

G.P. Campbell

ERIE RAILROAD COMPANY
EASTERN DISTRICT

Susquehanna and Tioga
Divisions and Branches

Time Table No. 15

Effective 12:01 A. M.

SUNDAY, APRIL 26, 1936

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

15

THINK!
THEN
ACT
SAFELY

J. W. GRAVES,
Superintendent

R. H. BOYKIN,
Assistant General Manager

Wm. White,
General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

Hornell	{ Hump Yard, Telegraph Office, Engine Dispatcher's Office.	
Corning		Yard Master's Office.
Elmira		General Foreman's Office.
Binghamton	Telegraph Office.	
Susquehanna	{ Telegraph Office. Engine Dispatcher's Office. Coaling Station.	
Blossburg		Telegraph Office.

TIME TABLES.

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

Between Southport Junction and State Line Junction, P. R. R. rules and timetable will govern.

FLAG STOPS.

Trains scheduled to make flag stops at stations where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

SIGNS. Additional to Rule 6.

- D. Day train order office.
- N. Day and night train order office
- * Conditional stops as follows:

No. 1 will stop at Canisteo on Sundays for mail.

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

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

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

No. 8 will stop at Endicott on Sundays to discharge passengers.

No. 7 will stop at Endicott to let off New York passengers.

No. 447, No. 456 and No. 458 will run through to and start from Page's Crossing, west of Liberty Street, Endicott, and will stop at Oak Street, Jarvis Street and Emma Street, Binghamton, and Oak Hill Ave. Crossing, Endicott, to receive or discharge passengers.

No. 256 will do milk work between Blossburg and Elmira.

Nos. 249, 250, 253, 254, 255, 256 will not carry passengers.

CLASSIFICATION SIGNALS.

The display of two white flags and two white lights as required under Operating Department Rule 21 will be omitted on all extra trains (except passenger extras) 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.

RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE, STEAM HEAT EQUIPMENT AND CAR LIGHTING SYSTEMS, EFFECTIVE 1931.

Running test provided for in rule 525 will be made before descending grades, as follows:

Eastward	Jackson Summit
Westward	Jackson Summit

26-B. SPEED RESTRICTIONS.

GENERAL

	Miles per hour
Passenger trains between Hornell and east end of curve 138 east of Rathbone, M. P. 305.87 on eastward and westward unrestricted track	60
Passenger trains between east end of curve 138, M. P. 305.87, just east of Rathbone, and M. P. 229.00, Campville, on eastward and westward unrestricted track	70
Passenger trains between Campville M.P. 229.00 and east end of curve 36, M.P. 211.72, two and one-fourth miles east of Binghamton on eastward and westward unrestricted track	60
Passenger trains between east end of curve 36, M. P. 211.72, two and one-fourth miles east of Binghamton, and west end of curve 23, M.P. 200.20, one-half mile west of Great Bend on eastward and westward unrestricted track	70
Passenger trains between west end of curve 23, M.P. 200.20 and M. P. 194.00, west of "SR" Tower on eastward and westward unrestricted track	60
Passenger, express and milk trains when pulled by freight engines	50
Freight trains	50
Freight trains, Tioga Division	25
R-1, R-2, R-3 and S Type engines Bridge 330.66, Canisteo river, Hornell Yard	10
R-1, R-2 and R-3 engines over bridge 272.20	15
Class R-1, R-2 and N-2 engines handling trains	40
Class R-3 engines handling trains	45
J-2 Engines handling train	35
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 hauling wrecking derrick	30
Tioga Division	20
Trains handling 8-wheel service truck cranes, steam shovels and other similar pivoted machinery	30
Tioga Division	20
Trains hauling dead engines	20
Freight trains handling loaded covered hoppers and loaded series H-43000 and H-44000 cars	40
Loaded cars carded Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series H-43000 and H-44000) and freight cars with six-wheel trucks as follows: between Hornell and Great Bend	40
between Great Bend and Susquehanna	30
Conductors will notify engineers before leaving terminals whether or not such equipment in train and	

Miles
per hour

engineers will not leave terminal until so notified.
J-2, K-2 and K-2-A engines 2901, 2903, 2908,
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, 10 miles per hour, except cross-
overs at Great Bend, Chestnut St., Corning, 5 miles
per hour; ZY Tower, east end of Hornell Yard,
15 miles per hour.

Trains entering or leaving main tracks at Southport Junction and HO Tower	15
Interlocking switches, Cass Street, Hornell, to Power House, Hornell Yard	15
Freight trains, Hornell Yard	10
Third track between Hornell and Canisteo	15

N-1, K-4 and S-type Engines restricted from operating
on Mill Switch off Eastward track east of Main St., Ad-
dison.

S-4 type engines will run not to exceed a speed of
twenty (20) miles per hour over the following bridges:

Bridge	205.82	One-half mile west of Kirkwood
	210.92	Three miles east of Binghamton station
	214.42	One-third mile west of Binghamton station
	224.10	Nanticoke, one mile west of Liberty St., Endicott.
	241.53	One-eighth mile east of Tioga Centre
	252.00	Three miles east of Waverly
	254.21	One mile east of Waverly
	258.05	Two miles east of Chemung
	258.93	One mile east of Chemung
	261.04	Two miles west of Chemung
	263.36	One and one-half miles east of Wellsburg
	266.09	One-fourth mile west of Wellsburg
	269.31	Three-fourths mile east of Southport
	282.37	One-eighth mile east of Big Flats
	286.71	One mile west of East Corning
	286.84	One and one-eighth miles west of East Corning
	287.95	Two and one-fourth miles west of East Corning.
	288.38	RX Magees. Two and one-fourth miles east of Corning Station.
	289.59	One mile east of Corning station
	291.78	One-fourth mile east of Painted Post station
	292.39	One-third mile west of Painted Post station

“S” TYPE ENGINES ARE NOT ALLOWED TO
USE THE FOLLOWING TRACKS.

