

ERIE RAILROAD COMPANY

EASTERN DISTRICT

Delaware Division

Time Table No. 20

Effective 12:01 A. M.

SUNDAY, SEPTEMBER 25, 1938

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

20

THINK!

THEN

ACT

SAFELY

P. M. DONNELLAN,
Superintendent

J. W. GRAVES,
Assistant General Manager

H. D. BARBER,
General Manager

SPECIAL INSTRUCTIONS

RULES OF 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
New Terminal Office
Coaling Plant Office
S R Tower

TIME TABLES.

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

FLAG STOPS.

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. 5 will stop at Narrowsburg to discharge passengers, Ridgewood and points east.

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

No. 7 will reduce speed to 30 miles per hour daily at Cochection to discharge U. S. mail.

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 when instructed by the conductor.

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

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

No. 9, Tusten, 2.39 P. M.

No. 28, Tusten, 3.00 P. M.

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

SPEED RESTRICTIONS.

	Miles Per Hour
Passenger trains.....	50
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 turn table 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, K 2, K 2A, K 4, K 4B, K 5, K 5A, N 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 the 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 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.....	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 except as otherwise provided..... 10

Eastward crossover, JA Lanesboro..... 25

Crossovers TU Tusten..... 25

Crossovers BQ Lackawaxen..... 25

J-2 and K-2 engines, 2901 and 2903, must not operate over Conley frogs.

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

Bridge 90.84 Delaware River---Mill Rift.

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

Bridge 90.84 Delaware River---Mill Rift

“ 175.53 Delaware River---Deposit

“ 192.06 Susquehanna River---Susquehanna

	Miles Per Hour
Port Jervis Station to bridge 90.84, Mill Rift, eastward and westward tracks.....	40
Curve 4, Mill Rift, M. P. 90.92 to M. P. 91.26, eastward and westward tracks.....	40
Curves 17 and 18, east of Rosas, M. P. 94.71 to M. P. 95.29, eastward track.....	45
Curves 20, 21, 22, 23 and 24, east of Rosas, M.P. 95.51 to M.P. 96.57, eastward track.....	45
Curve 31, Pond Eddy, M. P. 98.47 to M. P. 98.75, eastward and westward tracks.....	45
Curves 37 and 38, west of Pond Eddy, M.P. 100.-44 to M. P. 100.87, eastward and westward tracks.....	45
Curves 46, 47 and 48, west of Parkers Glen, M.P. 102.30 to M.P. 103.13, eastward and westward tracks.....	45
Curve 52, west of OZ Siding M. P. 103.86 to M. P. 104.26, eastward and westward tracks...	45
Curve 56, east of Shohola, M. P. 104.81 to M. P. 105.10, eastward and westward tracks...	45
Curve 60, Shohola, M. P. 105.64 to M. P. 106.09 eastward and westward tracks.....	45
Curves 66 and 67, east of BQ, Lackawaxen, M. P. 107.52 to M. P. 107.99, eastward and westward tracks.....	45
Curve 96, Tusten, M. P. 117.83 to M. P. 118.02, eastward and westward tracks.....	45
Curve 104, east of Narrowsburg, M. P. 121.08 to M. P. 121.48, eastward and westward tracks...	40
Curves 105, and 106, west of Narrowburg, M.P. 121.57 to M.P. 122.72, eastward and westward tracks.....	45
Curve 118, Skinners, M.P. 127.23 to M.P. 127.60, eastward and westward tracks.....	45
Curve 122, Cohecton, M.P. 130.06 to M.P. 130.-59, eastward and westward tracks.....	45
Curves 136 and 137, west of Callicoon, M.P. 139.-12 to M.P. 139.80, westward track.....	45
Curves 145 1-2 and 146, west of Hankins, M.P. 143.36 to M.P. 143.80, eastward and westward tracks.....	45
Curve 163, east of Lordville, M. P. 150.61, to M. P. 151.18, eastward and westward tracks..	45
Curve 168, west of Lordville, M. P. 153.33, to M. P. 153.82 eastward and westward tracks . .	45
Curve 173, east of Stockport M. P. 156.22, to M. P. 156.58, eastward and westward tracks....	45
Curve 180, east of Hancock, M. P. 161.07, to M. P. 161.28, eastward and westward tracks...	45
Curve 183, Hancock, M. P. 162.73, to M.P. 163.-00, eastward and westward tracks.....	45

