ERIE RAILROAD COMPANY

EASTERN DISTRICT

Susquehanna and Tioga Divisions and Branches

Time Table No. 48

Effective 12:01 A. M.

SUNDAY, APRIL 26, 1953

FOR EMPLOYES ONLY

EASTERN STANDARD TIME

48

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 NOVEMBER 30th, 1952

STANDARD CLOCKS.

Hornell	Fast Freight Yard Office, Telegraph Office, Engine Dispatcher's Office.
Gang Mills	Yard Master's Office.
Elmira	General Foreman's Office.
Waverly	Telegraph Office.
Binghamton	Telegraph Office.
Susquehanna	Telegraph Office, New Terminal Office, Fueling 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.

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.

SPEED RESTRICTIONS

	Miles per hour
Passenger trains (on unrestricted track)	70
Freight trains	50
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.	
Trains handling wrecking derrick	30
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Trains handling dead steam engines	20
Dead steam engines Hornell Yard Bridge 33.66 over Canisteo River on Ryans Track	10
Dead steam engines must not be handled West End of Hump or over Hump and must not pass one another or road type diesels on tracks 10 to 19 inclusive Hornell Westbound Old Yard.	
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 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
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

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

1. 10 MPH over bridge 330.66, Canisteo River Bridge, Hornell Yard, on Ryan track.

2. 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.

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

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

Freight trains 30
Light Engines or with caboose only 25
Trains handling wrecking derrick, 8 wheel swivel truck, cranes, steam shovels and other similar pivoted machinery 20
Conductors will notify engineers before leaving terminals whether or not such equipment in train and Engineer will not leave terminal until so notified.
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.

SNOW FIGHTING EQUIPMENT

20,750 Gallon capacity tanks 057008 and 057009 have been equipped as snow plows and not permitted to operate.

10,000 Gallon capacity tanks 057010 and 057011 have been equipped as snow plows and are permitted to operate.

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.

CAMERON MILLS, N. Y.

Pump House Track (Trestle only)

HORSEHEADS, N. Y.

Main track turnout at station

ELMIRA, N. Y

Hankins Container
American LaFrance Coal Track
Elmira Coal Co. Trestle
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

ROAD SWITCHER ENGINES SERIES 900 TO 1400 INCLUSIVE MUST NOT OPERATE ON THE FOLLOWING INDUSTRIAL TRACKS IN ELMIRA YARD:

Remington Rand Co.
Ward LaFrance Co.
American Bridge Co.
Fritch Coal Co.
Harris-McHenry Lumber Co.

In addition engines in series 1100 above 1140 are restricted from operating on all trestles in ELMIRA Yard territory.

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.

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.
Gang Mills	Yard Master's Office.
Elmira	General Foreman's Office.
Waverly	Telegraph Office.
Binghamton	Telegraph Office.
Susquehanna	Telegraph Office, New Terminal Office, Fueling Station Office,
Blossburg	Freight Station Office.

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.

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

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.

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
Cameron, N. Y., Station switch	M. P. 314.15
Adrian, N. Y., Station switch	M. P. 322.48

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.

SIDINGS.

	Car Capacity EASTWARD	WESTWARD
Q Z Addison	126	125
Gang Mills	160	160
V O Elmira	123	121
Southport	105	
X Y Waverly	119	80
L R Owego	125	
V R Campville		129
K Z Endicott	129	
B D Binghamton	168	

CROSSOVER MOVEMENTS.

Operation of Crossover Movement—Main Track Switches, Owego.

Permission must be received from Train Dispatcher. After securing permission to use crossover, carefully ob-

serve 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 cross over from one main track to another, permission will first be obtained, except in Hornell, Binghamton and Susquehanna yard limits.

Exceptions to this rule as follows:

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

V N Crossover	Hornell
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.

YARD LIMITS. Indicated by signs.

Hornell
Gang Mills
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.
Gang Mills

REMOTE CONTROL SWITCHES AND SIGNALS

All main track switches "JF" Southport Jct. and Second St. Elmira controlled by operator "FS" Elmira.

All main track switches and No. 1 Yard switch "SR" west end Susquehanna Eastward yard controlled by Operator at "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 stopped by a "STOP" signal, a member of crew will immediately communicate with Operator.
4. 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.

ELECTRICALLY LOCKED SWITCHES
located at:

OWEGO
Derails Oil Spur
Crossover to Lehigh Valley Railroad off Westward Main Track.

GANG MILLS YARD

All main track switches M.P. 289 east of Post Creek Crossover to M.P. 294.93 "RG" Crossover.

