Immensity Of Erie Railroad Relocation Project Entails Step-By-Step Strategy By State DPW

Moving the equivalent of a good-sized mountain is the task of the New York State Department of Public Works as it undertakes the re-routing of a major railway in Corning.

This is the first in a series of articles prepared by the State Department of Public Works to explain the Erie Relocation project in Corning. The second "Operation Embankment" will appear on Tuesday.

Taking the Erie tracks out of the heart of the city to parallel the DL&W line, plus related work on crossings, streets, railroad stations, state highways, and utilities, adds up to the biggest single project ever engineered in the history of the department.

Slated to cost nearly $10 million, the Corning job is so complex that 236 sheets of blueprints are required to cover all details.

Here is some indication of the immensity of the project: If all the dirt dug on this job were loaded on trucks holding three cubic yards each, and the trucks were placed bumper to bumper, the resulting line-up would extend from Corning to Mount Palomar, Cal., where one of the Crystal City's great achievements is now serving mankind.

Step-by-step Strategy

Because of the vast amount of work to be done, the State Department of Public Works has prepared a step-by-step schedule of operation, as carefully planned as a military campaign.

The entire project will be under the direction of Herman F. Brumm, district engineer in charge of the Department's Hornell office. Representing the Lane Construction Corporation will be Grenville D. Helmer of Lake Worth, Fla., project manager for the contracting concern. They will operate from field offices which will be conveniently located and will [illegible] build.

Bertram D. Tallamy, State Superintendent of Public Works, outlining the project, pointed out that a wide variety of work awaits the contractor, and most of it will be located within the city limits. The schedule is arranged to avoid, as much as possible, interfering with the business and other activities of area residents.

"This is characteristic of all planning of the public works department", he stated. "In all cases we carefully consider the rights and welfare of persons involved. This project is a community benefit, and it would hardly be logical to impair the normal activities of Corning people any more than necessary while work is under way".

On The Agenda

ERIE PROJECT
(Continued On Page Six)

12:05 a. m. today by Police Officers Chester Stanton and Edward Wishinsky who complained that he forced the prowl car which they were operating off the pavement when he attempted to pass two other cars on North Pine Street.

Willsey was traveling north on North Pine at the time and the police car was headed south. Willsey was finally stopped by the officers on Baker Street.

A hearing in the case will be held in city court on April 26 at 10 a. m.



Erie Project

(Continued From Back Page)

Step No. 1 on the operating schedule is the extension of Spruce Street in the city of Corning. Now only one block long, between Sly Avenue and Bridge Street, Spruce will be lengthened two blocks west to Dodge Avenue, and east to join Baker Street near Lackawanna Street.

These additions will give access to the residential section north of the Delaware, Lackawanna and Western passenger station, if allowed to remain where it now stands, would be on the wrong side of its tracks. Moreover, the station at present is directly in the proposed path of the Erie and Lackawanna.

The new site is between Princeton Avenue and Hornby Road on the north side of the tracks. Step No. 2 in the construction strategy calls for construction of the station's new foundation there.

Next, workers will grade the new Erie railroad right-of-way from Sly Avenue to Hornby Road. Along this path the station will be skidded, later, to its new home.

In order to maintain Delaware, Lackwanna and Western passenger traffic while constructing pedestrain subways at Bridge Street and Sly Avenue, the contractor will build a temporary passenger station, driveways, and platforms south of the existing tracks at the property of Levere Lehman. The station will be used during such time as the existing station is being relocated.

At the same time, Delaware, Lackawanna and Western crews will construct a detour which will run from a point on Dwight and Reynolds avenues easterly to Sly Avenue This detour will provide undisturbed railway service during construction work in the general area. officials of the State Department of Public Works explained. It will be put in use as far east as Sly avenue immediately upon completion of the temporary station.

The detour will be built to the south of the present tracks to Hornby Road, from which it will follow the north side of the tracks to the vicinity of Flint Avenue, where it will cross again to the south side of the tracks as it approaches Sly Avenue.

During a later phase of the construction, the detour will be extended beyond Sly Avenue along the south side of the present tracks to a point near Delaware Avenue, where it will join the existing line.

Moving the Delaware, Lackawanna and Western passenger station to join its new bottom half will be the next task, and will be under the direction of engineers from Delaware, Lackawanna and Western railroad. Driveways, platforms, and other necessary station facilities will be completed in this phase of the operations.

Starting construction of underpasses for Dodge and Reynolds Avenues is next on the agenda, but the part of Dodge Avenue in line with the station moving will not be completed until the station has passed that point.

Step No. 7 is the completion of abutments and wingwalls for these two underpasses. In erecting superstructures, preference will be given to finishing DL&W bridges in order to restore train operations over permanent alignment as soon as possible.

The Dodge Avenue undercrossing, to be 48 feet wide, will provide room for both railroad tracks. The span of the structure will be 60 feet, which will allow street for Dodge Avenue under both tracks.

Superstructures will be of the the through plate girder type. One span, 60 feet long, primarily 53 feet wide, will carry both tracks of the DL&W on the north side of the bridge.