HORNELL

South of Crossover Ryans to Wood Yard
Freight House Yard
Osborn House Switch
Private Car Siding at Depot
Holland's Switch
A. J. Deer's Switch
Standard Oil Switch
East Ave. Coal Track
Tracks 9, 10, 11, 12 and 13—East Cripple Yard
Chicken Spur
Runaround Track back of Ice House
Cleanout Track
West end of Classification Yard, at the Hump
No. 6 turnouts as follows:—Tracks 1, 2, 3, 4, 5, 7, 8,
9, 10, 11, 12, 13, 14, 15 and 16
East end tracks 14 and 15, Hump Classification Yard
Interchange track between Hump Yard and Fast Freight
Yard

CANISTEO

Switch leading to N.Y. & P. R.R.
No's 1, 2 and 3 Freight House Tracks

CAMERON MILLS

West Town Track

N 3 or heavier type class of engines will not operate east
of a point three hundred feet east of frog in Hay Barn
Switch, west of Cameron Mills station.

ADDISON

Smith's Feed Mill
Old No. 2 Track
Spur Track
Clark's Coal Switch

RATHBONE

From stock pen to west end of Town Track

PAINTED POST

Ingersoll Rand track off west main at M.P. 292.40
Station Switch behind Depot, eastward

CORNING

East end of eastward yard—All tracks back of track 2
East end of westward yard—Tracks 3, 4 and 5
West end of westward yard—Tracks 4 and 5 and all
tracks leading to freight house
Interchange track with N. Y. C., except straight track to
the interchange

ELMIRA

D. L. & W. Interchange
All Freight House Tracks
Elmira Grocery
Empire Produce
Dounce Coal Co.
Southern Tier Coal Co.
Armour Co.
Barker, Rose and Kimball

WELLSBURG

Portion of Town Track west of station (150 ft.)
Feed Mill Switch leading from Town Track

CHEMUNG

Station Switch from 200 ft. back of frog
Bottle Works Switch

WAVERLY

D. L. & W. Interchange Track
Hall & Lyons Switch
Stein Junk Yard Switch
Freight House Switch
Crane's Switch, west of Loder St.
Hill tracks leading from Ice House Switch
Pit Track
No. 2 Storage Track
Town Track from Fulton St. to Crossover at Loder St.

BARTON

Portion of Town Track west of station

OWEGO

Gas House Switch
Holmes & Watkins Switch
Central Ave. Switch
Scale Track

ENDICOTT

Endicott Johnson Switches
No. 2 north side Endicott yard

LIBERTY ST., ENDICOTT

Station Switch

JOHNSON CITY

Bridge Works Switch
Endicott Johnson Switches

BINGHAMTON

Freight House Tracks Nos. 1, 2, 3 and 4
Walker's Switch
East End Charles St., Binghamton
Extension track east. BD. Eastward Siding.

KIRKWOOD

Town Track

GREAT BEND

Town Track
Creamery switch—west of Creamery

HICKORY GROVE

Station Switch

SUSQUEHANNA

Engine storage track
Wrecking track.
Coach Shop tracks.
Dago track.
Transfer track.
Delaware and Susquehanna Division caboose tracks.
Over Bridge 191.24, tracks 4, 5, 6, 7 and 8.
Hippodrome track.
Tracks 11, 12 and 13.
Stock yard tracks.
SQ stub yard track.

EASTWARD TRACK

	Miles per hour
Curves 172 and 171, M. P. 330.34 to M. P. 330.00, Hornell Yard -----	20
Curve 170, M. P. 329.55 to M. P. 329.37, Hornell Yard, East Block No. 1 -----	35
Curves 166 and 165, M. P. 326.25 to M. P. 325.83, 3/4 mile east of Canisteo -----	50
Curves 156 and 155, M. P. 318.18 to M. P. 317.79, 4 1/4 miles east of Adrian -----	55
Curve 153, M. P. 316.13 to M. P. 315.41, 1 1/2 miles west of Cameron -----	55
Curves 144, 143 and 142, M. P. 309.70 to M. P. 309.05, (Stickneys curve) two miles east of Cam- eron Mills -----	50
Curve 140, M. P. 307.98 to M. P. 307.67, 1 1/2 miles west of Rathbone -----	55
Curves 133 and 132, M. P. 302.33 to M. P. 301.50, Addison -----	60
Curve 131-A, M. P. 301.35 to M. P. 301.50, Addison Station -----	45
Curve 124, M. P. 296.16 to M. P. 295.94, Erwins -----	65
Curve 122, M. P. 292.41 to M. P. 292.10, Painted Post -----	50
First class trains over Painted Post crossover -----	30
Curve 121, M. P. 291.66 to M. P. 291.38, 1/2 mile east of Painted Post -----	50
Curves 120-A and 120, M. P. 291.26 to M. P. 290.97, AQ, Corning -----	40
Through City of Corning -----	20
Curve 114, M. P. 280.27 to M. P. 280.04, 2 1/4 miles east of Big Flats -----	65
Elmira Heights, 14th St. -----	40
Curves 101 and 100, M. P. 263.16 to M. P. 262.49, between Wellsburg and Chemung -----	65
Curve 96, M. P. 260.43 to M. P. 260.22, Chemung -----	60
Curve 95, M. P. 260.21 to M. P. 259.52, Chemung -----	65
Curves 90, 89 and 88, M. P. 257.12 to M. P. 255.48, 2 miles west of Waverly to Waverly -----	60
Reverse Curves east end Eastward siding Waverly and Curves 84, 83 and 82, M. P. 252.15 to 250.84, 3 1/4 miles east of Waverly -----	55

