

ERIE RAILROAD COMPANY
EASTERN DISTRICT

Delaware Division

Time Table No. 17

Effective 12:01 A. M.

SUNDAY, APRIL 25, 1937

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

17

THINK!
THEN
ACT
SAFELY

J. W. GRAVES,
Superintendent

R. H. BOYKIN,
Assistant General Manager

WM. WHITE
General Manager

SPECIAL INSTRUCTIONS

RULES FOR THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930. STANDARD CLOCKS.

Port Jervis.....	{	Telegraph Office Callers' Office Engine Dispatcher's Office
Deposit.....	{	Telegraph Office
Susquehanna.....	{	Telegraph Office Engine Dispatcher's Office at New Terminal S R Tower Coaling Plant

FLAG STOPS.

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

TIME TABLES.

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

SIGNS. Additional to Rule 6.

- D. Day Train Order Office.
- N. Day and night Train Order Office.
- * Conditional stops as follows:

No. 6 will reduce speed to 20 miles per hour at Deposit, Hancock and Callicoon, daily except Mondays and days following holidays to discharge U. S. mail and newspapers,

No. 28 will do milk work at Cochection.

Local passenger trains will stop on signal to receive and discharge passengers as follows:

No. 43, Tusten,	11.08 A. M.
No. 9, Tusten,	1.39 P. M.
No. 45, Tusten,	4.18 P. M.
No. 28, Tusten,	2.00 P. M.
No. 44, Tusten,	3.56 P. M.
No. 34, Tusten,	5.26 P. M.
No. 38, Tusten,	6.39 P. M.

No. 5 will stop at Narrowsburg to discharge passengers, Ridgewood and points east.

No. 22 will operate Sundays only July 11th to August 29th, inclusive.

No. 43 will operate Saturdays and Sundays only July 3rd to September 5th inclusive, also Saturday, May 29th.

No. 47 will operate Fridays only, July 2nd to September 3rd inclusive, also Friday, May 28th.

No. 45 will operate Saturdays only, July 3rd to September 4th inclusive.

No. 44 will operate Saturdays and Sundays only, July 3rd to September 4th except July 4th, and will

run Monday, May 31st, Monday, July 5th and Sept. 6th.

No. 34 will operate Sundays only July 11th to August 29th inclusive, also Monday, May 31st, Monday, July 5th and Sept. 6th.

No. 38 will operate Sundays only, July 11th to August 29th inclusive, also Monday, July 5th and Monday, September 6th.

No. 7 on Sundays will reduce speed to 30 miles per hour at Mill Rift, Pond Eddy, Lackawaxen, Mast Hope, Cochection and Long Eddy to discharge papers.

No. 8 will not carry baggage, mail or express except on Sundays.

No. 1 will stop at Cochection June 25th to Sept. 12th inclusive, to discharge New York passengers.

CLASSIFICATION SIGNALS.

The display of two white flags and two white lights as required under Operating Department Rule 21 will be omitted on all extra trains (except passenger extras) in double or multiple track territory, except Wyoming Division Trains between Lackawaxen and Port Jervis.

Operating Rule D-19 is amplified as follows:

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

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

Running tests provided for in Rule 525 will be made before descending grades as follows

- Eastward---Gulf Summit
- Westward---Gulf Summit

26-B. SPEED RESTRICTIONS.

GENERAL	Miles Per Hour
Passenger trains.....	50
Passenger, express and milk trains when using freight engines.....	40
Freight trains.....	40

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.

Engines must not be operated backward at a speed to exceed 15 miles per hour on curves, over grade crossings or through crossovers, and must not exceed 25 miles per hour at other points. Engines must not be operated backward beyond a point where a turntable or wye is located without special authority from the Superintendent. Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.

Cars having shipments with maximum gross weight of car and lading in excess of 260,000 Lbs, with four axles, and 300,000 Lbs. with six axles, will not be operated except by special instructions.

Class C 1, C 2, C 3, C 3 A, K 2, K 2A, K 4, K 4B, K 5, K 5A, N 1, N 2, N 3, and R 3 engines will not operate in excess of 15 miles per hour over bridge 191 - 24, Susquehanna yard, on the 4th to 8th yard tracks inclusive, north of the westward main track and on the fourth track (boiler shop track) south of the westward main track.