Erie tracks will run on the south side of the bridge on two separate spans, each of which will be 16 feet wide, and will carry the east and west bound tracks respectively.

Spaces between these three independent structures will be open. Abutments will be of reinforced concrete installed on piling foundation material, with concrete wingwalls extending back from the abutments parallel to the railroad tracks.

The esthetic design of the wingwalls is simple and functional, with three set-back planes.

Meanwhile, the contractor will start working on the Bridge Street and Sly Avenue pedestrian subways to the north of the DL&W main line tracks. Work era will also continue grading for the DL&W detour from Sly Avenue eastward.

The two subways will add something of a metropolitan touch to the city of Corning.

Entrances, known as "kiosks," will be constructed of reinforced concrete with an overhanging roof and glass block skylights. Passageways will be lined with tile, and subways will be eight feet square with light units at 12 foot intervals.

At Sly Avenue, the subway will be located approximately on a line with the present westerly sidewalk. It will extend for 115 feet beneath both railroads. The north entrance stairs, with their protective walls, will run parallel to the railroad tracks on the descent to the subway level. Entrance to the stairs will be from the easterly sidewalk. The south entrance will be on line with the subway itself so that the westerly sidewalk will lead directly to it.

Bridge Street Subway

The Bridge Street subway, owing to the existing grade of the street, will also be built on a down grade from north to south. The tunnel portion of the subway will be on a line approximately 12 feet to the east of the easterly curb line of the street and parallel to it. The subway will be about 150 feet long.

While the south ends of the subways are being built, Bridge Street will be closed both to pedestrians and vehicles. Sly Avenue will be closed to vehicles only, and a sidewalk detour will be constructed on the west side of the avenue. Hornby Road will remain open for access to the temporary DL&W station.

Next, DL&W trains will start rolling over the detour west of Sly Avenue, thus allowing the contractor to finish the northerly ends of the pedestrian subways. These completed, the DL&W will resume operations over the main line tracks to permit construction of the Erie railroad passenger station platforms, retaining walls and other parts of the plaza and approaches to the station. The new station will be located on the south side of the tracks between Sly Avenue and Bridge Street.

Subways and undercrossings are scheduled to be finished by December 1, 1950, so that trains will not have to use the detour during the winter months.

Tomorrow

"Operation Embankment"

PAINTED POST

Amateur Thespians At PPHS..



All set for a charge are some of the Seniors at Painted Post High School who are shown at rehearsal for their play, "The Charm School" which will be presented at the school auditorium on Wednesday, Thursday and Friday evenings at 8 p. m. Top row left to right: Dale Casterline, Thomas Peet, Newell Potter. Bottom row: Carl Frost, Jerry Havens, Rodney Tallman and Charles Swan.

Mrs. Patrick To Host Bureau Unit

A lesson on making rayon dresses will be given when members of the Hillvue Home Bureau unit meet Tuesday at 8 p. m., at the home of Mrs. Hazel Patrick, Forest View, Painted Post.

Painted Post Briefs

Mrs. Goerge A. Richardson of Forest View, Painted Post, is convalescing today at Robert Packer Hospital, Sayre, Pa. after undergoing an operation there Saturday morning.

Coopers Residents Entertain Friends

COOPERS PLAINS — Mr. and Mrs. Clifford Ellison were hosts to the following recently freshments served to: Mr. and Mrs. Joseph Warner, Mr. nd Mrs. Walter Harris, Mr. and Mrs. Edwin Helsong, Mr. and Mrs. George W. Cole, and Mr. and Mrs. Leo Halm.

BRIEFS

Mr. and Mrs. Earle McGowan have returned home after spending a few days with their daughter and family, Mr. and Mrs. Monro Veazie at Newark, Ohio.

Mr. and Mrs. Joseph Warner were recent callers at Westfield, Pa. —Mrs. Jennie Deirfey has returned to Campbell after spending at week at the home of her daughter, Mrs. Earle McGowan, —Mr. and Mrs. John Shaver, daughter Cheryl of Honeyoye Falls spent Monday with relatives here.

Mr. and Mrs. Richard Peterson entertained with a family dinner recently. Those present were: Mr. and Mrs. David Isbee and sons, Charles and Paul; Mr. and Mrs. Bruce Conrad of Bath, Mr. and Mrs. Fred Miller of Corning, Mrs. Belle Allard and Miss Elma Jane Peterson.

Mr. and Mrs. Chester Smith and Miss Nellie Smith called on relatives in Jasper Yan recently. —Mrs. Donald Modisher, and daughter Christine of Girard, Pa., are spending a few days with her parents, Mr. and Mrs. Frank Pierce.

Mrs. Corey Will Host WOTM Unit

Members of the Academy of Friendship of Women of the Moose will meet at 8 p. m., at the home of Mrs. Bessie Corey, 147 East Erie Avenue, it was announced today.

Griffing Addresses Exchange Club

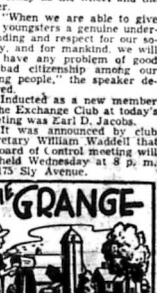
Speaking today before members of the Exchange Club of Corning, Carl Griffing principal of Northside Grammar School told his audience that "It is the object of the public school today to teach not only the three R's but also the application of those subjects to the life of our society."