To operate these switches see special instructions posted at the location.

A white light is located on instrument housing at "RG" and "GN" crossovers Gang Mills.

Trains or Engines working in the vicinity and seeing light lighted will contact Dispatcher as this signal may be used to call train employes to telephone.

SPRING SWITCHES:
located at:

East End of Eastward Siding, Gang Mills
West End of Westward Siding, Gang Mills
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.

Switches are 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 as posted at location.

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.

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.

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 AUTOMATIC BLOCK SIGNAL SYSTEMS AND INTERLOCKING RULES.
Effective November 30th, 1952

Between Hornell and Susquehanna Automatic Block Signal System Rules will govern.

Trains operating in Automatic Block Signal System territory governed by Telephone Train Order Signals may run with the current of traffic, upon signal indication, which signal indication supercedes 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.

Between Lawrenceville and Blossburg Manual Block Signal System Rules will Govern.

TELEPHONE TRAIN ORDER SIGNALS.

Westward

Auto. Sig. 199–1 K Crossover, Great Bend
216–1 J B Crossover, Johnson City
220–1 E Q Crossover, Endicott
253–1 X Y Siding, Waverly
255–1 W Crossover, Waverly
260–1 J T Crossover, Chemung
292—1 G N Gang Mills
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
294—2 R G Gang Mills
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

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

See Rule 221, Rules of the Operating Department, effective November 30th, 1952.

Cass St. Tower, Hornell
Z Y Tower, Hornell
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, Rules of the Operating Department, effective November 30th, 1952.

Tioga
Mansfield
Covington

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

Addison	7:30	A.M.	to 11:30	A.M.
	12:30	P.M.	to 4:30	P.M.
Endicott	9:00	A.M.	to 12:30	P.M.
	1:30	P.M.	to 6:00	P.M.
*Great Bend	7:00	A.M.	to 11:30	A.M.
	12:30	P.M.	to 4:00	P.M.
*Tioga	7:00	A.M.	to 11:00	A.M.
*Mansfield	7:00	A.M.	to 11:00	A.M.
	Noon		to 4:00	P.M.
*Covington	7:00	A. M.	to 11:00	A. M.
	Noon		to 1:30	P.M.
*Biossburg	7:00	A.M.	to 11:00	A.M.
	Noon		to 4:00	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.

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 Dairymen 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 Our 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 platform South Lead.
Ice conveyors over south lead at Icing Plant.
Ice chutes over both north and south lead tracks.
Wire crossing and roof over coal track at the plant of the New York State Electric & Gas Corp.
Overhead steel frame of Cinder Loader at Power House over Cinder Track.
All tracks entering roundhouse and shop buildings.

CANISTEO, N. Y.

Bridge H-326.55, eastward 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.

ELMIRA, N. Y.

Wire crossing American Bridge Co., powerhouse trestle.
Door opening Hankins Container.
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-200.16, 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.
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.

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

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

AUTOMATIC TRAIN STOP SYSTEM

Automatic Train Stop System Rules effective November 30, 1952 will govern between Westward Automatic signals 191-1 Susquehanna up to and including Westward Automatic Signal 331-1 at Block 3 Hornell Yard, and at Eastward Signal 331-2 Block 3 Hornell Yard up to and including 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 dwarf signal on hump yard lead East end 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, Gang Mills and Hornell. Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

TO PLACE EQUIPMENT IN OPERATION

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

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.

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.

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

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.

GOVERNOR CHECK LIGHT

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)

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	116 E. First St.	6-6441	175 E. First St.	6-7911
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'ngtn 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. P. M. Berzito	Main Street	143-J	N. Williamson Rd	143-M