Class 'R' 1 and 2 engines and all classes of 'S' engines are not permitted to operate over bridge 191.24, Exchange street, Susquehanna on the 4th to 8th yard tracks inclusive, north of the westward main track and on the fourth track (boiler shop track) south of the westward main track.

Cars having shipments with maximum gross weight of car and lading in excess of 200,000 Lbs. with four axles and 250,000 Lbs with six axles are restricted to 15 miles per hour over bridge 191.24, Susquehanna yard, on the 4th to 8th tracks inclusive north of the westward main track, and fourth track (boiler shop track) south of westward main track.

Trains hauling wrecking derrick.....	30
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery...	30
Class R-1, R-2, R-3 and N-2 engines handling trains.....	40
J-2 Engines handling trains.....	25
Freight trains handling loaded covered hoppers and loaded series H-43000 and H-44000 cars	40
Loaded cars, carded Form 5432.....	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series H-43000 and H-44000) and freight cars with six wheel trucks as follows:	
Between Susquehanna and Port Jervis.....	30
Trains hauling dead engines.....	20

Conductors will notify engineers before leaving terminals, whether or not such equipment in train and engineer will not leave terminals until so notified.

All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through crossovers.....

Eastward crossover, JA Lanesboro.....	25
Crossovers TU Tusten.....	25
Crossovers BQ Lackawaxen.....	25
J-2, K-2 and K-2-A engines, 2901, 2903, and 2908 must not operate over Conley frogs.	

Class R 1 and 2 and S 1, 2 and 3 type engines shall not exceed a speed of twenty (20) miles per hour over the following bridges:

- Bridge 90.84 Delaware River---Mill Rift.
- " 110.54 Lackawaxen River---Lackawaxen
- " 117.76 Delaware River---Tusten.

Class S-4 engines shall not exceed a speed of twenty (20) miles hour over the following bridges:

- Bridge 90.84 Delaware River---Mill Rift
- " 110.54 Lackawaxen River---Lackawaxen
- " 117.76 Delaware River---Tusten
- " 175.53 Delaware River---Deposit
- " 192.06 Susquehanna River---Susquehanna

"S" Type Engines are not allowed to use the following tracks.

SUSQUEHANNA

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

LANESBORO

- "JA" stone switch.

DEPOSIT

- Wye tracks at MX.
- Woodshed track.
- Stockyard track MX.
- Oquaga Milk Switch.

HALE EDDY

- Station switch.
- Rodis Creek.

HANCOCK

- Pipe line switch.
- Station Switch.

LORDVILLE

- Kilgours prop switch.
- Station switch.
- Bouchoux stone switch.
- Stockport switch.

LONG EDDY

- Station Switch
- Acid Factory.

HANKINS (Station Switch).

- Basket Bridge
- Kellams Bridge

CALLICOON

- "CO" No. 1 and No. 2 stub switch.
- Callicoon crusher switch.
- Hill track at Callicoon.
- Hermans switch.

COCHECTON

- Station switch.

LACKAWAXEN

- Wye track and all tracks leading from wye.
- BQ west siding.

POND EDDY

- Station switch.