"We feel that more important to our children than merely memorizing names or dates" he declared, "is the development of an appreciation of man and his achievements; whether a concept of government, a basic religious ethic, or such ancient contributions to our comfort today as the wheel and the lever.

"When we are able to give our youngsters a genuine understanding and respect for our society, and for mankind, we will not have any problem of good or bad citizenship among our young people," the speaker declared.

Inducted as a new member of the Exchange Club at today's meeting was Earl D. Jacobs.

It was announced by club secretary William Waddell that a Board of Control meeting will be held Wednesday at 8 p. m. at 175 Sly Avenue.



Another Grange Essay Contest has been announced — the 2nd Annual Highway Essay competition. Your Grange Lecturer can furnish all the details, and with the closing date on June 15th, anyone interested should begin at once. In brief, the subject will be "Youth's Responsibility in Highway Safety", not more than 800 words, eligible who are Grange members in good standing, and not older than 18 years on June 15 of this year.

Last year Laura Potter, a 14-year older from Saratoga County was national winner. She received an all-expense trip to the annual sessions at Sacramento, Calif., and a $50 Savings Bond. This year the award will be a trip to Minnesota, accompanic by one parent, and a $100 bond. The State prize will be $15 — both national and state there are lower valuable prizes for runner-ups. In addition to all this, both the subordinate and state lecturers usually sends a national prize winner will each receive a $100 bond. Better get busy.

Apple Blossom Festival in the Hudson valley seems to be one of the first of the season's events to celebrate the round the state. Dutchess County Grangers are busy picking a candidate for the county festival on April 9, and one of these will be chosen as a queen who will participate at the Valley affair in Kingston May 6 and 7. If they can find one as pretty as an apple blossom, she'll be a beauty.

Lecturers' Schools will be held in four convenient places through the state beginning at Ithaca, Bibbins Hall, April 25-26, and moving over to Canisteo Grange Canfered for April 27-28. Each session will occupy two days, from 10 a. m. to 4 p. m. Luncheons wi" be provided, and reservations are requested. Next month there will be two more held at Gouverneur Grange, Gouverneur, May 9-10; and at Newtonville Methodist Church, Albany (4 miles north of the city) on May 12-13.

Subjects to be covered according to State Lecturer Florence Pickett, will include Birdsfoot Trefoil, Rural Life Sunday, Publicity, Music and Recreation, Discussion Tactics and Lecturer Opportunities. State Master Sherwood and other personnel will attend and advance information indicates an enthusiastic series of sessions.

Map Plans For Erie RR Relocation . . .



Carl Wilson, city superintendent of public works, confers with Lane Construction Company officials [illegible] Monday at the Rogers Stephen Hotel. The Meriden firm construction firm is the low bidder on the Erie Railroad relocation project here. Shown left to right are Carl Parsons, one of the company's assistant superintendents; George Brewer, company district engineer; G. D. Helmer, project superintendent; and Mr. Wilson.

New Erie Right-Of-Way Will Run Parallel To Lackawanna Railroad Through Corning City

Corning will be the scene of activity aplenty for some time to come, as the grade crossing elimination project progresses.

While some crews are working on the railroads in the downtown section, others, outside the city, will start beating the path for the Erie railroad along the east and north sides of the Chemung River.

Much of this new embankment, south of the city, will run adjacent to the existing DL&W route on the left bank of the river.

Because there will be little interference with the railroad or traffic, the contractor will have considerable freedom in determining where these operations begin and how fast they are advanced.

The narrows of the river are due for a widening, however, before the embankment in that area can be completed. Dredging will range to a depth of 15 feet, particularly along the west bank, and much of the resulting material will become a part of the embankment on the east side.

Building the embankment in this section will also wait until the existing dike is moved to the west. The new levee will extend from a point on the present dike about midway between the East Market Street bridge and the highway bridge now being completed at Denison Park. To be constructed on a line parallel to and 150 feet west of the present dike, it will extend generally northward to the sharp bend in the river at Beach Street. Material from the old dike and from dredging operations will compose the new bank.

This is the second in a series of articles prepared by the State Department of Public Works to explain the Erie Relocation project in Corning. The third "Operation Embankment" will appear on Wednesday.

The Tioga River will also come in for its share of dredging in a 3-4 mile section extending from the Gang Mills road southwesterly to Patterson Crossing on Route 17. Here the river will be dredged to depths ranging to more than 10 feet, and the channel will be widened to 370 feet. Material from the dredging will be used to construct a dike on the left bank of the Tioga.

Once work described in the first installment is completed and the river widening is well under way, most of the remaining work can be scheduled to take best advantage of the weather and the vast array of equipment the contractor will employ.

Gum-shoe View

Sidewalk superintendents who want an early view of the work might go along on an imaginary tour from one end of the project to the other.

As we gum-shoe through, brief descriptions of the type of work, structures, and other details will be given as they are encountered.

Starting point on this eight-mile meander is about two miles southeast of the new bridge over the Chemung River, near the timber trestles which were built following the 1946 flood.