Miles
per Hour

Curves 80, 79 and 78, M. P. 250.17 to M. P. 248.62, 2 miles west of Barton to Barton -----	60
Curve 77, M. P. 248.08 to M. P. 247.77, 1/4 mile east of Barton -----	55
Curve 75, M. P. 246.78 to M. P. 246.41, 1 1/4 miles east of Barton to Smithboro -----	65
Curve 72, M. P. 244.94 to M. P. 244.63, Smithboro Crossover -----	65
Owego, D. L. & W. R. R. Crossing to east end of curve 61, M. P. 236.20 to M. P. 235.35, 3/4 mile east of Owego -----	50
Curve 57, M. P. 230.16 to M. P. 229.85, 3/4 mile west of Campville -----	65
Curve 47, M. P. 224.34 to M. P. 224.02, Nanticoke Bridge, Endicott -----	35
Curve 42, M. P. 220.19 to M. P. 219.92, 2 miles east of Endicott -----	50
S Power, Chenango River Bridge, Binghamton -----	15
Interlocking, Liberty St. Tower, Binghamton -----	50
Interlocking, BD Tower, Binghamton -----	50
Curves 35 and 34, M. P. 211.68 to M. P. 210.93, 2 miles east of Binghamton -----	60
Curves 21, 20, 19 and 18, M. P. 198.57 to M. P. 197.01 between Great Bend and Hickory Grove -----	45
Curves 12, 11 and 10, M. P. 195.80 to M. P. 194.17, 1 1/2 miles west of Hickory Grove to SR Tower -----	55
All trains at Coaling Station and SQ, Susquehanna -----	20

WESTWARD TRACK

All trains at Coaling Station and SQ, Susquehanna -----	20
Curves 10, 11 and 12, M. P. 194.17 to M. P. 195.80, SR Tower to 1 1/2 miles west of Hickory Grove -----	55
Curves 18, 19, 20 and 21, M. P. 197.01 to M. P. 198.57, between Hickory Grove and Great Bend -----	45
Curves 34, 35 and 36, M. P. 210.95 to M. P. 211.98, 2 miles east of Binghamton -----	60
Interlocking, BD Tower, Binghamton -----	50
Interlocking, Liberty St., Binghamton -----	50
S Power, Chenango River Bridge, Binghamton -----	15
Curve 42, M. P. 219.92 to M. P. 220.19, 3 miles west of Johnson City -----	50
Curve 47, M. P. 224.02 to M. P. 224.34, Nanticoke Bridge, Endicott -----	50
Curve 57, M. P. 229.85 to M. P. 230.16, Campville -----	65
East end of curve 61, to D. L. & W. R. R. Crossing, Owego, M. P. 235.35 to M. P. 236.20, 3/4 mile east of Owego -----	50
Curve 72, M. P. 244.63 to M. P. 244.94, 2 1/2 miles west of Tioga Center -----	65
Curves 74, 75 and 76, M. P. 246.08 to M. P. 247.11, Smithboro -----	60
Curves 77, 78, 79 and 80, M. P. 247.72 to M. P. 250.17, 1/2 mile east of Barton to 3/4 mile west of Barton -----	60
Curves 82 and 83, M. P. 250.84 to M. P. 251.48, 2 1/2 miles west of Barton -----	55
Reverse curves west end of Westward siding one mile east of Waverly, M. P. 254.10 to M. P. 254.15 -----	60

Miles
per hour

Curves 88, 89 and 90, M. P. 255.50 to M. P. 257.12, Waverly to 1½ miles west -----	60
Curve 95, M. P. 259.52 to M. P. 260.21, Chemung --	65
Curve 96, M. P. 260.22 to M. P. 260.43, Chemung --	60
Curve 114, M. P. 280.04 to M. P. 280.29, 2½ miles west of Horseheads -----	65
Elmira Heights, 14th St. -----	40
Through City of Corning -----	20
Curves 120 and 120-A, M. P. 290.97 to M. P. 291.26, AQ, Corning -----	40
Curve 121, M. P. 291.38 to M. P. 291.66, ½ mile east of Painted Post -----	50
First class trains over Painted Post Crossover -----	30
Curve 122, M. P. 292.10 to M. P. 292.41, Painted Post -----	35
Curve 124, M. P. 295.94 to M. P. 296.16, Erwins ----	65
Curves 130 and 131, M. P. 300.14 to M. P. 301.17, Addison -----	65
Curves 132 and 133, M. P. 301.94 to M. P. 302.33, Addison -----	60
Curve 140, M. P. 307.67 to M. P. 307.94, 1½ miles west of Rathbone -----	55
Curves 142, 143 and 144, M. P. 309.05 to M. P. 309.71 (Stickneys curve) two miles west of Rath- bone -----	50
Curves 155 and 156, M. P. 317.79 to M. P. 318.18, ¾ miles west of Cameron -----	50
Curve 165, M. P. 325.83 to M. P. 326.07, 1¼ miles east of Canisteo -----	50
Curve 170, M. P. 329.37 to M. P. 329.55, Hornell Yard, East Block No. 1 -----	35
Curves 171 and 172, M. P. 330.00 to M. P. 330.34, Hornell Yard -----	20

