

ERIE RAILROAD COMPANY
EASTERN DISTRICT
Susquehanna and Tioga
Divisions and Branches

Time Table No. 47

Effective 12:01 A. M.

SUNDAY, SEPTEMBER 28, 1952

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

47

THINK!
THEN
ACT
SAFELY

A. W. BAKER,

Superintendent

T. J. SANOK,

Assistant General Manager

A. E. KRIESIEN,

Assistant Vice President and General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT
EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

Hornell	Fast Freight Yard Office, Telegraph Office, Engine Dispatcher's Office.
Corning	
Elmira	
Waverly	Yard Master's Office.
Binghamton	General Foreman's Office.
	Telegraph Office.
Susquehanna	Telegraph Office.
	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.

No. 1 stop at Owego and Waverly to let off or take on passengers and take on pouch mail.

No. 2 Stop at Waverly and Owego to let off or take on passengers and take on pouch mail.

No. 5 reduce speed to 20 miles per hour at Waverly to discharge mail, stop at Endicott to discharge passengers from Ridgewood and east.

No. 6 reduce speed to 10 miles per hour at Waverly to discharge mail, stop at Waverly and Endicott to discharge passengers from Jamestown and west.

CLASSIFICATION SIGNALS.

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

Operating Rule D-19 is amplified as follows:

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

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

SPEED RESTRICTIONS

	Miles per hour
Passenger trains (on unrestricted track)	70
Freight trains	50
Freight trains, Tioga Division and branches	30
Spreader cars must be handled with blades in trailing position	30
Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.	
Tioga Division and branches	25
Steam Engines must not be operated backward at a speed to exceed 15 miles per hour on curves, over grade crossings, or through crossovers, and must not exceed 25 miles per hour at other points. Steam Engines must not be	

Miles
per hour

operated backward beyond a point where a turntable or wye is located without special authority from the Superintendent. Steam engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.	
Trains handling wrecking derrick	30
Tioga Division and branches	20
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Tioga Division and branches	20
Trains handling dead steam engines	20
Loaded cars carded Form 5432	30
Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineers will not leave terminal until so notified.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track or through crossovers except as otherwise provided	10
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
WAVERLY Bridge 255.30	
Freight House lead all engines and cars (except that four axle cars having a total weight in excess of 200,000 pounds and a six axle car in excess of 225,000 pounds must not be operated over this bridge without special instructions).	15
Second and third track south of eastward main tracks all engines are restricted from operating on this bridge except engines of 700 horsepower or less and all cars (four axle cars having a total weight in excess 220,000 pounds or six axle cars in excess of 250,000 pounds shall not be operated on these tracks).	10
Binghamton Bridge F-212.52 on side track serving R. H. Whiting & Sons. All engines and four axle cars having a gross weight less than 180,000 pounds and six axle cars less than 200,000 pounds	15
Cars in excess of these weights will not be operated on this bridge without special instructions.	
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 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
Elmira Viaduct between Pennsylvania Ave., M. P. 271.88 and Washington Ave. M. P. 273.23 all freight trains	40
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"	20
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
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 170, Hornell Yard, M. P. 329.35 to M. P. 329.52 Eastward and Westward Tracks	55
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

RESTRICTIONS ON STEAM ENGINES

Steam Engines handled dead in trains are subject to the following restrictions unless otherwise provided. Hornell Yard Bridge 330.66 over Canisteo River on Ryans Track 10

Must not operate on following tracks:

HORNELL YARD—West end of Hump and over Hump. Must not pass one another or a road type diesel on tracks 10 to 19 inclusive Westbound Old Yard.

SNOW FIGHTING EQUIPMENT

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

Susquehanna Division

- 10 MPH over bridge 330.66, Canisteo River Bridge, Hornell Yard, on Ryan track.
- Not permitted to operate over Bridge F-212.52 R & H Whiting Siding Binghamton and Bridge 255.30 Waverly on freight house siding and second and third tracks south of eastward main.

NOT PERMITTED TO OPERATE ON TIOGA DIVISION AND BRANCHES

10000 gallon capacity tanks 057010 and 057011 have been equipped as snow plows and will operate under following restrictions:

Susquehanna Division

15 MPH over Bridge F212.52 in siding serving R. H. Whiting and Sons and 10 MPH over second and third sidings south of main tracks on Bridge 255.30.

TIOGA DIVISION & BRANCHES

No restrictions.