The work on this huge project begins at a point about 400 feet east of the end of the temporary trestle on the present line of the Erie at the big bend in

(Co

** Rockwell

Erie Project

(Continued From Back Page)

enough for two Erie tracks. Dredging material will be used for fill, and the exposed face of the embankment will be protected by concrete bag or stone riprap to a point two feet above the high water mark. The outer slope will have a rise of one foot vertical in two feet horizontal.

Unusual goings-on will accompany the embankment building, when workers install a facing to protect this slope from erosion and scar.

Cloth bags, such as are used in concrete, will be filled with a dry mixture of gravel, sand and cement. These bags will then be placed by hand in rows, in much the same way that bricks are laid.

As the bags are placed they will be stitched together by driving rods of 3-8 inch diameter through them so that the rods will overlap and make a continuous reinforcement.

After the bags are tamped into place, water will be sprayed over the entire riprap area, soaking into the dry concrete which then hardens.

The finished riprap then has the appearance and characteristics of a stone wall in which all the stones are of the same size with rounded joints and join-

Sheet steel piling driven into the river bed and stone fill will help protect the toe of the embankment slopes. A few sections will be protected by placing stone embankment slopes. A few sections will be protected by placing stone riprap in the conventional manner, but bag concrete type riprap will cover most of the embankment.

No major structures will be needed in the area between our starting point and the new bridge leading out of Denison Park, but numerous culverts and other drainage structures will be built.

A concrete culvert will be located at Gorton Creek, and a short distance north of that a farm crossing over both railroads will be provided at the Robert Gorton farm.

Corning's face lifting process will become more apparent as our tour of inspection nears the new highway bridge.

By the time the work reaches this point, the embankment will be in place on the east side of the river in the narrows section. On the west side a new dike will have been constructed, and the stream channel widened and deepened. The substation of the New York State Gas and Electric Company will be relocated to a site adjacent the city's water department storage yard at Canisteo Street.

On the Gibson side of the river, a new bridge will be built to carry the Erie tracks over Narrows Creek. One of the many new bridges slated for Corning, it will run west of the present DL&W structure. It will have a span of 27 feet and its deck will be constructed of 24 inch I-beams encased in concrete. New concrete retaining walls paralleling the creek will provide a channel between the two bridges and a spillway into the river west of the new half of the bridge.

Continuing our tour northward from the East Market Street bridge we will find the new Erie embankment protected not only by concrete bag riprap, but rock filled slope and sheet steel piling. The latter will give added protection against the scouring action of the Chemung River from the Bridge Street bridge to the mouth of Post Creek, where the river bends sharply.

Continued Wednesday

New Bridges, Streets Will Be Constructed As Work Progresses On Erie RR Relocation

Work on eight new railroad bridges, eight city streets, one viaduct, and two railway stations will be compressed in a distance of two and one-half miles that makes up the second lap of our imaginary tour of the Corning project.

This is the third in a series of articles prepared by the State Department of Public Works to explain the Erie Relocation project in Corning. The fourth "Operation Embankment" will appear on Thursday.

Our first travel talk took us from the east end of the job to the mouth of Post Creek. Starting where we left off, we will proceed in this article westerly to Hammel Street in the village of Riverside.

Major improvements on Post Creek will be part of this $10 million project. A new low-water stage channel will straighten out its present winding course.

The new channel, designed to facilitate normal flow, will run from the mouth of the creek to the DL&W bridge. Old channels will be filled in.

Continuing our armchair engineering, we will follow the Erie embankment from the mouth of Post Creek to a point approximately on line with Marne Street.

Here, a single track spur will curve away from the main line, crossing Post Creek to enter an interchange yard between the Erie and New York Central railroads.

The new bridge over which it will pass will have a central girder structure will take the Erie over the New York Central line at the point where it is joined by the interchange spur.

At Baker Street, the relocated railway will run over a concrete arch bridge having a normal span of 50 feet but set at an angle of some 20 degrees to the street.

Proceeding westward, we should find that, by this time, Spruce Street has been extended, pedestrian subways completed at Bridge Street and Sly Avenue, and work well advanced on the new Erie Railroad station.

To be located on the south side of the new tracks, between Bridge and Sly, the new station will be a one story brick structure and functional in design.

The main part of the building, parallel with the tracks, will be 150 feet long. It will be approximately 50 feet in depth, with a wing about 30 feet square at each end. Facilities will include a large waiting room, ticket and express offices, record vault, mail room, and all necessary modern conveniences.

A 16 foot subway will lead from the waiting room under the east-bound track, up a stairway, to emerge on a platform between the two tracks. The platform will be 1000 feet long, with a 320 foot canopy over the section near the station. Track level will be about 13 feet above the street. A plaza, parking lot and access drives will complete the lay-out.

Street work will come next on our trip as we approach Dodge Avenue, where the new Erie underpass should by now be completed.

The avenue, to curve northward on new location, will join Princeton Avenue just north of Wardell Street. This new section of Dodge, to boast 40 foot concrete pavement, curbs, and sidewalks, will be somewhat below the existing ground level.