	Miles Per Hour
EASTWARD TRACK	
All trains at Coaling Station and SQ, Susquehanna.....	20
R and S engines, over Starrucca Viaduct....	20
Brakes will not be applied or speed changed on this bridge except in emergency.	
All trains Susquehanna, M. P. 192.20 to Gulf Summit, M. P. 183.00.....	30
Curves 227 and 226, M. P. 183.07 to M. P. 182.41, Gulf Summit.....	45
Curves 196 and 195, M. P. 168.06 to M. P. 167.69, 3 mile east of Hales Eddy.....	45
Curves 192, 191, 190 and 189, M. P. 166.33 to M. P. 165.27, Sands and east.....	45
Curve 186, M. P. 164.09 to M. P. 163.88, 1 mile west of Hancock.....	45
Highway crossings, Hancock, 5:00 A. M. to 10:00 P. M.	30
Curve 183, M. P. 163.00 to M. P. 162.73, Hancock	45
Curve 180, M. P. 161.28 to M. P. 161.07, 1 3-4 miles east of Hancock.....	45
Curves 173, M. P. 156.52 to M. P. 156.16, 2 miles east of Stockport.....	45
Curve 168, M. P. 153.82 to M. P. 153.33, 1 mile west of Lordville.....	45
Curve 163, M. P. 151.19 to M. P. 150.60, 1 1-2 miles east of Lordville.....	45
Curves 146 and 145 1-2, M. P. 143.79 to M. P. 143.36, Kellams.....	45
Curve 122, M. P. 130.59 to M. P. 130.06, Cochection.....	45
Curve 118, M. P. 127.59 to M. P. 127.23, Skinners.....	45
Curves 107, 106 and 105, M. P. 123.43 to M. P. 121.57, 2 miles west of Narrowsburg.....	45
Curve 104, M. P. 121.46 to M. P. 121.05 Narrowsburg.....	40
Curve 96, M. P. 118.02 to M. P. 117.83, Tusten	45
Curves 66, and 67, M. P. 107.99 to M. P. 107.52, 1 mile east of BQ, Lackawaxen.....	45
Curve 30, M. P. 106.09 to M. P. 105.64, Shohola	45
Curve 56, M. P. 105.10 to M. P. 104.81: 1 mile east of Shohola.....	45
Curve 52, M. P. 104.26 to M. P. 103.88, 1 3-4 miles east of Shohola.....	45
Curves 48, 47 and 46, M. P. 103.12 to M. P. 102.30, 3-4 mile west of Parkers Glen.....	45
Curves 38 and 37, M. P. 100.87 to M. P. 100.44, 1 mile east of Parkers Glen.....	45
Curve 31, M. P. 98.75 to M. P. 98.47, Pond Eddy	45
Curves 24, 23, 22, 21 and 20, M. P. 96.57 to M. P. 95.51, 1-2 mile west of Rosas.....	45
Curves 18 and 17, M. P. 95.29 to M. P. 94.71, Mongaup.....	45
Curve 4, M. P. 91.26 to M. P. 90.92, Mill Rift...	40
All trains bridge 90.84 to Port Jervis Station.....	40

	Miles Per Hour
WESTWARD TRACK	
All trains Port Jervis Station to bridge 90.84 Mill Rift.....	40
Curve 4, M. P. 90.92 to M. P. 91.26, Mill Rift.	40
Curve 31, M. P. 98.47 to M. P. 98.75, Pond Eddy	45
Curves 37 and 38, M. P. 100.44 to M. P. 100.87, 2 miles west of Pond Eddy.....	45
Curves 46, 47 and 48, M. P. 102.30 to M. P. 103.13, Parkers Glen to 1 mile west.....	45
Curve 52, M. P. 103.87 to M. P. 104.25, west end of OZ Siding.....	45
Curve 56, M. P. 104.83 to M. P. 105.11, 1 mile west of OZ Siding.....	45
Curve 60, M. P. 105.64 to M. P. 106.09, 1-2 mile east of Shohola.....	45
Curves 66 and 67, M. P. 107.52 to 107.99, 1 mile east of BQ, Lackawaxen.....	45
Curve 96, M. P. 117.83 to M. P. 118.02, Tusten	45
Curve 104, M. P. 121.08 to M. P. 121.48, 1-2 mile east of Narrowsburg.....	40
Curves 105, and 106, M. P. 121.57 to M. P. 122.72, 1-4 mile west of Narrowsburg.....	45
Curve 118, M. P. 127.23 to M. P. 127.59, Skinners	45
Curve 122, M. P. 130.06 to M. P. 130.59, Cochection.....	45
Curves 136 and 137, M. P. 139.12 to M. P. 139.80, 4 miles west of Callicoon.....	45
Curve 163, M. P. 150.60 to M. P. 151.19, 4 1-4 miles west of Long Eddy.....	45
Curve 168, M. P. 153.33 to M. P. 153.82, 1-2 mile west of Lordville.....	45
Curve 173, M. P. 156.16 to M. P. 156.52, 3 3-4 miles west of Lordville.....	45
Curve 180, M. P. 161.07 to M. P. 161.28, 2-12 miles west of Stockport.....	45
Curve 183, M. P. 162.73 to M. P. 163.00, Hancock	45
Highway crossings, Hancock, 5.00 A. M. to 10.00 P. M.	30
Curve 186, M. P. 163.88 to M. P. 164.09, 1 mile west of Hancock.....	45
Curves 189, 190, 191 and 192 M. P. 165.27 to M. P. 166.33, 2 miles west of Hancock.....	45
Curves 195 and 196, M. P. 167.69 to M. P. 168.06, 5 miles west of Hancock.....	45
All trains Deposit to Gulf Summit.....	30
Curves 243, 244, 245, 246; 247, 248 249 and 250, M. P. 189.33 to M. P. 192.10: Starrucca Viaduct and west.....	40
R and S engines, over Starrucca Viaduct.....	20
Brakes will not be applied or speed changed on this bridge except in emergency.	
All trains, S Q and Coaling Station, Susquehanna.....	20