TIOGA DIVISION & BRANCHES

M. P. 27.00, to M. P. 29.75, Mill Creek	20
Bridge 32.87 Lambs Creek	15
Park Street Crossing, Mansfield	10
Morris Run Branch	15
Between Blossburg and Oil Switch M. P. 47.60	15

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.

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

HORNELL, N. Y.

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.

Must not pass one another on tracks 10 to 19 inclusive Hornell Westbound Old Yard nor must they pass an S Type Steam Engine.

CAMERON MILLS, N. Y.

Pump House Track

ADDISON, N. Y.

Spur Track Hawkins & Hill north side

CORNING, N. Y.

Stub track, west of AQ Tower

East end of Eastward Yard, 400 feet West of Turntable, 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.

HORSEHEADS, N. Y.

Main track turnout at station

ELMIRA, N. Y.

Hankins Container

American LaFrance

Elmira Coal Co.

Thatcher Mfg. Co.

American Bridge Works

WAVERLY, N. Y.

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

ENDICOTT, N. Y.

North side west of Oakhill underpass

JOHNSON CITY, N. Y.

Lester Avenue north side

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 will not leave Susquehanna without clearance, (Form A).

First class trains originating at Binghamton and Elmira will not leave without clearance, (Form A). All Freight Trains and Light Engines originating at Binghamton and Elmira must not depart without first obtaining permission from Operator. Permission should not be requested until train or light engine is about ready to leave.

All Westward freight trains and light engines must not depart Susquehanna Yard without first obtaining permission from the Operator at Susquehanna station. Permission should not be requested until train or light engine is about ready to leave.

Trains for Tioga Division and branches 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 ----- Yard Master's Office.

Elmira ----- General Foreman's Office.

Waverly ----- Telegraph 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 employees, other than those authorized, to make entries of any nature in Special Order Books.

MOVEMENT OF TRAINS.

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

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

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

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

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

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

Switchtenders at Blocks 1 and 3 Hornell Yard and "SQ" Susquehanna Yard will use a yellow flag by day and a yellow light by night when signaling trains to proceed through Switchtender's territory. Trains and Engines must not accept signals other than above.

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
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
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	
V R Campville		129
K Z Endicott	129	80
B D Binghamton	168	
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—Main Track Switches Owego, 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 4 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 crossover 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
S R Crossover	Susquehanna
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.

"SR" All Main Track Switches and No. 1 Yard Switch Controlled by Operator "NS", Susquehanna.

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, bell or white light known as "Maintainer's Call Signal" is located on instrument housing near power operated switches at the following locations:

"FS" Fifth Street, Elmira

Second Street, Elmira

"JF" Southport Jct.

"SR" West end Susquehanna Yard

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

ELECTRIC SWITCH LOCKS

Derails Oil Spur Owego—Westbound Crossover to Lehigh Valley Tracks Owego equipped with automatic electric switch lock with approach locking.

The following instructions will govern:

1. No attempt shall be made to open any switch or derail which is electrically locked unless the indicator displays "CLEAR".
2. Trains or Engines desiring to use oil spur or the crossover must first secure permission from the train dispatcher.
3. One indicator with switch key operated controller is provided for each crossover or derail.
4. When indicator shows "CLEAR" the switch locks may be removed from the latches and the switches may be operated in the usual manner.
5. The switch lock is removed or applied by lifting the foot pedal with one hand to relieve the pressure. The switch stand handle is released by stepping on the pedal.
6. When indicator shows "STOP" and train dis-

patcher is notified and permission has been secured to use siding or crossover with approach circuit occupied by a train, insert the switch key operated controller and turn key to the right as far as possible, remove key after Five (5) seconds and after a four minute time interval has elapsed, the indicator will show "CLEAR" and the switch may be handled as in paragraph Four (4).

7. When switching moves require the use of a switch more than once the switch lock should not be replaced in the switch latch until all moves are completed and the switch has been lined for the main track.
8. Short track circuit has been installed which extends a distance of more than 100 feet either side of switch and these circuits are for the purpose of releasing the electric locks automatically when part of train has been left on the approach section and must be occupied by engine or cars to effect release.

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 superiority 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.

AUTOMATIC INTERLOCKING OWEGO

When a train approaches DL&W Crossing, home signals will change to approach or clear and Home Dwarf Signals will change to restricting if no conflicting train movement is being made.