The westerly end of the Spruce Street extension will be similarly sunk, requiring that parts of Flint Avenue and Wardell Street be closed off where they intersect the two lowered streets.

In this section of the city, betwee Hornby Road and Princeton Avenue, will stand the relocated DL&W station. The area surrounding the station will be developed into access drive and parking areas similar to those at the new Erie station. The DL&W station will be located at approximately the same elevation as the tracks. A flight of stairs will be conveniently located at the easterly end of the station platform to give access to Dodge Avenue adjacent the existing underpass structure at that point.

Just west of the DL&W station the new line of the Erie will start gradually swinging away from the DL&W tracks. By the time we reach Reynolds Avenue, the distance between the two railroads will be approximately 130 feet.

Two new structures will be over Reynolds Avenue. They will be similar through plate girder bridges of 60-foot span and about 30 feet wide, with concrete abutments and wings.

The avenue, to be lowered, will be reconstructed from a point 150 feet south of Buffalo Street northweard to Franklin Street.

Because of its lower grade, one block of Wardell Street between Reynolds and Pritchard Avenues will also be re-built.

Westward from Reynolds Avenue, Buffalo Street will be relocated to parellel the new Erie line. This extension will reach to Centerville Road and will act as a terminal for Dwight, Fuller, Cutler, Townsend, and Balcom avenues south of the tracks.

A new street with 24 foot concrete pavement will be built between Reynolds and Townsend avenues north of the Erie tracks to provide a similar terminal for Dwight, Fuller and Cutler avenues.

As the Erie railroad embankment continues into the village of Riverside, it will still be about 15 feet higher than the existing ground. The new tracks will cross Cutler Creek at a 52 degree angle just north of the present end of Centerville Road. Constructed of two rows of plate girders on five equal spans of 73 feet, the bridge will stretch out 365 feet.

The new tracks will pass over Bill Smith Creek on a 16 foot span concrete culvert.

Farther west, the Erie will pass over East High Street in Riverside on a three span structure which will make a sharp angle with the street. It will be approximately 30 feet wide with a central span of 81 feet flanked by two spans about 40 feet long. The wing-walls will be carried back parallel to the railroad in order to cause the least possible damage to surrounding properties.

Short sections of East High and Hammel streets will be rebuilt near the structure. In addition, a new street will lead westward from Hammel Street toward the railroad where it will bend to parallel the tracks as far as Hart Street.

About 100 feet west of Hart Street a temporary timber trestle will be built at the point where the relocated tracks cross the existing Erie line. This trestle will make possible operation of both new and old lines previous to opening the entire Erie relocation to rail traffic. The Erie railroad will lead from the new westbound track at a point a short distance east of this temporary trestle.

After the new railway is open, portions of the existing route will be used from Hammel Street easterly to give access to the round-house and a new freight house to be located at the west end of W. William Street in Corning.

Widen Dike

Room for the three track railroad interchange yard will be made by widening the present dike which extends from the east end of East Pulteney Street westerly to the New York Central tracks.

A single spur will be the westerly exit from the yard, and will curve to a northerly direction to join the existing New York Central Railroad at the point over which the new Erie tracks will pass on a new structure to be built adjacent to the present DL&W overpass.

The biggest of the 22 new bridges on the Corning job we encounter next. This is the nine span viaduct, 683 feet long, which will carry High Street and its sidewalks over the Erie tracks.

Starting near Lackawanna Street, the new viaduct will connect High Street with the north end of Townley Avenue. It will be of I-beam deck construction with a 24 foot roadway and sidewalks on each side. Five 83 foot spans will cross the Post Creek flood channel, and another 83 foot span at the southerly end will pass over the spur leading out of the interchange yard. Shorter spans at the north end will cross over the Erie and DL&W tracks.

Intersections of High Street with Lackawanna Street, Townley Avenue, and Locust Street will be repaved with concrete at the time the viaduct is built.

Over Post Creek

Just west of this structure, a new 53 foot span arch bridge of concrete will be built to carry the new Erie tracks over Post Creek. It will be a few feet downstream from the present DL&W structure.

Our tour, still following the new Erie embankment next to the DL&W tracks, now enters the "built up" section of Corning. Here a 61 foot span, plate

Television tubes now range in size from 3 inches to 30 inches in diameter. Engineers say they can even be made larger.

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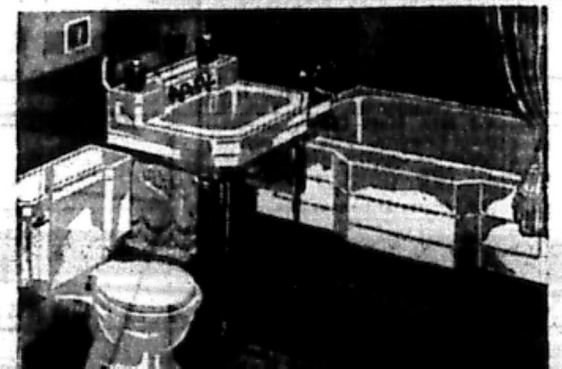
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Leaving Riverside, Erie Railroad Will Run Along Tioga River To New Yards At Gang Mills

Erie railroad crossings and dikes along the Tioga River will figure mainly in the construction work from Hammel Street in Riverside to the west end of the Corning project.