TIOGA DIVISION

Bridge 13.73, 1¼ miles east Millerton -----	15
Bridge 15.11, Trowbridge -----	15
M. P. 27.50 to M. P. 29.75, Mill Creek -----	20
Park Street Crossing, Mansfield -----	10
Morris Run Branch -----	15
Between Blossburg and Hoytville -----	15
Freight trains from Jackson Summit to Seeley Creek, Jackson Summit to Tioga Junction -----	15
Arnot to Blossburg -----	10

Class G-15, A and B, J-2 and E-3 engines and cars of gross weight not exceeding one hundred eighty thousand (180,000) pounds, may operate over bridges 13.73 and 15.11, between Millerton and Jackson Summit.

Engines and trains will not stop or start on bridges 13.73 and 15.11, between Millerton and Jackson Summit, except in emergency.

SUPERIORITY OF TRAINS.

Eastward trains are superior to westward trains of the same class, except,
No. 249 is superior to No. 250.
No. 253 is superior to No. 254.
No. 255 is superior to No. 256.

CLEARING OF TRAINS.

First class trains will not leave Hornell or Susquehanna without train order or a clearance, (Form A).

Tioga Division trains will not leave Elmira without train order or a clearance, (Form A).

TRAIN REGISTERS.

Hornell	
Susquehanna	
Elmira -----	Tioga Division trains
Tioga Junction	
Lawrenceville	
Blossburg	
State Line Junction.	

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 -----	{ Hump Yard, 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, Engine Dispatcher's Office, Coaling Plant.
Blossburg -----	Telegraph Office.

MOVEMENT OF TRAINS.

All trains or engines, occupying main track at Tioga Junction, awaiting the arrival of westward trains from Main Line, that back to Lawrenceville, will clear at a point 2000 feet west of Tioga Junction station 5 minutes before the time of such trains. All trains arriving at Tioga Junction off Lawrenceville Branch, proceeding westward will clear the time of other westward main line trains of the same or superior class 5 minutes, at a point 2000 feet west of Tioga Junction station, unless advised by the Superintendent in writing that the expected train has not passed Jackson Summit.

SIDINGS.

	Car Capacity	
	EASTWARD	WESTWARD
C N Cameron -----	125	
Q Z Addison -----	125	125
R X Magees -----	125	125
V O Siding, Elmira -----	135	99
Southport -----	108	134
X Y Siding, Waverly -----	125	84
L R Siding, Owego -----	125	82
V R Campville -----		125
K Z Liberty St., Endicott -----	115	83
B D Tower, Binghamton -----	125	77
G Y Kirkwood -----		125

The meeting point for trains at Tioga Junction is the main track Junction switch.

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

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.

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

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.

Exception to this rule is made as follows:

It will be necessary to secure permission to cross over at the crossovers named below:

Hornell Yard—	N I Canisteo Opposite hump yard, Hornell yard, crossover between main tracks and between new westward lead and Westward main track.
	V N Crossover
Binghamton Yard—	J B Crossover D H Crossover Charles Street

YARD LIMITS. Indicated by signs.

Hornell
Corning
Elmira
Waverly
Endicott
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.

V.N. Crossover to Cass St., Hornell Yard.

ZY Tower to Canisteo, Hornell Yard.

Painted Post to AQ Tower, Corning Yard.

Chestnut St. to east end of Corning Yard.

HO Tower to 5th St., Elmira Yard.

Waverly.

Endicott.

B D Tower, Binghamton, to D. H. crossover, Binghamton Yard.

MOVEMENTS NOT PROVIDED BY TIME TABLE.

In double track territory, between Hornell and Susquehanna, extra trains, except passenger extras, will proceed without train orders.

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

Trains scheduled to run from Tioga Junction to Lawrenceville and return will be considered as moving in the direction indicated over the time of such trains. When more than one section, following sections will not pass Tioga Junction until the preceding sections have returned from Lawrenceville.

RULES GOVERNING MANUAL BLOCK SYSTEM AND INTERLOCKING

Effective July 1, 1930

Indications of manual block signals do not convey information as to the condition of that part of a block within yard limits. It must be understood that a clear block, displayed at a manual block station at and extending to a block in which there are yard limits, indicates condition of the block outside of yard limits only.

RULES GOVERNING AUTOMATIC BLOCK SYSTEM AND INTERLOCKING

Effective July 1, 1930

Between Hornell and Susquehanna, Susquehanna Division, 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.

TELEPHONE TRAIN ORDER SIGNALS

Westward.