Should home signals at crossing indicate STOP without apparent cause, trainman will proceed as follows:—

1. Go to Concrete House at DL&W Crossing and determine whether train is approaching or occupying any section on intersecting track. If no train is approaching or occupying any section on intersecting track, he will then . . .
2. Enter the Concrete House and communicate with Erie Train Dispatcher. When authorized to use crossing and indicator stenciled DL&W displays STOP, insert switch key in switch key controller stenciled "ERIE" located below the telephone, or Key controller and indicator located at dwarf signal East of DL&W Crossing Oil Spur. Turn key to right as far as possible and remove key. (Do not repeat the key operation). After a time interval of one (1) minute has elapsed, if signal does not clear, train may proceed on authority of Train Dispatcher.

After a movement has been completed through the Automatic Interlocking, in either direction on Eastward or Westward Main Track, and it is desired to make a movement in the opposite direction, Home Signal can be cleared by operating push button mounted on pipe post located adjacent to signal governing movement desired. Push buttons located as follows:—

Westward Home Signal—5 feet east of home signal.

Westward Home Dwarf Signal—South of eastward main track opposite the dwarf signal.

Eastward Home Signal—5 feet west of home signal.

Eastward Home Dwarf Signal—North of westward main track opposite the Dwarf Signal.

When stop is displayed for DL&W Trains and crew is unable to get any indication on signal to permit movement over Erie Railroad Main Tracks, train may be permitted to cross on authority of Erie Train Dispatcher.

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
253-1 X Y Siding, Waverly
255-1 W Crossover, Waverly
260-1 J T Crossover, Chemung
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
313-1 C N Cameron
321-1 A P Crossover, Adrian
330-1 Block No. 1, Hornell
331-1 Block No. 3, Hornell

Eastward.

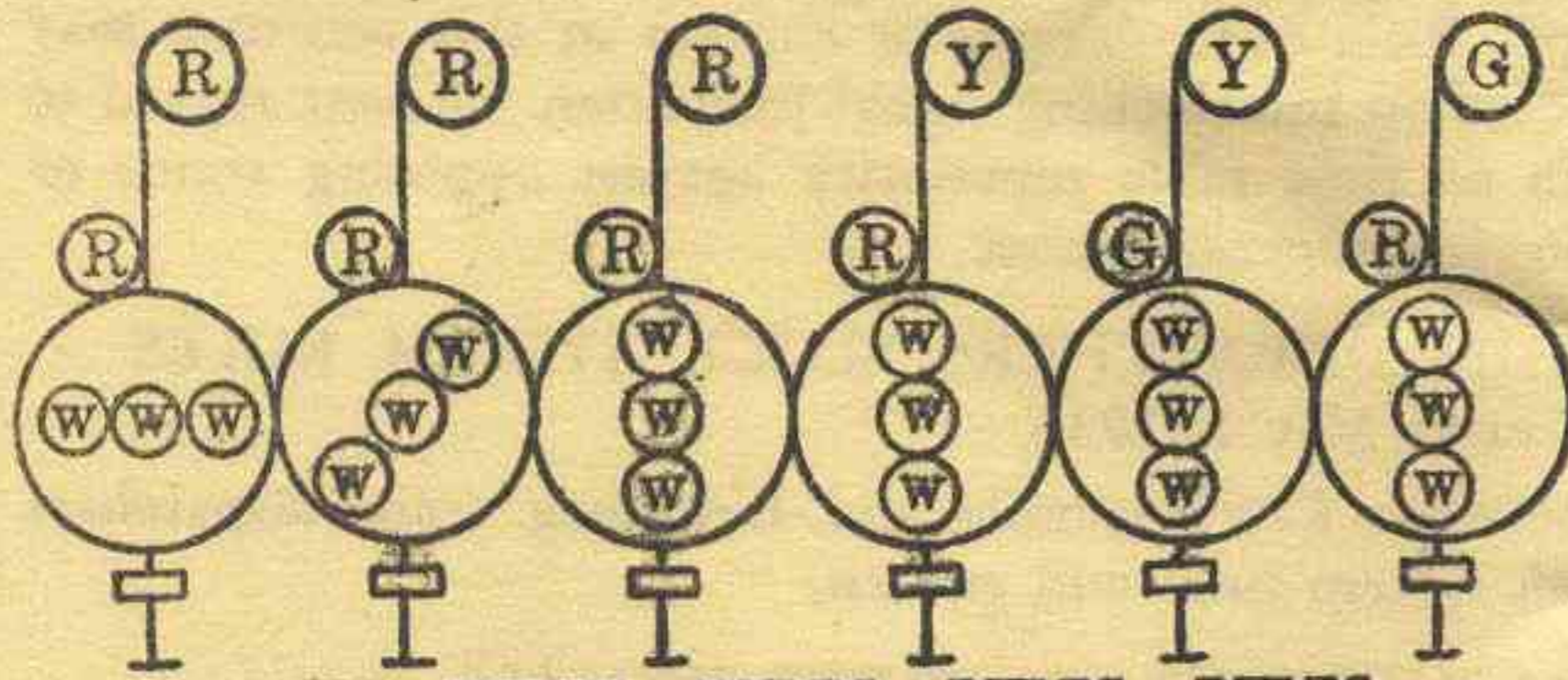
- 331-2 Block No. 3, Hornell
330-2 Block No. 1, Hornell
322 - 2 A P Crossover, Adrian
314-2 C N Siding, Cameron
308-2 U O Crossover, Rathbone
303-2 Q Z Siding, Addison
301-2 D I Crossover, Addison
296-2 I X Crossover, Erwins
291-2 S Crossover, Painted Post
289-2 R X Siding, Magees
274-2 V O Siding, Elmira
261-2 J T Crossover, Chemung
255-2 W Crossover, Waverly
253-2 X Y Siding, Waverly
221-2 E Q Crossover, Endicott
216-2 J B Crossover, Johnson City
212-2 D H Crossover, Binghamton
200-2 K Crossover, Great Bend