This is the fourth in a series of articles prepared by the State Department of Public Works to explain the Erie Relocation project in Corning. The fifth "Operation Embankment" will appear on Friday.

Continuing our tour towards the end of the relocated line, we follow the railroad embankment as it crosses East Water Street at a 45 degree angle about midway between Hart and Kane Streets.

Here Erie trains will be riding the rails about 15 feet above the surrounding ground, crossing over East Water Street on a three span structure 160 feet long. The street below will dip a maximum of four feet in the vicinity of the structure. East Water Street itself will then receive sidewalks and concrete paving 44 feet wide.

The new path of the Erie will cut across Kane Street, blocking it permanently. However, a new street will connect the southerly ends of Kane and Hart Streets, providing access for residents there.

An industrial rail connection leading westerly to the new freight house at West William Street will cross East Water Street at grade at the intersection of Hart Street.

Parallel to East Water Street and north of it, the new [illegible] westerly on new location for the Ingersoll-Rand Company plant. This spur will continue across First Street on the south side of Chemung Street, connecting with the existing spur a short distance northwest of Imperial Avenue.

Considerable street work will be required in the vicinity of the Ingersoll-Rand plant. Workers will pave a section of East Water Street from the Horton E. Clark property westerly then northerly to a new intersection of First and Chemung streets. Chemung Street will rate a 24 foot concrete pavement from a point northwest of Imperial Avenue southeasterly to First Street. From that point it will run on a line with the existing Erie tracks to a new intersection with Bronson Street.

Much of the work on existing streets in the plant area may be deferred until such time as the new main line tracks are open to rail traffic. In this area the Rochester division spur, as well as numerous industrial sidings, will cross the various streets at grade.

Proceeding westerly from Kane Street, the new Erie main line and the spur leading to the new freight house will continue to a meeting point near the dike on the left bank of the Cohocton River.

A two-barreled concrete culvert will protect existing 24 and 36 inch sewer lines half way between Kane Street and the dike.

A Glance Ahead

Looking ahead on our tour of inspection, and looking still farther ahead to the construction of an urban arterial route for Corning, we approach next a future highway undercrossing adjacent to the north dike of the Cohocton River.

Although at present no road runs below the railway superstructure soon to be built, the New York State Department of Public Works has made provision for this future route.

Two new structures will be built under the present contract to cross the proposed arterial highway. One will carry both tracks of the Erie main line, and the other will bear a single track span which will swing northward to the Rochester division line at Imperial Street.

The two structures will be similar in design and appearance, sharing a common abutment on their southwesterly ends. They will have individual abutments at the opposite ends. Four concrete columns will hold up the main girders of these bridges, and will be built in a 12 foot mall which will separate the twin arteries of the proposed highway.

A future dike will protect this arterial route from flood, but work on the dike or the highway is not included in the current project.

Back to Business

Returning again to our ramble along the railway, we find that the Erie main line tracks will cross the Cohocton River on a six span structure which passes through the northerly tip of an island at the confluence of the Tioga and Cohocton.

Measuring 372 feet long, the bridge will rest on piers whose tops are well above the high water level.

Across the flats to Gang Mills Creek the main line tracks will run on an embankment averaging 20 feet high. Engineers will change the course of the creek for more than 300 feet, channeling it to a new reinforced concrete culvert under the railroad. This culvert will have a span of 16 feet, a height of 18, and a total length, with wingwalls, of about 122 feet. It will be located approximately 300 feet north of the point where the creek empties into the Tioga River.

From this point two new dikes will be constructed. One will lead northwestward for about 600 feet to the existing Erie tracks, and from there will continue southwestward along the tracks to Gang [illegible]

The other dike will start from the new embankment at Gang Mills Creek and extend southwesterly all the way to Patterson crossing. A portion of this dike was previously described in connection with the channel widening of the Tioga at Gang Mills.

Slightly west of the bridge at Gang Mills Creek, the main line tracks will fan out into four tracks providing east bound and westbound passing sidings. From this point on through Gang Mills, the height of the new embankment will gradually diminish as the relocated line nears its junction with the existing track.

The new and the old of the Erie will meet at Gang Mills Road, which will be rebuilt from Lumber Street northward to Route 17 to pass over the railroad tracks.

A three span I-beam deck structure 160 feet long will provide the highway overpass, complete with roadway, safety walks, and metal railings. Beneath will run the five tracks of the railroad.

Mill Street north of Kipp on both sides of the new embankment will be closed when this overpass is completed.

New railroad facilities near Patterson crossing will replace those now located within the city of Corning. Passing sidings and many other tracks leading to the engine terminal just west of Mill Street will augment the two main line tracks.

Probably the most unusual bridge on the entire project will span the Tioga River west of Mill Street.

Sweeping across the stream on approximately a quarter circle turn, the six span structure will carry the single track stem of a wye connection leading from the Erie to the New York Central tracks.

No two of the six spans will be alike. Each will make a different angle with the supporting piers which will all be set parallel to the high water course of the river. Concrete piers and [illegible] will support this 700 foot bridge.