SUPERIORITY OF TRAINS.

Eastward trains are superior to westward trains of the same class, except as otherwise provided.

CLEARING OF TRAINS.

First class trains will not leave Susquehanna or Port Jervis without train order or clearance (Form A).

Eastward Delaware and Jefferson Division freight trains will obtain permission from Dispatcher before departing east yard.

TRAIN REGISTERS.

Susquehanna.....	}	Telegraph Office
		Caller's Office
Port Jervis	}	Telegraph Office
		Caller's Office

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 trains 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; 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.

Susquehanna.....	}	Telegraph Office
		Engine Dispatcher's Office
		S R Tower
Deposit.....	}	Engine Foreman's Office
Port Jervis.....		Telegraph Office
	}	Engine Dispatcher's Office
		Callers Office

SIDINGS.

	Car Capacity	
	Eastward	Westward
Rosas.....	125	77
O Z		130
Lackawaxen		55
Tusten	25	33
Pages	25	45
Callicoon.....	125	125
Long Eddy... ..	30	30
Lordville.....		20
Hancock	30	130
M X.....	102	87
Gulf Summit.....	125	

CROSSOVER MOVEMENTS.

When necessary to enter upon main tracks or crossover from one main track to another; permission will be first obtained, except in;

Susquehanna Yard.

This does not relieve enginemen and trainmen from protecting the movement as per Rule 99.

Permission to use main tracks or crossover operated by interlocking plants will be given by signal indications.

YARD LIMITS. Indicated by Signs.

Susquehanna

MOVEMENTS NOT PROVIDED BY TIME TABLE.

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

Eastward freight trains when in the time of westward passenger trains, must regulate the speed or if necessary stop so that engine will not be on Starrucca Viaduct while passenger trains are passing over same

While engines of K, N, R and S class are using one track on Starrucca viaduct bridge 189.46 east of Lanesboro, no other engine of K, N, R and S class shall be allowed on opposite track of viaduct.

TRAFFIC ROUTE CONTROL DISTRICTS

East and westward tracks between "TU" Tusten and "BQ" Lackawaxen, also westward track between "JA" Lanesboro and "GF" Gulf Summit are equipped with Traffic Route Control, trains and engines may proceed on proper signal indications without regard to train or time table rights, against opposing trains or following superior trains; as per Rule D 261 Rules of the Operating Department.

It is forbidden to accept the proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time the train must be protected as prescribed by Rule 99.

RULES GOVERNING AUTOMATIC BLOCK SYSTEM AND INTERLOCKING

Effective July 1, 1930

Between Susquehanna and Port Jervis, Delaware Division, automatic block signal rules will govern.

Trains operating in Automatic Block Signal Districts governed by Telephone Train Order Signals may run with the current of traffic, upon signal indication, which signal indication supersedes time table superiority as per rule D-251, Rules of the Operating Department.

TELEPHONE TRAIN ORDER SIGNALS

Westward.