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

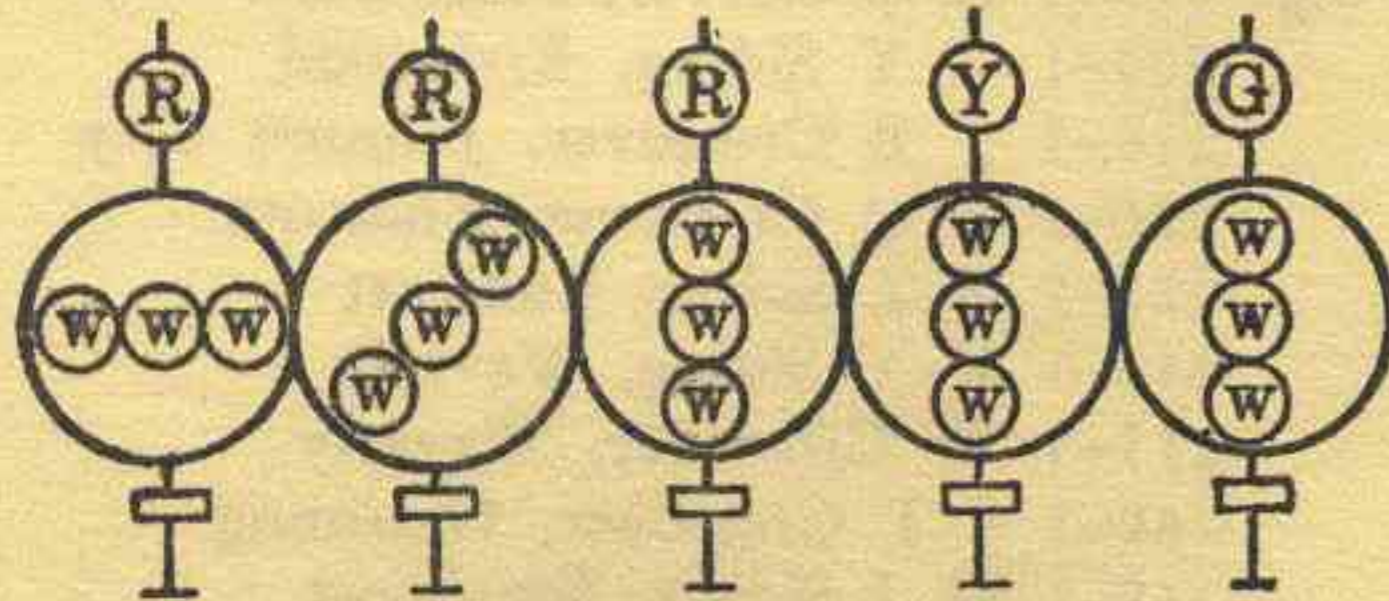
When telephone train order signals are set at 45 degrees above horizontal, or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite track, signal may be passed without first bringing the train to a stop 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
- B D Tower, Binghamton

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	8:30 A.M. to 12:30 P.M.
	1:30 P.M. to 5:30 P.M.
Endicott	9:00 A.M. to 12:01 P.M.
	1:00 P.M. to 6:00 P.M.
*Great Bend	8:00 A.M. to 12:30 P.M.
	1:30 P.M. to 5:00 P.M.
*Tioga	8:00 A.M. to 12:00 P.M.
*Mansfield	8:00 A.M. to 12:01 P.M.
	1:00 P.M. to 5:00 P.M.
*Covington	8:00 A.M. to 12:01 P.M.
	1:00 P.M. to 2:30 P.M.
*Blossburg	8:00 A.M. to 12:01 P.M.
	1:00 P.M. to 5:00 P.M.