SUSQUEHANNA DIVISION

EASTWARD TRAINS

FIRST CLASS

Distance from Hornell	STATIONS AND SIDINGS		6 Daily	28 Daily	2 Daily	8 Daily Except Sunday	80 Sunday Only	P.R.R. 596 Daily Except Sunday	P.R.R. 598 Sunday Only
	NEW YORK	A	A.M. 7.37	P.M. 5.44	P.M. 6.14	P.M. 10.54	P.M. 11.24		
			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
139.7	SUSQUEHANNA (2.2)	A N	2.55	11.28	1.11	5.51	6.22		
137.5	S R TOWER (6.0)		2.50	11.23	1.06	5.46	6.17		
131.5	GREAT BEND (14.3)	D	2.42	s11.15	12.58	5.38	6.08		
117.2	D. L. & W. R. R. B D Tower (2.7) BINGHAMTON	N N	L 2.29 A 2.15	L10.55	L12.42 A12.31	L 5.22 A 5.07	L 5.52 A 5.44		
114.5	JOHNSON CITY (5.9)								
108.6	ENDICOTT (13.4)	D	* 2.06		s12.20	s 4.55	s 5.34		
95.2	OWEGO (D. L. & W. R. R. 5.7)		1.52		*12.03	4.38	5.18		
89.5	TIOGA CENTRE (13.4)								
76.1	WAVERLY (4.8)	N	* 1.33		*11.41	s 4.18	s 4.58		
71.3	CHEMUNG (5.8)								
65.5	WELLSBURG (6.1)								
59.4	SOUTHPORT JUNC (0.9)		1.16		11.21	3.57	4.38	11.24	11.21
58.5	ELMIRA (F S Tower 4.0)	N N	s 1.14		s11.19	s 3.55	s 4.36	s11.20	s11.18
54.5	H O TOWER (0.6)	N	1.01		11.08	3.40	4.28	10.48	11.01
53.9	HORSEHEADS (5.2)								
48.7	BIG FLATS (8.2)								
40.5	CORNING (1.0)		s12.47		s10.53	s 3.23	s 4.11		
39.5	PAINTED POST (9.5)		12.42		10.48	3.16	4.06		
30.0	ADDISON (10.2)	D	12.32		s10.38	s 3.00	s 3.50		
19.8	CAMERON MILLS (16.9)								
2.9	Z Y TOWER (2.9)	N	12.05		10.08	2.30	3.20		
	HORNELL	L N	12.01		10.04	2.25	3.15		
	ALLEGANY DIV	A	11.51		9.54	2.10	3.00		
			P.M.	A.M.	A.M	P.M	P.M.	P.M.	P.M.

SUSQUEHANNA DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from Jersey City	STATIONS AND SIDINGS	5	P. R. R. 595	7	1	27
		Daily	Daily	Daily	Daily	Daily
	NEW YORK L	P.M. 7.15		P.M. 10.58	A.M. 8.15	P.M. 1.10
		P.M.	A.M.	A.M.	P.M.	P.M.
191.6	SUSQUEHANNA L N	11.58		4.33	1.14	7.22
	2.2					
193.8	S. R. TOWER	12.10		4.50	1.30	7.26
	6.0					
199.8	GREAT BEND D	12.17		4.57	1.37	f 7.35
	14.3					
214.1	D. L. & W. R. R. B D Tower N	A 12.30		A 5.11	A 1.50	A 7.50
	BINGHAMTON N	L 12.46		L 5.36	L 2.01	
	2.7					
216.8	JOHNSON CITY					
	5.9					
222.7	ENDICOTT D	*12.57		s 5.51	s 2.13	
	13.4					
236.1	OWEGO	1.11		s 6.09	* 2.29	
	D. L. & W. R. R. 5.7					
241.8	TIOGA CENTRE					
	13.4					
255.2	WAVERLY N	* 1.31		s 6.37	* 2.50	
	4.8					
260.0	CHEMUNG					
	5.8					
265.8	WELLSBURG					
	6.1					
271.9	SOUTHPORT JUNC	1.48	5.12	6.56	3.08	
	0.9					
272.8	ELMIRA N	s 2.01	s 5.24	s 7.18	s 3.17	
	F S Tower N					
	4.0					
276.8	H O TOWER N	2.06	5.32	7.23	3.22	
	0.6					
277.4	HORSEHEADS					
	5.2					
282.6	BIG FLATS					
	8.2					
290.8	CORNING	s 2.31		s 7.54	s 3.43	
	1.0					
291.8	PAINTED POST	2.33		7.56	3.45	
	9.5					
301.3	ADDISON D	2.43		s 8.11	s 3.58	
	10.2					
311.5	CAMERON MILLS					
	16.9					
328.4	Z Y TOWER N	3.13		8.41	4.28	
	2.9					
331.3	HORNELL A N	3.18		8.53	4.36	
	ALLEGANY DIV L	3.28		9.05	4.46	
		A.M.	A.M.	A.M.	P.M.	P.M.