	Miles Per Hour
Curve 186, west of Hancock, M. P. 163.88 to M. P. 164.09, eastward and westward tracks...	45
Curves 189, 190, 191 and 192, west of Hancock, M. P. 165.27 to M. P. 166.33, eastward and westward tracks.....	45
Curves 195 and 196, east of Hale Eddy, M.P. 167.69 to M.P. 168.06, eastward and westward tracks.....	45
Between Deposit and Gulf Summit, westward track.....	30
Curves 226 and 227, east of Gulf Summit, M.P. 182.41, to M. P. 183.07, eastward track...	45
Curves 243, 244, 245, 246, 247, 248, 249 and 250, Starrucca Viaduct and west, M. P. 189.33 to M. P. 192.10, westward track.....	40
Between Susquehanna and Gulf Summit, eastward track.....	30
R and S engines, over Starrucca Viaduct, eastward and westward tracks.....	20
Brakes will not be applied or speed changed on this bridge except in emergency.	
Coaling Station Susquehanna, eastward and westward tracks.....	20
S Type Engines must not operate over the following tracks.	
SUSQUEHANNA, PA.	
Engine storage track.	
Wrecking track.	
Transfer track.	
Dela. & Susq. Divn. cabooses tracks.	
Tracks 11, 12 and 13—Back of clearance Point.	
All tracks freight house to CP.	
Stock yard tracks.	
SQ stub yard tracks.	
LANESBORO, PA.	
JA stone switch.	
Coal track—west of JA	
DEPOSIT, N. Y.	
Oquaga Milk switch.	
Woodshed track.	
Hinmens switch.	
Creamery switch.	
Stock yard track MX.	
Wye tracks MX.	
HALE EDDY, N. Y.	
Station switch.	
Roods Creek.	
HANCOCK, N. Y.	
Pipe line switch.	
Station switch.	

LORDVILLE, N. Y.

Stockport switch.
Kilgours Prop switch.
Stone Dock switch
Bouchoux stone switch.

LONG EDDY, N. Y.

Station switch.
Acid factory switch.
Basket Bridge switch.
Kellams Bridge switch.

CALLICOON, N. Y.

CO No. 1 and No. 2 stub switch.
Crusher switch.
Hill track

COCHECTON, N. Y.

Station switch.

LACKAWAXEN, PA.

Wye track.

POND EDDY, PA.

Station switch.

MILL RIFT, PA.

Station switch.

S engines must not be operated backward through turnout, west end OZ westward siding.

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 clearance (Form A)

Eastward freight trains will obtain permission from Train Dispatcher before departing east yard Susquehanna.

TRAIN REGISTERS.

Susquehanna.. Telegraph Office { First class trains originating and terminating at Susquehanna.

Port Jervis.....Telegraph Office First class trains

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
New Terminal Office
Coaling Plant 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	40	Stub End
O Z		130	
Lackawaxen.....		55	Stub End
Callicoon.....	125	125	
Hancock.....		130	
M X.....	102	87	
Gulf Summit.....	125		

CROSSOVER MOVEMENTS.

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

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
Port Jervis

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 WX Tower, Port Jervis yard.

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, bridge 189.46, east of Lanesboro, 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 these classes will be allowed on opposite track on viaduct.

TRAFFIC ROUTE CONTROL DISTRICTS

Eastward 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 MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS AUTOMATIC BLOCK SYSTEMS AND INTERLOCKING.

Effective July 1, 1930.

Between Susquehanna and Port Jervis, 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
128-1 PS Crossover Pages
161-1 KI Siding Hancock
169-1 HF Crossover Roods Creek
174-1 MX Siding
186-1 XR Crossover

Eastward

187-2 X R Crossover
175-2 MX Siding
169-2 HF Crossover Roods Creek
162-2 KI Crossover Hancock
129-2 PS Crossover Pages
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 Signaller 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.

W X Tower

B Q Tower Lackawaxen for trains via main line and eastward trains from Wyoming Division.

C O Tower Callicoon

G F Tower Gulf Summit

J A Tower 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 7.30 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.

MISCELLANEOUS

When a car is set out of a train, at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

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, Tower 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 Tower.

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

DEFECTS OR FAILURE OF APPARATUS.