Saturday
8:00 A.M. to 10:00 A.M.

*** Daily except Saturday and 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.

HIGHWAY CROSSING PROTECTION HAYES AVE., ENDICOTT, N. Y.

Short track circuits, starting about 15 feet from crossing, are installed on all siding tracks through this crossing.

Trains and engines working on these tracks will stop before reaching the crossing and be sure flashing lights are operating before movement is made over it.

No cars or engines must be left standing at any time occupying track circuits on these tracks except in switching operation.

Base of rail is painted white to indicate clearance points of track circuits.

AUTOMATIC GATES

- Main St., Addison, N. Y.
- 14th St., Elmira Heights, N. Y.
- McMasters St., Owego, N. Y.
- Main St., Owego, N. Y.

The track circuits for these crossings with the current of traffic are arranged for fast and slow speed. Trains operating with the current of traffic under 30 miles per hour at a distance of 1500 feet, or approximately 35 car lengths from crossing, must not exceed 30 miles per hour until crossing is reached.

Automatic cut out devices are connected to the switches located at those points. After once reversing any switch in those locations, trains will approach these crossings prepared to stop and not pass over crossing until gates have lowered except by flag protection.

When crews are switching in these locations, they must when doing so, leave both switches of crossover or switch to turnout open and derail in off position in order to permit gates to raise when crossing is not occupied.

"End of circuit" signs are located 700 feet east of Dairyman League crossing, ADDISON and 10 feet east of Automatic signal 234-1 OWEGO on westward track. Westward trains having work to do at Addison or Owego must leave their train east of "End of Circuit" sign a sufficient distance to insure that their engine and cars, when returning to train, will not be on crossing circuit.

At 14th ST. CROSSING, ELMIRA HEIGHTS, N. Y., the following special instructions must be adhered to:

When automatic Signal 275-1, located just west of 14th St. Crossing, Elmira Heights, is displaying a STOP AND PROCEED Indication (Rule 291-A), trains or engines must not pass 11th St. Crossing without first communicating either by radio or telephone located at 11th St., with operator or dispatcher to determine whether or not the train ahead is proceeding. When instructed to proceed, trains will not exceed a speed of ten (10) miles per hour

until 14th St. Crossing is reached and will observe whether gates are down before proceeding over crossing.

If signal 275-1 changes to APPROACH indication (Rule 285-A) trains or engines may proceed without further instructions but must not exceed a speed of ten (10) miles per hour until 14th St. Crossing is reached and the crossing gates are down.

All switching moves over 14th St. Crossing will be made at a speed not to exceed five (5) miles per hour.

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.

Powdered Chemical known as "DU-GAS" for extinguishing fires in hot boxes of freight cars has been distributed to engines and cabooses (except yard engines and yard cabooses). Following instructions will govern use of same: "Throw half of the powder from tube directly on blaze and close box lid. Wait one minute, then open box, distribute remainder of powder over hot journal and close box lid. If more than one box of powder is needed to extinguish fire it must be used. This prevents dope from taking fire again after car is set out. Car Must Be Set Out After Powder Has Been Used. Important—Box lid must be closed tight after powder is applied." In the event there is none of this powdered chemical available and it is necessary to set a car or cars out of a train on account of a hot box, dope is to be entirely removed from journal box and fire extinguished and dope left some distance away from the car so in case it should again ignite, it will not set fire to the car. Lid of journal box should be closed so that journal will cool slowly in order not to result in checks and cracks in axle.

OVERHEAD CLEARANCES

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.

Overhead Bridge between Ice House and Ice House plat-

form 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 and westward tracks.

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.

Central Ave. Siding Owego:

Telephone wire located about 30 feet north of the North Side of Fox Street, about 810 feet from point of switch. Clearance 19.8 feet.

