00 A. M. and
12 Noon to 4:00 P. M.
* Great Bend-----8:00 A. M. to 12:00 Noon and
1:00 P. M. to 5:00 P. M.
* Tioga-----8:00 A. M. to 12:00 Noon
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-----8:00 A. M. to 12:00 Noon and
1:00 P. M. to 5:00 P. M.
Blossburg-----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.
* Daily except Sunday.

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

Employes must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat

wheels, etc., are observed, trainmen will be notified by use of following code:

HOT JOURNALS:

By day—Hold nose with first finger and thumb of right hand and point down toward track with left hand.
By night—Hold lantern in hand by the guard wires around the globe and swing in small vertical circle.

CONNECTIONS DRAGGING:

By day or night—Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL:

By day—Raise hand above head and hold it stationary.
By night—Same signal with lantern, in addition give stop signal.

BRAKES STICKING:

By day—Shove hand in sliding movement from body.
By night—Same signal with lantern, in addition give stop signal.

FLAT WHEELS:

By day—Place palms of both hands together in horizontal position.
By night—Hold lantern at arm's length with globe in horizontal position.

ALL CLEAR:

By day or night—Proceed signal.
Care will be taken that the above code signals are not used with passing trains, as sign of greeting.

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

OVERHEAD CLEARANCES

Employes 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.
Overhead Bridge between Ice House and Ice House platform South Lead.
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.

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.

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.

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 STOP

Train stop 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 stop device is in service on westward track between Susquehanna station and SR Tower, to protect back up movement.

The train stop 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 Stop, or with such device not in working order, will not be handled over train stop 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 stop device fails between terminals seal will be broken on cutout cock, train stop 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.

TO PLACE EQUIPMENT IN OPERATION

STEAM:

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

DIESEL:

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A.T.S. motor generator set.
4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A.T.S. is reset.
5. Place brake valve handle in lap position until application pressure (AP) is equal to main reservoir pressure or nearly so, then brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives.

OPERATION

STEAM:

The actuator moves the rotary in the brake valve to service position only when A.T.S. application occurs, but the brake valve handle does not move. The engine-

man can manually go from service position to emergency position. When an A.T.S. application has been received, the train will come to a stop and it will be necessary for the engineman to press the reset button located on the right side of the tender frame for two seconds; this will reset the system and indicator on top of the actuator will again go to the reset position, arrow pointing to "R".

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

DIESEL:

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

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

BROKEN AIR PIPES

STEAM:

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

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

ACKNOWLEDGING CONTACTOR

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

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

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

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

CONTROL CUTOUT COCK

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

STEAM:

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

DIESEL:

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

OVER SPEED GOVERNOR

DIESEL:

Speed warning whistle will sound at approximately 86 M.P.H. on passenger locomotives and approximately 62 M.P.H. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 89 M.P.H. on passenger and approximately 65 M.P.H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

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

LIGHT DEFECT

STEAM:

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

GOVERNOR CHECK LIGHT

DIESEL:

This light is provided to indicate that automatic train stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

DEFECTS OR FAILURE OF APPARATUS

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

SAFETY CONTROL (DEAD MAN)

DIESEL:

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

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

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

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

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

SUSQUEHANNA DIVISION

Distance from Hornell	STATIONS AND SIDINGS	EASTWARD TRAINS								
		FIRST CLASS								
		6	28	P. R. R. 594	2	8	10	P. R. R. 596	P. R. R. 598	
Daily Note	Daily	Daily Except Sunday	Daily	Daily Note	Daily	Daily Except Sunday	Sunday Only			
	NEW YORK A	A.M. 7.43	P.M. 6.09		P.M. 6.27	P.M. 11.19	A.M. 4.54			
139.7	SUSQUEHANNA A N <small>2.2</small>	A.M. 2.55	A.M. 10.57	A.M.	P.M. 1.26	P.M. 6.11	P.M. 11.36			
137.5	S R TOWER N <small>6.0</small>	2.50	10.46		1.11	6.06	11.24			
131.5	GREAT BEND D <small>14.3</small>	2.43	s10.38		1.03	5.58	11.16			
117.2	D. L. & W. R. R. BINGHAMTON N <small>2.7</small>	L 2.30 A 2.22	L 9.52 A 9.37		L12.49 A12.37	L 5.44 A 5.42	L10.59 A10.35			
114.5	JOHNSON CITY <small>5.9</small>									
108.6	ENDICOTT D C <small>13.4</small>	2.14	s 9.27		s12.28	s 5.33	s10.23			
95.2	OWEGO N D. L. & W. R. R. <small>5.7</small>	2.00	s 9.10		s12.11	5.17	s10.04			
89.5	TIOGA CENTRE <small>13.4</small>									
76.1	WAVERLY N C <small>4.8</small>	1.41	s 8.25		s11.49	E 4.58	s 9.41			
71.3	CHEMUNG <small>5.8</small>									
65.5	WELLSBURG <small>6.1</small>									
59.4	SOUTHPORT JUNC <small>0.9</small>	1.24	7.57	10.24	11.29	4.40	9.19	11.24	11.21	
58.5	ELMIRA s <small>4.0</small>	1.22	7.55	s10.20	s11.27	s 4.38	s 9.17	s11.20	s11.18	
54.5	H O TOWER N <small>0.6</small>	1.13		9.58	11.17	4.26	8.58	10.48	11.01	
53.9	HORSEHEADS <small>5.2</small>									
48.7	BIG FLATS <small>4.1</small>									
44.6	EAST QO <small>5.9</small>									
44.1	WEST QO <small>3.0</small>									
41.1	CORNING N. Y. C. R. R. <small>1.9</small>	s12.59			s11.03	s 4.10	s 8.44			
39.2	PAINTED POST <small>9.2</small>	12.54			10.58	3.58	8.26			
30.0	ADDISON D <small>10.2</small>	12.45			s10.48	s 3.48	s 8.15			
19.8	CAMERON MILLS <small>15.6</small>									
4.2	CANISTEO <small>4.2</small>	12.19			10.19	3.20	7.46			
	HORNELL L N	12.14			10.14	3.15	7.40			
	ALLEGANY DIV A	12.06			10.04	3.00				
	BUFFALO DIV A				9.40		7.30			
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	