Many of the facilities which were planned for the engine terminal and are included on the [illegible] will not be built under the present contract. This is due to the fact that just prior to March 29, when bids were first scheduled to be received, the Erie Railroad decided to convert to diesel-powered operation.

The lay-out and equipment planned for the engine terminal was designed to service steam operated locomotives. Rather than delay this vitally needed improvement to Corning for several months while new plans could be prepared, it was decided to postpone the receipt of bids to April 12. During that time the necessary adjustments were made in the form of the bid proposals so that the job could go forward.

Construction of engine terminal facilities for diesel operation will be deferred to a later contract. It is expected that these facilities can be located just west of Mill Street in the fork of the wye previously described.

As a result of this proceedure, much time has been saved, the contract work can proceed as planned in other respects, and existing locomotive facilities will serve until such time as the conversion from coal to diesel fuel can be accomplished.

A new freight yard with a maximum of 15 tracks at the widest point will extend from the southwesterly end of the engine yard approximately 3-4 mile to Patterson crowwing. The new tracks will be situated between the present mainline and the new dike to be built along the left bank of the Tioga.

The existing overhead structur carrying Route 17 over the railroad at Patterson crossing will be reinforced and altered slightly to accommodate the new passing sidings and the Newbury run track.

End of the line on our trip into Corning's tomorrow will come about one-half mile south this point the mainline tracks will continue as at present.

Four days have been devoted to this mind's eye meander of the biggest single project of the New York State Department of Public Works. In the fifth and final article a general survey of the work will be presented.

Wellsboroan Dies Suddenly At Williamsport

WELLSBORO, Pa.— Mrs. Helen English Field, matron at the Industrial Home for Women at Muncy, died Wednesday April 26, at the Williamsport Hospital of a cerebral hemorrhage suffered yesterday morning while on her way to work. She was in her usual good health but on awaking complained of a headache which resulted in a fatal shock.

A native of Wellsboro, she was born on May 14, 1893, the daughter of James and Mary Wilson Entelish. She was educated in Wellsboro schools and took part in many civic activities in the town. Her husband, Dr. Fay X. Field died many years ago.

Surviving are two daughters, Mrs. George Derbyshire of Washington and Mrs. T. R. Robinson of Wellsboro, on the nursing staff at Blossburg State Hospital; one grandson, Tom Robinson and one sister, Mrs. [illegible]rick Hamilton of Union, N. J.

Mrs. Field has been busily engaged in making a home for her daughters and in business. When the cafeteria opened in Wellsboro High School, 20 years ago, Mrs. Field was its first manager, a position which she held for many years. Later she became housekeeper at Mansfield State Teachers College, where she remained until a couple of years ago, going to Muncy to be a matron in the Industrial Home for Women.

Mrs. Field was the first worthy matron of Mary Wells Chapter O.E.S. when the chapter was organized in 1929. She was later district deputy grand matron. She was a former member of the Business and Professional Women's Club and many civic and social groups as well as a member of the Presbyterian Church.

The body will be brought to Wellsboro for funeral services and burial.

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PAINTED POST
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Bonady Bros. Market
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CAMERON MILLS
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Construction Crews ...

Sidewalk Superintendents Welcome But Public Asked To Co-Operate During Relocation Job

A three year field day for sidewalk superintendents will open shortly in Corning, as construction crews start moving in equipment for the vast grade crossing elimination project there.

Hundreds of residents will have ringside seats at this $10 million job which passes through the heart of Corning, Riverside, Painted Post, and Gang Mills.

When workers finish the task, no railroad crossings at grade will remain in the Corning urban area, except for a few spurs serving local industries.

Gone, also, will be puffing and chugging steam locomotives on the Erie railroad, which recently announced its decision to convert to diesel operation.

The Corning job, aimed primarily to re-route the Erie, also involves work on bridges, streets, undercrossings, railroad stations, utilities, and rivers and streams.

The public generally is urged to cooperate with the contractor's forces and others engaged in the work. Few realize how much public co-operation can facilitate the early completion of such an involved project. Every effort will be made to conduct the work in a safe and efficient manner.

As the work advances, direction and warning signs will be posted at appropriate points to guide traffic. The New York State Department of Public Works urges all persons to heed these signs not only for their own protection but for that of the many workmen who will be involved in various phases of the job.

Parents in particular are cautioned to instruct their children in safe practices near the construction areas.

As the work progresses, traffic flow will be changed in various locations. The accompanying table summarizes these detours.

The Lane Construction Corporation, Meriden, Conn., will do most of the work, although crews from the three railroads, the City of Corning, and utility companies will also be co-operating.

Construction of a freight house and tracks leading to it is one of the jobs assigned the DL&W railroad.

The railroads will also make necessary track changes, lay new track and restore their signal and communication systems.

The City of Corning will be responsible for replacing water lines and sewers between the street or property lines and various buildings on streets to be restored after the present Erie tracks are removed. A separate contract will cover moving the city pumping station near Denison Park.

Utility companies will take care of the moving of telephone, electric service and other lines wherever necessary.