Auto. Sig.	199-1 K Great Bend
	204-1 G Y Kirkwood
	211-1 D H Binghamton
	216-1 J B Binghamton
	221-1 E Q Endicott
	223-1 K Z Liberty St., Endicott
	227-1 V R Campville
	235-1 L R Siding, Owego
	253-1 X Y Siding, Waverly
	255-1 W Waverly Station
	260-1 J T Chemung
	265-1 U R Wellsburg Crossover
	269-1 M J Southport
	286-3 R X Magees
	289-1 X G Magees Tank
	291-1 S Painted Post

296-3 IX Erwins
 301-1 DI Addison
 302-1 QZ Addison Siding
 308-1 UO Rathbone Crossover
 321-1 AP Adrian

Eastward.

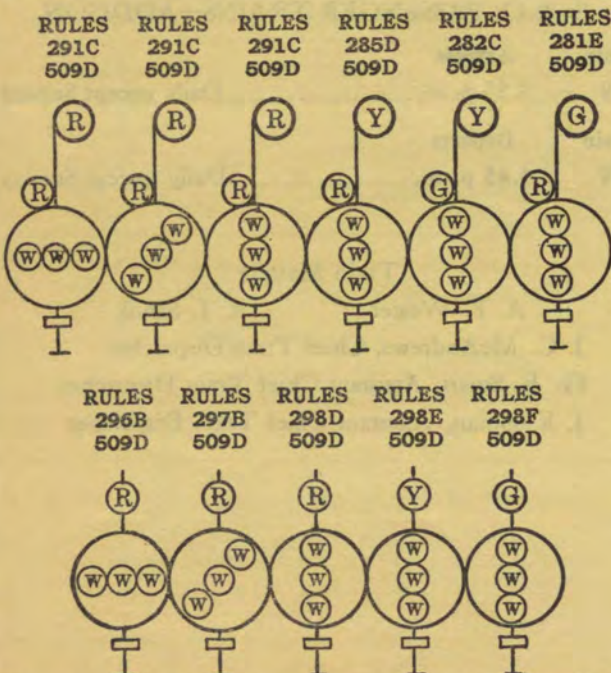
321-2 AP Adrian
 308-2 UO Rathbone Crossover
 302-2 QZ Addison Siding
 301-2 DI Addison
 296-4 IX Erwins
 291-2 S Painted Post
 289-2 RX Magees
 274-2 VO Siding, Elmira
 271-2 JF Southport
 265-2 UR Wellsburg Crossover
 261-2 JT Chemung
 255-2 W Waverly
 253-2 XY Siding, Waverly
 235-2 LR Siding, Owego
 228-2 VR Campville
 224-2 KZ Liberty St., Endicott
 221-2 EQ Endicott
 216-2 Binghamton
 212-2 DH Binghamton
 204-2 GY Kirkwood
 200-2 K Great Bend

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

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

Z Y Tower
 Cameron
 A Q Tower, Corning
 H O Tower
 O G Tower, Owego
 B D Tower, Binghamton
 S R Tower

Position Light Telephone Train Order Signal. A position light unit attached to pole below upper unit.



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.

RATING FOR ORDINARY TRAINS

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

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL

Train control device is in service at all signals governing main line movements on Susquehanna Division. Commencing at westward automatic signal 191-1, just west of Susquehanna Station, up to and including westward home signal at Block No. 1, Hornell Yard; and at eastward home signal, 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 signal 241-2, Tioga Centre, east, which is 140 feet, and signal 224-2, KZ, which is 110 feet.

Open inductors are in service on engine dispatching tracks at Susquehanna, Binghamton, Elmira, P. R. R. Engine House Elmira, Corning and Hornell; also on south rail, Rochester Division, at Painted Post and at Avon, engine dispatching track. Enginemen are required to acknowledge passing over one of these inductors and take automatic brake application over the other.

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

1. Double-headed behind an engine the train stop device of which is in working order.
2. Dead, in freight train.
3. When train control device fails between terminals seal will be broken on cutout cock, train control device cut out, and report will be made to Superintendent at first point of communication and train will proceed in accordance with instructions received. In the event prevailing weather conditions interfere with visibility of signals, trains will proceed under caution from point where device fails to point of communication with Superintendent.
4. Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals, under protection of Erie pilot, will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

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

INSTRUCTIONS FOR ENGINEMEN STARTING UP

To latch up Actuator and Brake Valve Rotary: First, Headlight Generator must be running. Second, Main Reservoir must be pumped up. Third, Reset Button

must be depressed for two seconds. Fourth, Brake Valve Handle must be moved to full service position, thus latching up handle to rotary valve.

ACTUATOR

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

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

BROKEN AIR PIPES

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

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

ACKNOWLEDGING CONTACTOR

When desiring to acknowledge, acknowledger handle must be pulled down before passing a caution or stop signal. It must not be held down for more than fifteen seconds, as an automatic application will result. When the engine passes the signal which is at caution, or stop, the acknowledger handle must be pulled down and released after whistle stops blowing or inductor has been passed.

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

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

CONTROL CUTOUT COCK

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

LIGHT DEFECT

With train control in service and a short occurs on the light circuit it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, 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.