Telephone wire located about 10 feet south of the South Side of Fox Street about 860 feet from point of switch. Clearance 18.9 feet.

Electric Power Line located about 100 feet south of South Side of Fox Street, about 955 feet from point of switch. Clearance 20.2 feet.

Telephone wire located about 120 feet south of the South Side of Fox Street, about 975 feet from point of switch. Clearance 19.6 feet.

Power Line located about 130 feet south of the South Side of Fox Street about 985 feet from point of switch. Clearance 17.5 feet.

Power Line located about 220 feet south of the South Side of Fox Street about 1075 feet from point of switch. Clearance 19.6 feet.

Telephone wire located about 200 feet north of the North Side of Temple Street about 1230 feet from point of switch. Clearance 19.7 feet.

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.

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.,

COVINGTON

M. P. 39.90 wire crossing over main track.

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. 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, and signal RE 05 on hump yard lead Hornell Yard which is 10 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. Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

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

1. The movement of non-equipped locomotives must not proceed from terminals without first receiving Form A to indicate condition of Block to next open telegraph office.
2. Movement of equipped locomotives with Automatic Train Stop device inoperative, must not proceed from terminal without first receiving Form A to indicate condition of Block to next open telegraph office.
3. Movement of locomotives equipped with Automatic Train Stop device that becomes inoperative between open telegraph offices, will report by radio and will receive instructions as to condition of Block to next open telegraph office. Locomotives not equipped with radio will be governed by signal indication of automatic block signal system, not to exceed medium speed to the next open telegraph office where report must be made to the operator or train dispatcher and will not proceed until Clearance Form A has been issued to indicate condition of Block to next open telegraph office and will proceed on signal indication displayed by the automatic block signal system.
4. The movement of non-equipped Train Stop device locomotives will receive Form A at all open telegraph offices indicating condition of the Block and will proceed on signal indication displayed by the automatic block

signal system.

5. Double-headed behind an engine the train stop device of which is in working order.
6. Dead, in freight train.
7. Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals, under protection of Erie pilot, will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

TO PLACE EQUIPMENT IN OPERATION

STEAM:

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

DIESEL:

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A.T.S. motor generator set.
4. Operate acknowledging lever to full 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 engineman can manually go from service position to emergency position. When an A.T.S. application has been received, the train will come to a stop and it will be necessary for the engineman to press the reset button located on the right side of the tender frame for two seconds; this will reset the system and indicator on top of the actuator will again go to the reset position, arrow pointing to "R".

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

DIESEL:

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

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

BROKEN AIR PIPES

STEAM:

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

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

ACKNOWLEDGING CONTACTOR

When required to acknowledge, acknowledger handle

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

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

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

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

CONTROL CUTOUT COCK

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

STEAM:

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

DIESEL:

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

OVER SPEED GOVERNOR

DIESEL:

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

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

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

LIGHT DEFECT

STEAM:

When automatic train stop 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.

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.	339	5 Center	339
Hornell	Dr. C. G. Schwan (Oculist)	19 Seneca St.	715	206 Main St.	715
Hornell	Dr. J. R. Kelly	27 Elm St.	196	27 Elm St.	196
Hornell	Dr. G. E. Taylor	37 Church St.	103	37 Church St.	103
Hornell	Dr. W. J. Tracy	80 Broadway	1189	45 Genesee St.	1189
Hornell	Dr. A. J. Karl	66 Maple St.	650	68 Maple St.	650
Addison	Dr. H. E. Auringer	Main St.	67	Maple St.	67
Corning	Dr. T. L. McNamara	175 E. First St.	1476	175 E. First St.	1476
Elmira	Dr. M. F. Butler	378 W. Church	8354	420 W. Clinton St.	20853
Elmira	Dr. A. C. Smith (Oculist)	410 W. Church	8119	861 Hoffman St.	5730
Elmira	Dr. L. L. Hobler	426 W. Clinton St.	5915	Strathmont Pk.	8678
Elmira	Dr. R. E. Hobler	426 W. Clinton St.	3-9682	Mt. Zoar Rd.	3-9027
Waverly	Dr. P. E. Zoltowski	435 Penna. Ave.	45	435 Penna. Ave.	45
Owego	Dr. Tracy J. Gillette	233 Front St.	193	233 Front St.	193
Endicott	Dr. M. W. Welch	207 Wash'gtn Av.	5-6612	207 Wash'gtn Av.	5-6612
Binghamton	Dr. H. P. Griffin	143 Court St.	4-3237	12 Stratford Pl.	2-8420
Binghamton	Dr. G. C. Vogt (Oculist)	140 Chapin St.	4-2243	18 Stratford Pl.	2-9107
Binghamton	Dr. C. L. Pope	143 Court St.	4-3237	76 Grand Blvd.	7-3425
Susquehanna	Dr. J. P. Zavoy	P. O. Bldg.	167-R-3	405 Broad Ave.	167-R-3
Susquehanna	Dr. R. C. Davis	103 Erie Ave.	246	410 Jackson Ave.	221-R-4
Blossburg	Dr. J. R. Davies	Main St.	20-F	Main St.	20-F