One precaution being taken is to replace tile pipe under the new Erie railroad embankment with cast iron pipe. Similarly, existing cast iron water mains under the embankment will be recaulked and inspected before being subjected to the additional weight of the new fill.

Changing Scene

Corning's appearance will change considerably, once rail traffic has been diverted to the new Erie line.

Structures to be removed include: the two temporary trestles across the Chemung River east of the city; the Erie railroad bridge near the city park in the vicinity of West William Street; and underpasses at Caton Road and East First Street.

Erie Avenue will be cleared of railroad tracks and the pavement restored at street intersections. After the tracks are removed at East Second and East Third Streets and Watauga Avenue, the grade will be lowered and re-paved to eliminate existing humps at the crossings.

Short sections of Columbia Street on each side of East First Street will be restored to normal grade and paved to eliminate sags in the vicinity of the old underpass. Approximately one block of Pearl Street will also be repaved and the grade lowered.

The grade of the street in the block between River Road and Railroad Avenue will be raised approximately six feet. Paving of this block will include intersections at each end.

Streets to be permanently closed are:

Within the limits of rights-of-way of the DL&W railroad and the relocated Erie railroad: Hart and Bridge Streets, Sly Avenue, Flint Avenue, and Hornby Road in Corning.

Within the limits of the relocated line of the Erie: Dwight, Fuller and Cutler Avenues in the City of Corning; and Townsend Avenue in Corning and Riverside.

Within the limits of the existing right-of-way of the Erie: Balcom and Hart Streets in Riverside, Bronson Street in Painted Post, Mill Street and Gang Mills Road in the Town of Erwin.

Construction of Corning's urban arterial route has of necessity been deferred until after the railroad is relocated. The major east-west arterial route will follow Erie Avenue and the present line of the Erie. The fine new bridge which has been constructed to carry Route 17 over the Chemung River into Denison Park is an example of the modern facilities to be included in the arterial system for Corning. It is expected that construction of other arterial routes can be advanced after the present project is completed.

This is the last in a series of articles prepared by the State Department of Public Works to explain the Erie Relocation project in Corning.

Traffic Schedule Effective During Erie RR Relocation

Following is a schedule of detours and changes in traffic flow, designed to facilitate construction work on the Corning project:

1. During the moving of the DL&W station to its new site, highway traffic will cross the DL&W tracks at Bridge Street, Sly Avenue, and Hornby Road.

2. The Flint Avenue crossing will be closed at the beginning of the operation of moving the DL&W station. Bridge Street will be closed immediately upon completion of the Spruce Street extension to the east.

3. Traffic on High Street in the Denmark section will be maintained until the new viaduct is completed. After that, traffic will be shifted to a temporary detour while the northerly approach is being completed.

4. Traffic will be maintained on two lanes of Baker Street during construction of the railroad arch bridge.

5. Traffic will be maintained over Dwight, Fuller, and Cutler Avenues until the new street and the Reyn- [illegible] are completed.

6. During the work of depressing the roadway on East Water Street under the new undercrossing, highway traffic will detour south of the tracks by Hart Street—new street—Kane Street. North of the tracks, traffic will be detoured via Bronson Street—Hammel Street extension leading over to Hart.

7. During the grade changes of First and Chemung Streets in the vicinity of the Ingersoll-Rand plant, highway traffic will detour over the Hammel Street extension.

8. Railroad traffic on the Rochester division in Chemung Street will be maintained over the tracks while they are being raised. Grade changes to Chemung Street will be made while this work is being done.

9. Erie railroad traffic will not be shifted to the new permanent alignment until all work is completed with the exception of grade changes of First, East Water, and Chemung Streets in Painted Post.

Baptist Musical Scheduled Sunday

A special musical program will be presented at the Sunday evening service of the First Baptist Church in Corning, it was announced today.

The service, which will open at 7:30 p. m., will include a talk by the pastor, the Rev. Lorimer W. Crippen, in which he will conclude the consideration of the Book of Revelation.

On the musical program will be piano solos by Miss Helen Willson and Lillia Crippen, a piano duet by the two musicians, a trumpet solo by Gifford Crippen, a soprano solo by Mrs. Lorimer W. Crippen.

On the average the modern television receiver contains 26 tubes.

Big Flats Chapter To Honor District Officers On May 2

BIG FLATS — Excelsior Chapter No. 323 of Big Flats will entertain Tuesday, May 2 with a reception and banquet honoring the R. W. Mary E. Smith, district deputy grand matron and R. W. Raymond C. Corbin, district grand lecturer of the Chemung, Schuyler and Tioga Districts.

Clara W. Farr, worthy matron and Albert Curren, worthy patron will preside. The banquet will be served at 6:30 p. m. followed by meeting and initiation of candidates at 8 p. m.

Big Flats Church Has New Minister

BIG FLATS — The new minister of the Big Flats Presbyterian Church will be the Rev. Benjamin Klauser now serving the Holley Presbyterian Church.

He will assume his new duties on May 1.

The Rev. Mr. Klauser succeeds the Rev. Harry E. Malick who early in the year removed to another charge. Since that