DEFECTS OR FAILURE OF APPARATUS

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

D. & H. PASSENGER TRAINS—BINGHAMTON

Train	Arrives
302	12.05 p. m. Daily except Sunday
308	8.35 p. m. Daily
Train	Departs
305	7.20 a. m. Daily except Sunday
313	8.50 a. m. Sunday only
309	2.10 p. m. Daily except Sunday

L. V. PASSENGER TRAINS—TIOGA CENTER

Train	Arrives
282	1.24 p. m. Daily
284	7.30 p. m. Daily except Sunday
Train	Departs
281	8.19 a. m. Daily except Sunday
283	4.03 p. m. Daily except Sunday
293	4.04 p. m. Sunday only

L. V. PASSENGER TRAINS—WAVERLY

Train	Arrives
571	4.17 p. m. Daily except Sunday
Train	Departs
570	4.23 p. m. Daily except Sunday

B. & O. PASSENGER TRAINS—ADDISON

Train	Arrives
78	3.55 p. m. Daily except Sunday
Train	Departs
79	4.45 p. m. Daily except Sunday

Train Masters

- A. F. Wester A. J. Sanok
- J. C. McAndrews, Chief Train Dispatcher
- G. E. Stuart, Assistant Chief Train Dispatcher
- J. Klopman, Assistant Chief Train Dispatcher

SUSQUEHANNA DIVISION

Distance from Hornell	STATIONS AND SIDINGS	EASTWARD TRAINS									
		FIRST CLASS									
		6	28	P. R. R. 8412	458	18	2	22	464	P. R. R. 8418	456
		Daily	Daily	Daily Except Sunday	Saturday Only	Daily Except Sunday	Daily	Sunday Only	Sunday Only	Daily Except Sunday	Daily Except Saturday Sunday
	NEW YORK..... A	A.M. 7.54	P.M. 5.54				P.M. 7.34	P.M. 11.24			
139.7	SUSQUEHANNA A N <small>2.2</small>	A.M. 2.42	A.M. 11.53	A.M.	P.M.	P.M. 5.42	P.M. 2.27	P.M. 5.40	P.M.	P.M.	P.M.
137.5	S R TOWER..... N <small>1.5</small>	2.31	11.44			5.30	2.16	5.30			
136.0	HICKORY GROVE..... <small>4.5</small>										
131.5	GREAT BEND..... N <small>5.6</small>	2.23	11.35			s5.20	2.08	s5.20			
125.9	KIRKWOOD..... <small>8.7</small>										
117.2	D. L. & W. R. R. BINGHAMTON..... N <small>2.7</small>	2.05 s1.57	11.10		12.30	s4.30	1.51 s1.43	s4.33			4.40
114.5	JOHNSON CITY..... <small>5.9</small>				s12.23	s4.10		s4.15			s4.30
108.6	ENDICOTT..... D <small>6.5</small>	1.47			11.55	s3.55	s1.32	s3.58			4.05
102.1	CAMPVILLE..... <small>6.9</small>										
95.2	OWEGO..... N D. L. & W. R. R. <small>5.7</small>	1.32				s3.35	s1.14	s3.40			
89.5	TIOGA CENTRE..... <small>3.9</small>					s3.15		s3.20			
85.6	SMITHBORO..... <small>2.6</small>					f3.01		f3.13			
83.0	BARTON..... <small>6.9</small>					f2.51		f3.07			
76.1	WAVERLY..... N <small>4.8</small>	s1.12				s2.40	s12.51	s2.58			
71.3	CHEMUNG..... <small>5.8</small>					s2.22		s2.48			
65.5	WELLSBURG..... <small>6.1</small>					s2.07		s2.38			
59.4	SOUTHPORT JUNC. N <small>0.9</small>	12.52		9.46		1.46	12.32	2.28		4.02	
58.5	ELMIRA..... N <small>4.0</small>	s12.50		s9.43		s1.44	s12.30	s2.26		s3.56	
54.5	H O TOWER..... N <small>0.6</small>	12.38		9.32		1.16	12.21	2.11			
53.9	HORSEHEADS..... <small>5.2</small>					s1.14		s2.09			
48.7	BIG FLATS..... <small>5.8</small>					f1.04		f2.01			
42.9	MAGEES..... <small>1.8</small>										
41.1	CORNING..... N N. Y. C. R. R. <small>1.9</small>	s12.24				s12.50	s12.07	s1.52	4.00		
39.2	PAINTED POST..... <small>3.9</small>	12.17				s12.45	12.00	s1.44	s3.50		
35.3	ERWINS..... <small>5.3</small>										
30.0	ADDISON..... N <small>5.1</small>	s12.07				12.30 s11.38	s11.50	s1.06			
24.9	RATHBONE..... <small>5.1</small>					f11.30		f12.51			
19.8	CAMERON MILLS..... <small>2.6</small>					s11.15		s12.44			
17.2	CAMERON..... N <small>8.4</small>	11.51				s11.03	11.34	s12.30			
8.8	ADRIAN..... <small>4.6</small>										
4.2	CANISTEO..... <small>4.2</small>	11.36				s10.43	11.19	s12.14			
	HORNELLS..... L N	11.31				10.30	11.14	12.01			
	ALLEGANY DIV..... A	11.25					11.07				
	BUFFALO DIV..... A	11.20					11.05				
		P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
		6	28	8412	458	18	2	22	464	8418	456