Auto. Sig. 102-1 O Z Siding
126-1 (NO) Nobodys Crossover
128-1 (PS) Pages
161-1 (KI) Hancock Crossover
169-1 (HF) Roods Creek Crossover
174-1 M X Siding
176-1 (DV) Deposit
187-1 X R Crossover

Eastward

187-2 X R Crossover
176-2 (DV) Deposit
175-2 (MX) Crossover
169-2 (HF) Roods Creek Crossover
162-2 (KI) Hancock
129-2 (PS) Pages
126-2 Nobodys Crossover
103-2 O Z Crossover

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

When telephone train order signals are set at 45 degrees above horizontal, or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite track, signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear of the train clears the crossover. After permission has been received from the Train Dispatcher or Signalman in charge, the train may back over to the opposite track, protecting the movement as prescribed by Rule 99.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

See Rule 221A, Rules of Operating Department, effective July 1, 1930 and revised February 15, 1937.

Lackawaxen
Callicoon
Gulf Summit
Lanesboro
S R Tower, Susquehanna

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

Hancock 7.00 A. M. to 5.00 P. M. and
6.00 P. M. to 7.00 P. M.

RATING FOR ORDINARY TRAINS.

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

AUTOMATIC TRAIN CONTROL

Train control device is in service at all signals governing main line movements on the Delaware Division, commencing at westward automatic signal 89-1 located east of WX, Sparrowbush, up to and including westward home signal at SR Tower and from eastward home signal at SR Tower, up to and including eastward home signal at WX, Sparrowbush.

Controlling inductors are located approximately 70 feet in the rear of each signal.

Open inductors are in service on engine dispatching tracks at Port Jervis, Deposit and Susquehanna; engine men are required to acknowledge passing over one of these inductors and take automatic brake application over the other.

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

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

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

INSTRUCTIONS FOR ENGINEMEN STARTING UP

To latch up Actuator and Brake Valve Rotary: First, Headlight generator must be running; second, main reservoir must be pumped up; third, reset button must be depressed for two seconds; fourth, brake valve handle must be moved to full service position, thus latching up handle to rotary valve.

ACTUATOR

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

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

BROKEN AIR PIPES

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

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

ACKNOWLEDGING CONTACTOR

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

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

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

CONTROL CUTOUT COCK

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

LIGHT DEFECT

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

tion of generator and automatic stop circuit, and if both prove to be in working condition, engineman will proceed without cutting out automatic train control.

DEFECTS OR FAILURE OF APPARATUS.

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

Train Masters

A. F. Wester

C. S. Kinback

J. C. McAndrews, Chief Train Dispatcher

G. E. Stuart, Assistant Chief Train Dispatcher

J. Klopman, Assistant Chief Train Dispatcher

DELAWARE DIVISION

EASTWARD TRAINS

FIRST CLASS.