SUSQUEHANNA DIVISION

EASTWARD TRAINS

FIRST CLASS

Distance from Hornell	STATIONS AND SIDINGS	EASTWARD TRAINS						
		FIRST CLASS						
		6	28	2	8	80	P. R. R. 596	P. R. R. 598
		Daily	Daily	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Sunday Only
	NEW YORK.....A	A.M. 8.37	P.M. 6.44	P.M. 7.14	P.M. 10.54	P.M. 11.24		
139.7	SUSQUEHANNA A..N	A.M. 3.55	P.M. 12.23	P.M. 2.11	P.M. 5.51	P.M. 6.27		
137.5	S R TOWER <small>2.2 6.0</small>	3.50	12.18	2.06	5.46	6.22		
131.5	GREAT BEND.....D <small>14.3</small>	3.42	s12.10	1.58	5.38	6.13		
117.2	D. L. & W. R. R. B D Tower N BINGHAMTON.....N <small>2.7</small>	L 3.29 A 3.15	L11.40	L 1.42 A 1.31	L 5.22 A 5.07	L 5.57 A 5.47		
114.5	JOHNSON CITY <small>6.9</small>							
108.6	ENDICOTT.....D * <small>13.4</small>	3.06		s 1.20	s 4.55	s 5.35		
95.2	OWEGO D. L. & W. R. R. <small>5.7</small>	2.52		* 1.03	4.38	5.19		
89.5	TIOGA CENTRE <small>13.4</small>							
76.1	WAVERLY.....N * <small>4.8</small>	2.33		*12.41	s 4.18	s 4.59		
71.3	CHEMUNG <small>5.8</small>							
65.5	WELLSBURG <small>6.1</small>							
59.4	SOUTHPORT JUNC..... <small>0.9</small>	2.16		12.21	3.57	4.39	11.24	11.21
58.5	ELMIRA.....N s F S Tower N <small>4.0</small>	2.14		s12.19	s 3.55	s 4.37	s11.20	s11.18
54.5	H O TOWER.....N <small>0.6</small>	2.01		12.08	3.40	4.28	10.48	11.01
53.9	HORSEHEADS							
48.7	BIG FLATS <small>4.0</small>							
44.7	EAST QO <small>0.6</small>							
44.1	WEST QO <small>3.0</small>							
41.1	CORNING N. Y. C. R. R. A Q Tower N <small>1.9</small>	s 1.47		s11.53	s 3.23	s 4.11		
39.2	PAINTED POST <small>9.2</small>	1.42		11.48	3.11	4.01		
30.0	ADDISON.....D <small>10.2</small>	1.32		s11.38	s 3.00	s 3.50		
19.8	CAMERON MILLS <small>16.9</small>							
2.9	Z Y TOWER.....N <small>2.9</small>	1.05		11.08	2.30	3.20		
	HORNELL.....L N	1.01		11.04	2.25	3.15		
	ALLEGANY DIV.....A	12.51		10.54	2.10	3.00		
		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	WESTWARD TRAINS				
		FIRST CLASS				
		5	P. R. R. 595	7	1	27
		Daily	Daily	Daily	Daily	Daily
	NEW YORK L	P.M. 8.15		A.M. 12.01	A.M. 9.15	P.M. 2.10
191.6	SUSQUEHANNA L N <small>2.2</small>	A.M. 12.58	A.M.	A.M. 5.33	P.M. 2.09	P.M. 8.26
193.8	S. R. TOWER <small>6.0</small>	1.10		5.50	2.24	8.31
199.8	GREAT BEND D <small>14.3</small>	1.17		5.57	2.31	f 8.41
214.1	D. L. & W. R. R. B D Tower N BINGHAMTON N <small>2.7</small>	A 1.30 L 1.46		A 6.11 L 6.36	A 2.45 L 2.56	A 9.00
216.8	JOHNSON CITY <small>5.9</small>					
222.7	ENDICOTT D* <small>13.4</small>	1.57		s 6.51	s 3.08	
236.1	OWEGO D. L. & W. R. R. <small>5.7</small>	2.11		s 7.09	* 3.24	
241.8	TIOGA CENTRE <small>13.4</small>					
255.2	WAVERLY N* <small>4.8</small>	2.31		s 7.37	* 3.45	
260.0	CHEMUNG <small>5.8</small>					
265.8	WELLSBURG <small>6.1</small>					
271.9	SOUTHPORT JUNC <small>0.9</small>	2.48	5.12	7.56	4.03	
272.8	ELMIRA N F S Tower N <small>4.0</small>	s 3.01	s 5.24	s 8.18	s 4.12	
276.8	H O TOWER N <small>0.6</small>	3.06	5.32	8.23	4.17	
277.4	HORSEHEADS <small>5.2</small>					
282.6	BIG FLATS <small>4.0</small>					
286.6	Single Track {					
287.2		EAST QO <small>.6</small>				
290.2	WEST QO <small>3.0</small>					
	CORNING N. Y. C. R. R. A Q Tower N <small>1.9</small>	s 3.31		s 8.54	s 4.39	
292.1	PAINTED POST <small>9.2</small>	3.33		8.56	4.41	
301.3	ADDISON D <small>10.2</small>	3.43		s 9.14	s 4.54	
311.5	CAMERON MILLS <small>16.9</small>					
328.4	Z Y TOWER N <small>2.9</small>	4.13		9.44	5.24	
331.3	HORNELL A N	4.18		9.53	5.31	
	ALLEGANY DIV L	4.28		10.05	5.41	
		A.M.	A.M.	A.M.	P.M.	P.M.