SUSQUEHANNA DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from Jersey City	STATIONS AND SIDINGS								
		5	P. R. R. 595	7	477	1	P. R. R. 597	9	27
		Daily Note	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily
	NEW YORK L	P.M. 7.15		P.M. 11.30		A.M. 8.30		A.M. 9.40	P.M. 3.20
191.6	SUSQUEHANNA L N 2.2	A.M. 12.05	A.M.	A.M. 4.33	A.M.	P.M. 1.23	P.M.	P.M. 4.34	P.M. 8.29
193.8	S. R. TOWER N 6.0	A.M. 12.20		A.M. 4.50		P.M. 1.38		P.M. 4.47	P.M. 8.40
199.8	GREAT BEND D 14.3	A.M. 12.27		A.M. 4.57		P.M. 1.45	s	P.M. 4.57	P.M. 8.47
214.1	D. L. & W. R. R. BINGHAMTON N 2.7	A 12.40 L 12.55		A 5.11 L 5.37		A 1.58 L 2.06		A 5.15 L 5.35	A 9.02 L 9.12
216.8	JOHNSON CITY 5.9								
222.7	ENDICOTT D s 13.4	1.06		s 5.50		s 2.18		s 5.51	s 9.29
236.1	OWEGO N D. L. & W. R. R. 5.7	1.20		s 6.07		s 2.35		s 6.21	s 9.49
241.8	TIOGA CENTRE 18.4								
255.2	WAVERLY N B 4.8	1.39		s 6.33		s 2.57		s 6.46	s 10.14
260.0	CHEMUNG 5.8								
265.8	WELLSBURG 6.1								
271.9	SOUTHPORT JUNC 0.9	1.56	5.12	6.52		3.15	4.59	7.08	10.34
272.8	ELMIRA s 4.0	s 2.06	s 5.24	s 7.16		s 3.22	s 5.09	A 7.10	s 11.00
276.8	H O TOWER N 0.8	2.11	5.32	7.21		3.27	5.16		11.06
277.4	HORSEHEADS 5.2								
282.6	BIG FLATS 4.1								
286.6	Single Track { EAST QO WEST QO								
287.2									
290.2	CORNING s N. Y. C. R. R. 1.9	s 2.31		s 7.52		s 3.47			s 11.30
292.1	PAINTED POST 9.2								
301.3	ADDISON D 10.2	2.43		s 8.12		s 4.01			s 12.03
311.5	CAMERON MILLS 15.6								
327.1	CANISTEO 4.2	3.12		8.50		4.31			12.30
331.3	HORNELL A N	3.20		9.03		4.39			12.40
	ALLEGANY DIV L	3.29		9.15		4.49			
	BUFFALO DIV L				9.35	5.00			
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.

TIOGA DIVISION

EASTWARD TRAINS

WESTWARD TRAINS

SECOND CLASS

SECOND CLASS

		256	250		STATIONS AND SIDINGS		255	249		
		Daily	Daily	Distance from Blossburg		Distance from A Q Tower	Daily	Daily		
		P.M.	A.M.				A.M.	A.M.		
		12.30		39.0	A A Q TOWER L	0.0	12.15			
					13.5 Via N.Y.C.					
		11.55		25.5	LAWRENCEVILLE N	13.5	1.05			
		11.20		18.2	7.3 TIOGA D	20.7	1.45			
		10.45		9.6	8.7 MANSFIELD D	29.4	2.45			
					4.9					
		10.00		4.7	COVINGTON D	34.3	3.10			
		9.45	5.10	0.0	4.7 BLOSSBURG D	39.0	3.30	4.00		
					3.6					
			4.55		L MORRIS RUN A			4.25		
		A.M.	A.M.				A.M.	A.M.		