Distance from Susquehanna	STATIONS AND SIDINGS	EASTWARD TRAINS								
		6	28	44	2	34	38	22	8	10
		Daily	Daily	Saturday and Sunday Note	Daily	Sunday Only Note	Sunday Only Note	Sunday Only Note	Daily	Daily Except Sunday
		A.M.	P.M.	P. M.	P.M.	P.M.	P.M.	P.M.	P.M.	A. M.
	NEW YORK ... A	7.54	5.54	7.09	7.34	8.39	10.24	11.24	11.57	4.27
104.3	PORT JERVIS .. A N	5.20	3.19	4.45	5.04	6.15	7.46	8.50	9.30	1.45
101.8	SPARROWBUSH .. N <small>3.5</small>	5.15	3.14	4.40	4.59	6.10	7.41	8.45	9.25	1.40
100.4	MILL RIFT .. <small>1.4</small>		3.09				7.36			
94.6	ROSAS .. <small>5.8</small>	5.05	2.57	4.30	4.49	6.00	7.24	8.34	9.16	1.30
93.2	POND EDDY .. <small>1.1</small>		2.54				7.21			
89.4	PARKER'S GLEN .. <small>3.8</small>		2.45				7.13			
88.0	O Z SIDING .. <small>1.4</small>									
85.5	SHOHOLA .. <small>2.5</small>		2.36	4.17		5.47	7.06	8.20		
82.6	B Q TOWER ... N <small>3.3</small>	4.48	2.27	4.09	4.32	5.39	6.57	8.10	8.59	1.13
81.5	LACKAWAXEN .. <small>.07</small>		2.26	4.08		5.38	6.56	8.08		
78.5	WESTCOLANG .. <small>3.0</small>						6.49			
76.2	MAST HOPE .. <small>2.3</small>						6.44			
73.0	T U CROSSOVER .. <small>3.2</small>	4.37	1.59	3.55	4.21	5.25	6.38	7.51	8.48	1.01
70.2	NARROWSBURG ... s <small>2.8</small>	4.33	1.55	3.51	4.17	5.21	6.34	7.47		12.58
64.3	SKINNERS .. <small>5.9</small>		1.43				6.23			
62.7	PAGES .. <small>1.0</small>	4.19	1.40		4.05	5.08	6.20	7.31	8.33	12.44
61.7	COCHECTON .. <small>1.0</small>		1.21	3.37		5.07	6.19	7.30		
56.5	CALLICOON .. <small>5.2</small>	4.11	1.13	3.27	3.57	4.57	6.09	7.18		12.36
55.6	C O TOWER ... N <small>0.9</small>	4.10	1.07	3.22	3.53	4.52	6.04	7.12	8.24	12.31
49.6	HANKINS .. <small>6.0</small>		12.59	3.14		4.43	5.55	7.03		
45.3	LONG EDDY .. <small>4.3</small>		12.50				5.46			
39.0	LORDVILLE .. <small>6.3</small>	3.49	12.41	2.56	3.32	4.25	5.36	6.45	8.03	12.10
33.2	STOCKPORT .. <small>5.8</small>									
28.6	HANCOCK ... N* <small>4.6</small>	3.35	12.25	2.40	3.18	4.10	5.21	6.27	7.49	11.56
20.5	HALE EDDY .. <small>8.1</small>						5.08			
15.6	DEPOSIT .. N* <small>4.9</small>	3.17	12.05	2.20	2.58	3.50	5.00	6.04	7.31	11.35
12.2	OQUAGA .. <small>3.4</small>									
8.5	GULF SUMMIT .. N <small>3.7</small>	3.08	11.47		2.46			5.48	7.22	11.22
1.8	LANESBORO ... N <small>6.7</small>	2.54	11.35		2.33			5.35	7.09	11.09
.0	SUSQUEHANNA L.N <small>1.8</small>	2.50	11.30		2.29			5.30	7.05	11.04
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		6	28	44	2	34	38	22	8	10