TIOGA DIVISION

EASTWARD TRAINS

WESTWARD TRAINS

SECOND CLASS

SECOND CLASS

		256	250	Distance from Blossburg	STATIONS AND SIDINGS	Distance from A Q Tower	255	249			
		TUESDAY	MONDAY				MONDAY	MONDAY			
		THURSDAY	WED.				WED.	WED.			
		SATURDAY	FRIDAY	FRIDAY	FRIDAY	FRIDAY	FRIDAY				
		P.M.	P.M.				A.M.	P.M.			
		5.30		39.0	A A Q TOWER L	0.0	8.15				
					13.5 Via N.Y.C.						
		4.55		25.5	M LAWRENCEVILLE	13.5	9.05				
		4.20		18.2	D TIOGA	20.7	9.45				
		3.45		9.6	D MANSFIELD	29.4	10.45				
					4.9						
		3.00		4.7	D COVINGTON	34.3	11.10				
		2.45	1.40	0.0	BLOSSBURG	39.0	11.30	12.30			
					3.6						
			1.25		L MORRIS RUN A			12.55			
		P.M.	P.M.				A.M.	P.M.			

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

Train	Arrives	
1906	1:32 P. M. (Liberty St.)	Daily
1910	11:32 P. M. (Liberty St.)	Daily
Train	Departs	
1915	8:01 A. M. (Liberty St.)	Daily
1903	3:06 P. M. (Liberty St.)	Daily

D. & H. PASSENGER TRAINS—BINGHAMTON

Train	Arrives	
208	8:40 P. M.	Daily
Train	Departs	
205	7:10 A. M.	Daily except Sunday
209	2:15 P. M.	Sunday only

W. M. Wiarda Chief Train Master
 H. E. Joyce Train Master
 P. R. Frisbie Chief Road Foreman of Engines
 C. W. Roosa Road Foreman of Engines
 G. E. Stuart Chief Train Dispatcher
 O. A. Carey Asst. Chief Train Dispatcher
 F. J. Murphy Asst. Chief Train Dispatcher
 G. H. Packer 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 (278)-----9884
91	Big Flats-----283
92	Atlantic Switch-----284
93	NYS Elec. & Gas Corp.-----285
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

LAWRENCEVILLE BRANCH

Miles from Tioga Jct.	Station No.
-	Tioga Jct.-----3294
4	Lawrenceville (1304)-----4298

TIOGA DIVISION

Miles from Tioga Jct.	Station No.
-	Tioga Junction-----3294
4	Tioga-----3298
5	Berry's Bridge-----3299
13	Mansfield-----3307
15	Canoe Camp-----3309
18	Covington-----3312
23	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

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		