TIOGA DIVISION

EASTWARD TRAINS									WESTWARD TRAINS				
SECOND CLASS									SECOND CLASS				
			256		Distance from Blossburg	STATIONS AND SIDINGS		Distance from Gang Mills	255				
			TUESDAY THURSDAY SATURDAY						MONDAY WED. FRIDAY				
			P.M.						A.M.				
			2.15		37.1	A GANG MILLS L		0.0	7.00				
						11.6 Via N.Y.C.							
			1.45		25.5	LAWRENCEVILLE N		11.6	7.30				
						7.2							
			1.15		18.2	TIOGA D		18.8	7.55				
						8.7							
			12.45		9.6	MANSFIELD D		27.5	8.55				
						4.9	Single Track						
			12.15		4.7	COVINGTON D		32.4	9.15				
						4.7							
			12.01		0.0	BLOSSBURG D		37.1	9.30				
						3.6							
						L MORRIS RUN A							
			P.M.						A.M.				

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

Train	Arrives	
1906	12:33 P.M. (Liberty St.)	Daily
1910	10:23 P.M. (Liberty St.)	Daily

Train	Departs	
1915	7:02 A.M. (Liberty St.)	Daily
1903	2:12 P.M. (Liberty St.)	Daily

D. & H. PASSENGER TRAINS—BINGHAMTON

Train	Arrives	
208	8:10 P. M.	Daily

Train	Departs	
205	6:30 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. Frisbee ..... 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
101 Gang Mills	293
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 Gang Mills, N. Y.	Station No.
— Gang Mills, N. Y.	293
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		

Susquehanna and Tioga Divisions—Floyd Jackson, Jr., 3rd at HO tower just returned from vacation, with C. M. Decker relieving. Sister Ann Packer, 1st at Hornell Telegraph is back on the job after a sojourn in Florida.

Temporary vacancy 3rd at Waverly awarded to B. G. Mulholen and permanent relief at FS tower assigned to R. R. Elliott.

With the advent of DST April 30, there will be numerous changes in the local passenger schedule. Former Erie trains Nos. 7 and 8 will be the only through trains operating over the former Erie line entirely. Erie 1 and DL 3 will be combined at Hoboken and run through Scranton to Binghamton thence Erie line to Chicago as well as her counterparts Erie 2 and DL 6, with spur service being furnished between Hoboken and Binghamton over old Erie line and between Elmira and Buffalo over old Lackawanna route. The same combination of trains will apply to Erie 5 and DL 7 as well as Erie 6 and DL 8, and they will run from Chicago to Hoboken through Scranton with an Elmira to Buffalo NKP connection both ways.

PAUL H. JONES.

Canadian National Rys., Div. 43

Prince Albert Division—Several Prince Albert Division members attended O.R.T. meeting at Saskatoon Division, Bessborough Hotel, March 19. G.C. Bro. Easterbrook and G.S.T. Bro. Chapman also four District Chairmen, Bros. Russell, Wert, Wheatley and myself present. I expect to hold several meetings on the Division during 1961. First one slated Prince Albert, May 7. Congratulations to Bro. Harold Beck, former cashier, Melfort, promoted to freight department at Prince Albert.

Gerber. Glad to have you back, Dorthy.

L. V. KROIS.

Portland Division — Write-up time again, I must be getting older, time sure gets away from me. I guess the most interesting news I have to report is the chain reaction from the loss of Agencies Mt. Angel, Brooks, Veneta, and Myrtle Point.

Mt. Angel—Rhodes to Agt. W. Stayton, N. H. Sorenson to 1st Lebanon, Hewitt to 2nd Drain, Gallegos to 3rd Roseburg, Telford to Ex Bord.

Brooks—Sperle to Agt Lyons, J. W. Thompson to 3rd Lebanon, Sweet to Ex Board and leave of absence.

Veneta—Carsen to Agt Oakland, Revolinski to 3rd Coos Bay, Telford to 3rd Roseburk, Darby to Ex Board.

Myrtle Point—Kooth to Agt Myrtle Creek, Pinkston to 1st Coquille, Sauve to Ex Board and 29-day leave.

At write-up time the Extra Board numbers 22 with two on L/A, two on vacation and one in military service. Three working. Viva la Automation.

J. E. GIRARD.

Coast Division—Thanks to the patrons of S.P. at Santa Clara who sucessfully fought to keep the agency open. Agent Paul Moore's years of courteous and attentive service to the community paid off. His successor Dick Cortez carries on.

Time flies on. Thirty-nine years of it for Agt Earl S. Hawkins who signed his timecard and said goodbye to lifetime of railroading. Ex-Dispr. Jim Willits is holding down King City until high bidder shows up.

Leverman M. S. Schumacher, College Park and H. M. Foster, 4th St. SF., are making the commuters happy by keeping a high green. A. J. Donnery pinch hit for Harry the last 2 months.