DELAWARE DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from Jersey City	STATIONS AND SIDINGS	WESTWARD TRAINS							
		FIRST CLASS							
		7	43	1	9	45	27	47	5
		Daily	Saturday and Sunday Note	Daily	Daily	Saturday Only Note	Daily	Friday Only Note	Daily
		P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	NEW YORK ... L	11.30	7.45	8.30	9.40	1.00	2.40	5.00	7.30
87.3	PORT JERVIS ... L.N	2.05	10.10	11.09	12.29	3.20	5.20	7.25	10.12
89.8	SPARROWBUSH ... N	2.10	10.15	11.14	12.34	3.25	5.25	7.30	10.17
91.2	MILL RIFT		10.19		12.38	3.29		7.34	
97.0	ROSAS	2.20	10.27	11.23	12.48	3.37	5.35	7.42	10.26
98.4	POND EDDY		10.31		12.52	3.41		7.47	
102.2	PARKER'S GLEN		10.38		1.01	3.48		7.53	
103.6	O Z SIDING								
106.1	SHOHOLA		10.46		1.11	3.56	5.51	8.01	
109.0	B Q TOWER ... N	2.37	10.51	11.40	1.19	4.01	5.56	8.06	10.44
110.1	LACKAWAXEN		10.54		1.25	4.04	6.01	8.09	
113.1	WESTCOLANG		10.59		1.30	4.09			
115.4	MAST HOPE		11.04			4.14		8.18	
118.6	T U CROSSOVER	2.49	11.09	11.52	1.40	4.19	6.14	8.23	10.56
121.4	NARROWSBURG ... S	2.57	11.15	11.58	1.48	4.25	6.21	8.30	11.01
127.3	SKINNERS		11.24		1.58	4.34			
128.9	PAGES	3.07	11.26	12.08	2.01	4.36	6.31	8.43	11.11
129.9	COCHECTON		11.29	12.11	2.05	4.40	6.34	8.46	
135.1	CALLICOON ... S	3.21	11.39	12.21	2.17	4.50	6.44	8.56	11.22
136.0	C O TOWER ... N	3.23	11.41	12.23	2.19	4.52	6.46	8.57	11.24
142.0	HANKINS		11.51		2.29	5.02		9.05	
146.3	LONG EDDY	3.37	12.00		2.38	5.11		9.13	
152.6	LORDVILLE	3.45	12.09	12.44	2.47	5.20	7.10	9.22	11.45
158.4	STOCKPORT								
163.0	HANCOCK ... N	4.03	12.25	12.59	3.04	5.38	7.26	9.37	11.59
171.1	HALE EDDY					5.50			
176.0	DEPOSIT ... N	4.23	12.45	1.17	3.23	6.00	7.46	9.55	12.16
179.4	OQUAGA								
183.1	GULF SUMMIT ... N	4.39		1.30	3.37		8.00		12.30
189.8	LANESBORO ... N	4.49		1.38	3.46		8.09		12.39
191.6	SUSQUEHANNA A.N	4.52		1.41	3.49		8.12		12.42
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
		7	43	1	9	45	27	47	5

**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.	Time per Mile.	Miles per Hour.
0 min. 51 sec.	70.59	1 min. 20 sec.	45.00	2 min. 11 sec.	27.48	3 min. 25 sec.	17.56
0 " 55 "	65.45	1 " 30 "	40.00	2 " 24 "	25.00	4 " 0 "	15.00
1 " 0 "	60.00	1 " 42 "	35.29	2 " 40 "	22.50	4 " 48 "	12.50
1 " 5 "	55.38	2 " 0 "	30.00	3 " 0 "	20.00	6 " 0 "	10.00
1 " 12 "	50.00						

COMPANY SURGEONS

So far as New York State is concerned, this notice applies to employes in Interstate Commerce only

Dr. J. Frank Dinnen.....Chief Surgeon.....Cleveland, Ohio

LOCATION	NAME	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
Port Jervis	Dr. G. E. Kenny	33 Ferguson Ave.	No. 377	37 E. Main St.	No. 113
Port Jervis	Dr. E. G. Cuddeback	21 East Main St.	" 6	21 East Main St.	" 6
Port Jervis	Dr. H. H. McCrea, (Oculist)	Hubbard Bldg.	" 60	Matamoras	None
Matamoras	Dr. Clare C. Kenny	Bell Apt.	" 454	2nd and Penn. Ave.	" 878
Callicoon	Dr. Geo. R. Mills	Katzmier Bldg.	" 28	Church St.	No. 58-F2
Hancock	Dr. F. M. Woolsey	West Main St.	" 14	West Main St.	" 14
Deposit	Dr. C. M. Axtell	195 Front St.	" 51	195 Front St.	" 51
Susquehanna	Dr. W. J. Condon	Odd Fellows Block	" 235-R-3	425 Grand St.	" 239
Susquehanna	Dr. D. J. Peck	203 Willow Ave.	" 13-R-12	203 Willow Ave.	" 13-R-12
Susquehanna	Dr. R. C. Davis	207 Main St.	" 249	505 Broad Ave.	" 124-R-4
Carbondale	Dr. W. J. Lowrey	Main St.	" 141-J	North Church St.	" 146
Avoca	Dr. J. J. Dougherty	905 Main St.	" 50	905 Main St.	" 50
Scranton	Dr. W. T. Davis	Medical Arts Bldg.	" 2-8895	1616 Jefferson Ave.	" 4-4329
Scranton	Dr. M. M. Williams, (Oculist)	Medical Arts Bldg.	" 5813	1511 Wyoming Ave.	" 4-3428