SUSQUEHANNA DIVISION

EASTWARD TRAINS

FIRST CLASS

STATIONS AND SIDINGS	EASTWARD TRAINS									
	FIRST CLASS									
	468	8	10	480	P. R. R. 8420					
Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily						
NEW YORK A		P.M. 11.54	A.M. 3.24							
SUSQUEHANNA A N	P.M.	P.M. 6.51	P.M. 10.19	P.M.	P.M.					
2.2 S. R. TOWER N		6.47	10.08							
1.5 HICKORY GROVE										
4.5 GREAT BEND N		6.39	10.00							
5.6 KIRKWOOD										
8.7 D. L. & W. R. R. BINGHAMTON N		6.22 s6.20	9.43 s9.26							
2.7 JOHNSON CITY										
5.9										
ENDICOTT D		*6.10	s9.14							
6.5 CAMPVILLE										
6.9 OWEGO N		5.55	s8.56							
D. L. & W. R. R. 5.7										
TIOGA CENTRE										
8.9 SMITHBORO										
2.6 BARTON										
6.9 WAVERLY N		5.35	s8.34							
4.8 CHEMUNG										
5.8 WELLSBURG										
6.1										
SOUTHPORT JUNC. N		5.18	8.12		11.00					
0.9 ELMIRA N		s5.15	s8.10		s10.57					
4.0										
H O TOWER N		5.02	7.53		10.35					
0.8 HORSEHEADS										
5.2 BIG FLATS										
5.8 MAGEES										
1.8 CORNING N	4.10	s4.47	s7.39							
N. Y. C. R. R. 1.9										
PAINTED POST	s3.58	4.29	7.19							
3.9 ERWINS										
5.3 ADDISON N		s4.19	s7.09							
5.1										
RATHBONE										
5.1 CAMERON MILLS										
2.6 CAMERON N		3.56	6.53							
8.4 ADRIAN										
4.6 CANISTEO		s3.41	s6.38							
4.2 HORSELL L N		3.28	6.30							
ALLEGANY DIV A		3.20								
BUFFALO DIV A				7.50						
	P.M.	P.M.	P.M.	P.M.	P.M.					
	468	8	10	480	8420					

SUSQUEHANNA DIVISION

Distance from Jersey City	STATIONS AND SIDINGS	WESTWARD TRAINS									
		FIRST CLASS									
		5	463	P. R. R. 8409	7	447	467	477	P. R. R. 8403	1	P. R. R. 8405
		Daily	Sunday Only	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday
	NEW YORK L	P.M. 7.30			P.M. 11.30				A.M. 8.10		
191.6	SUSQUEHANNA L N	A.M. 12.39	A.M.	A.M.	A.M. 4.55	A.M.	A.M.	A.M.	P.M. 1.23	P.M.	
193.8	S. R. TOWER N	12.50			5.06				1.32		
195.3	HICKORY GROVE										
199.8	GREAT BEND N	12.57			5.14				1.39		
205.4	KIRKWOOD										
214.1	D. L. & W. R. R. BINGHAMTON N	s1.13 1.22			s5.32 5.42	6.15			s1.54 2.01		
216.8	JOHNSON CITY					s6.26					
222.7	ENDICOTT D	*1.32			*5.53	6.40			s2.14		
229.2	CAMPVILLE										
236.1	OWEGO N	1.47			s6.12				s2.29		
241.8	TIOGA CENTRE										
245.7	SMITHBORO										
248.3	BARTON										
255.2	WAVERLY N	*2.07			s6.37				s2.51		
260.0	CHEMUNG										
265.8	WELLSBURG										
271.9	SOUTHPORT JUNC. N	2.24		4.41	6.55			10.15	3.08	4.59	
272.8	ELMIRA N	s2.35		s4.52	s7.12			s10.18	s3.17	s5.10	
276.8	H O TOWER N	2.40		5.00	7.18				3.22	5.16	
277.4	HORSEHEADS										
282.6	BIG FLATS										
288.4	MAGEES										
290.2	CORNING N	s3.00	3.30		s7.44		8.00		s3.41		
292.1	PAINTED POST		s3.37				s8.07				
296.0	ERWINS										
301.3	ADDISON N	3.14			s8.01				s3.57		
306.4	RATHBONE										
311.5	CAMERON MILLS										
314.1	CAMERON N	3.29			8.17				4.12		
322.5	ADRIAN										
327.1	CANISTEO	3.44			s8.34				*4.27		
331.3	HORSELL A N	3.51			8.45				4.33		
	ALLEGANY DIV L	3.57			8.50				4.43		
	BUFFALO DIV L	4.20					9.00		4.48		
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
		5	463	8409	7	447	467	477	8403	1	8405