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

Train	Arrives	
1806	12.15 P. M. (Liberty St.)	----- Daily
1906	12:20 P. M. (Liberty St.)	----- Daily
1816	7.45 P. M. (Liberty St.)	----- Daily
1910	10:25 P. M. (Liberty St.)	----- Daily

Train	Departs	
1915	7:03 A. M. (Liberty St.)	----- Daily
1815	9:07 A. M. (Liberty St.)	----- Daily
1803	2:18 P. M. (Liberty St.)	----- Daily
1903	2:33 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	6:50 A. M.	----- Daily except Sunday
209	2:15 P. M.	----- Daily except Sunday
213	2:25 P. M.	----- Sunday Only

B. & O. PASSENGER TRAINS—ADDISON

Train	Arrives	
78	3:00 P. M.	----- Daily

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

J. R. Ebert ----- Chief Train Master
 T. A. Dockery ----- Train Master
 G. E. Stuart ----- Chief Train Dispatcher
 O. A. Carey ----- Asst. Chief Train Dispatcher
 P. J. Gallagher ----- Asst. Chief Train Dispatcher

STATION LIST

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

SUSQUEHANNA DIVISION

Miles from Susquehanna, Pa.	Station No.
-	Susquehanna, Pa.-----192
3	Hickory Grove-----195
8	Great Bend-----200
13	Kirkwood, N. Y.-----205
15	Langdon-----207
18	Walker's Switch-----210
20	Asylum Switch-----212
22	Binghamton-----214
25	Johnson City-----217
28	Hooper-----220
30	Endicott-----222
31	Endicott (Liberty St.)-----223
37	Campville-----229
44	Owego-----236
50	Tioga Centre-----242
54	Smithboro-----246
56	Barton-----248
63	Waverly-----255
68	Chemung-----260
74	Wellsburg-----266
80	Southport Junction-----272
81	Elmira-----273
84	Elmira Heights-----276
86	Horseheads-----9884
91	Big Flats-----283
92	Atlantic Switch-----284
98	Corning-----290
100	Painted Post-----292
104	Erwins-----296
108	Crane's Switch-----300
109	Addison-----301
110	QZ Crossover-----302
114	Rathbone-----306
119	Cameron Mills-----311
120	Cameron Pump Station-----312
122	Cameron-----314
130	Adrian-----322
135	Canisteo-----327
139	Hornell-----331

WATKINS BRANCH

Miles from Elmira, N. Y.	Station No.
-	Elmira-----273
7	Horseheads (Recon. Plant) 2280
10	Pine Valley-----2283
13	Millport-----2286
14	Croton-----2287
18	Montour Falls-----2291
22	Watkins Glen-----2295
23	Coal Point-----2296

TIOGA DIVISION

Miles from Lawrenceville	Station No.
-	Lawrenceville --- (1304)---4298
4	Tioga Junction-----3294
8	Tioga-----3298
9	Berry's Bridge-----3299
17	Mansfield-----3307
19	Canoe Camp-----3309
22	Covington-----3312
27	Blossburg-----3317

MORRIS RUN BRANCH

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

SUSQUEHANNA DIVISION N. Y. Central Trackage

Miles from Corning, N. Y.	Station No.
-	Corning, N. Y.-----290
-	CY Tower-----9885
8	Presho-----1298
12	Lindley-----1302
14	Lawrenceville -- (4298)---1304
16	Cowanesque Valley Junction, Pa.-----1306
17	Beeman-----1307
23	Tioga-----1313
25	Hammond-----1315
28	Holiday-----1318
31	Middlebury-----1321
32	Niles Valley-----1322
35	Wellsboro Junction-----1325
37	Oak Point-----1327
40	Marsh Creek-----1330
43	Ansonia-----1333
51	Tiadaghton-----1341
55	D. I. Tower-----1345
59	Blackwell-----1349
64	Cedar Run-----1354
70	Slate Run-----1360
76	Cammal-----1366
77	C. H. Tower-----1367
78	Bluestone-----1368
81	Jersey Mills-----1371
85	Waterville-----1375
90	Ramsey-----1380
91	Tomb-----1381
92	Torbert-----1382
95	JS Tower-----1385
96	Jersey Shore Junction-----1386
97	Jersey Shore-----1387
100	Larry's Creek-----1390
102	Level-----1392
105	Linden-----1395
109	Newberry Junction-----1399