SUSQUEHANNA DIVISION

WESTWARD TRAINS

FIRST CLASS

STATIONS AND SIDINGS	9		27									
	Daily	Daily										
	A.M.	P.M.	P.M.	P.M.								
NEW YORK L	9.40	2.10										
SUSQUEHANNA L N 2.2	3.31	8.07										
S. R. TOWER N 1.5	3.44	8.21										
HICKORY GROVE 4.5												
GREAT BEND N 5.6	s3.54	8.29										
KIRKWOOD 8.7												
D. L. & W. R. R. BINGHAMTON N 2.7	4.10	s8.45 9.00										
JOHNSON CITY 5.9												
ENDICOTT D 6.5		s9.14										
CAMPVILLE 6.9												
OWEGO N D. L. & W. R. R. 5.7		s9.33										
TIOGA CENTRE 3.9												
SMITHBORO 2.6												
BARTON 6.9												
WAVERLY N 4.8		s9.56										
CHEMUNG 5.8												
WELLSBURG 6.1												
SOUTHPORT JUNC. N 0.9		10.14										
ELMIRA N 4.0		s10.30										
H O TOWER N 0.6		10.36										
HORSEHEADS 5.2												
BIG FLATS 5.8												
MAGEES 1.8												
CORNING N N. Y. C. R. R. 1.9		s10.55										
PAINTED POST 3.9												
ERWINS 5.3												
ADDISON N 5.1		s11.12										
RATHBONE 5.1												
CAMERON MILLS 2.6												
CAMERON N 8.4		11.28										
ADRIAN 4.6												
CANISTEO 4.2		11.45										
HORNELL A N 4.2		11.55										
ALLEGANY DIV L												
BUFFALO DIV L												
	P.M.	P.M.										
	9	27										

TIOGA DIVISION

EASTWARD TRAINS

WESTWARD TRAINS

SECOND CLASS

SECOND CLASS

			254	256		STATIONS AND SIDINGS		255	253		
			Daily	Daily	Distance from Hoytville		Distance from Elmira	Daily	Daily		
			A.M.	P.M.				P.M.	A.M.		
				12.30	60.9	A. ELMIRA L. N	0.0	11.00			
				12.10	57.7	3.2 STATE LINE JUNC	3.2	11.15			
				11.55	53.8	3.9 PINE CITY	7.1	11.27			
						1.5					
				11.45	52.3	SEELEY CREEK D	8.6	11.42			
				11.25	49.0	3.3 MILLERTON	11.9	11.59			
				11.15	46.1	2.9 TROWBRIDGE	14.8	12.07			
						2.4					
				11.05	43.7	JACKSON SUMMIT D	17.2	12.22			
						6.0					
				10.20	37.7	TIOGA JUNCTION	23.2	12.45			
						3.4					
				10.00	41.1	LAWRENCEVILLE N	26.6				
				9.45		3.4					
				9.25	37.7	TIOGA JUNCTION	23.2	12.50			
						3.8					
				9.15	33.9	TIOGA D	27.0	1.05			
						0.9					
					33.0	BERRY'S BRIDGE	27.9				
						7.8					
				8.30	25.2	MANSFIELD D	35.7	2.05			
						4.9					
				7.30	20.3	COVINGTON D	40.6	2.30			
						4.7					
				5.20	15.6	BLOSSBURG D	45.3	2.50	2.55		
						3.9					
				5.05	11.7	ARNOT D	49.2		3.15		
						10.8					
				4.25	0.9	MORRIS D	60.0		3.55		
						0.9					
				4.15	0.0	L. HOYTVILLE A	60.9		4.05		
			A.M.	A.M.				A.M.	A.M.		
			254	256				255	253		

MORRIS RUN BRANCH

EASTWARD TRAINS				WESTWARD TRAINS			
SECOND CLASS				SECOND CLASS			
		250				249	
		Daily	Distance from Morris Run	STATIONS	Distance from Elmira	Daily	
		A.M. 6.20	3.6	A. BLOSSBURG L D	45.2	A.M. 5.30	
			Single Track	3.6			
		6.00	0.0	L. MORRIS RUN A	48.8	5.45	
		A.M.				A.M.	
		250				249	

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. J. Frank Dinnen 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.	" 715 "	206 Main St.	" 715 "
Hornell	Dr. J. R. Kelly	27 Elm St.	" 196 "	27 Elm St.	" 196 "
Hornell	Dr. George E. Taylor	37 Church St.	" 103 "	37 Church St.	" 103 "
Addison	Dr. Horace E. Auringer	Main St.	" 67 "	Maple St.	" 67 "
Corning	Dr. Thos. L. McNamara	217 E. Market St.	" 101 "	175 E. First St.	" 1476 "
Elmira	Dr. Arthur W. Booth	222 W. Church St.	" 7161 "	408 W. Water St.	" 20316 "
Elmira	Dr. C. G. Zimmerman	306 E. Church St.	" 21127 "	306 E. Church St.	" 21127 "
Elmira	Dr. Thos. J. Burke (Oculist)	303 W. Church St.	" 21734 "	303 W. Church St.	" 21734 "
Waverly	Dr. F. H. Spencer	423 Park Avenue	" 206 "	423 Park Avenue	" 206 "
Owego	Dr. Eugene Bauer	233 Front St.	" 193 "	233 Front St.	" 193 "
Binghamton	Dr. Howard P. Griffin	143 Court St.	Dial 20039	Stratford Place	" 8420 "
Binghamton	Dr. F. M. Miller	143 Court St.	Dial 20039	143 Court St.	" 39 "
Susquehanna	Dr. W. J. Condon	Odd Fellow Bldg.	No. 235 R-2 Bell	425 Grand St.	" 239 "
Susquehanna	Dr. D. J. Peck	Odd Fellow Bldg.	" 132 R-2 "	203 Willow Avenue	" 13-R-2 "
Susquehanna	Dr. R. C. Davis	207 Main St.	" 249 "	505 Broad Ave.	" 124-R-4 "
Blossburg	Dr. John R. Davies	Main St.	" 20-F "	Main St.	" 20-F "