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

C. P. Shaughnessy, Chief Trainmaster

C. S. Kinback, Trainmaster

A. J. Sanok, Trainmaster

J. C. McAndrews, Chief Train Dispatcher

G. E. Stuart, Assistant Chief Train Dispatcher

O. A. Carey, Assistant Chief Train Dispatcher

DELAWARE DIVISION

Distance from Susquehanna	STATIONS AND SIDINGS	EASTWARD TRAINS							
		FIRST CLASS							
		6	28	2	18	22	8	10	
		Daily Note	Daily	Daily	Daily Except Sunday	Sunday Only Note	Daily	Daily Except Sunday	
	NEW YORK ... A.	A.M. 8.54	P.M. 6.54	P.M. 7.34			P.M. 11.59	A.M. 4.27	
104.3	PORT JERVIS .. A.	A.M. 6.20	P.M. 4.19	P.M. 5.02			P.M. 9.30	A.M. 1.45	
101.8	^{2.5} SPARROWBUSH .. N	6.15 ^s	4.14	4.57			9.25	1.40	
100.4	^{1.2} MILL RIFT		4.09 ^f						
94.6	^{5.8} ROSAS	6.05	3.57	4.47			9.16	1.30	
93.2	^{1.4} POND EDDY		3.54 ^s						
89.4	^{3.8} PARKER'S GLEN		3.45 ^s						
85.5	^{3.9} SHOHOLA		3.36 ^s						
82.6	^{3.3} B Q TOWER N	5.48	3.27	4.30			8.59	1.13	
81.5	^{.07} LACKAWAXEN		3.26 ^s						
78.5	^{3.0} WESTCOLANG								
76.2	^{2.3} MAST HOPE								
73.0	^{2.2} T U CROSSOVER ...	5.37	2.59	4.19			8.48	1.02	
70.2	^{2.8} NARROWSBURG ... s	5.33 ^s	2.55 ^s	4.15				12.58 ^s	
64.3	^{5.9} SKINNERS		2.43 ^f						
62.7	^{1.6} PAGES	5.19	2.40	4.03			8.33	12.44	
61.7	^{1.0} COHECTON		2.21 ^s						
56.5	^{5.4} CALLICOON	5.11 ^s	2.12 ^s	3.55				12.36 ^s	
55.6	^{0.9} C O TOWER N	5.10	2.05	3.51			8.24	12.31	
49.6	^{6.0} HANKINS		1.57 ^s						
45.3	^{4.3} LONG EDDY		1.49 ^s						
39.0	^{6.3} LORDVILLE	4.49 ^s	1.40	3.30			8.03	12.10	
28.6	^{10.4} HANCOCK D	4.35 ^s	1.20 ^s	3.17			7.49 ^s	11.56	
20.5	^{8.1} HALE EDDY		1.02 ^s						
15.6	^{4.9} DEPOSIT	4.17 ^s	12.55 ^s	2.58			7.31 ^s	11.35	
8.5	^{7.1} GULF SUMMIT ... N	4.08 ^s	12.35	2.46			7.22	11.22	
1.8	^{6.7} LANESBORO N	3.54	12.22	2.33			7.09	11.08	
.0	^{1.8} SUSQUEHANNA L.N	3.50	12.18	2.29	5.25	5.20	7.05	11.04	
2.2	^{2.2} S R TOWER N	3.37	12.10	2.16	5.11	5.12	6.51	10.50	
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

DELAWARE DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from
Jersey City

STATIONS AND SIDINGS

7	1	9	27	5				
Daily Note	Daily	Daily	Daily	Daily				

		A. M.	A.M.	A.M.	P.M.	P. M.			
.....	NEW YORK ... L	12.05	8.45	10.40	2.40	7.30			
87.3	PORT JERVIS .. L.N	2.30	11.14	1.29	5.25	10.15			
89.8	^{2.5} SPARROWBUSH .. N	2.35	11.19 s	1.34	5.30	10.20			
91.2	^{1.4} MILL RIFT			1.38					
97.0	^{5.8} ROSAS	2.44	11.28	1.48	5.40	10.29			
98.4	^{1.4} POND EDDY			1.52					
102.2	^{3.8} PARKER'S GLEN			2.01					
106.1	^{3.9} SHOHOLA			2.11 s	5.55				
109.0	^{3.3} B Q TOWER N	3.00	11.43	2.19	6.00	10.45			
110.1	^{0.7} LACKAWAXEN			2.25 s	6.04				
113.1	^{3.0} WESTCOLANG			2.30					
115.4	^{2.5} MAST HOPE								
118.6	^{3.2} T U CROSSOVER ...	3.11	11.54	2.40	6.17	10.57			
121.4	^{2.8} NARROWSBURG ... s	3.19 s	12.00 s	2.48 s	6.23 *	11.02			
127.3	^{5.9} SKINNERS			2.58					
128.9	^{1.0} PAGES	3.29	12.10	3.01	6.33	11.12			
129.9	^{1.0} COHECTON			3.05 s	6.36				
135.1	^{5.3} CALLICOON	3.42 s	12.22 s	3.17 s	6.46 s	11.24			
136.0	^{0.9} C O TOWER N	3.44	12.24	3.19	6.48	11.26			
142.0	^{6.0} HANKINS			3.29					
146.3	^{4.3} LONG EDDY	3.58		3.38					
152.6	^{6.3} LORDVILLE	4.06	12.44 s	3.47 s	7.11	11.47			
163.0	^{10.4} HANCOCK D s	4.24 s	12.58 s	4.04 s	7.27	12.00			
171.1	^{8.1} HALE EDDY								
176.0	^{4.9} DEPOSIT	4.44 s	1.16 s	4.23 s	7.46	12.17			
188.1	^{7.1} GULF SUMMIT ... N	5.00	1.30	4.37	8.00	12.30			
189.8	^{6.7} LANESBORO N	5.09	1.38	4.46	8.09	12.39			
191.6	^{1.8} SUSQUEHANNA A.N	5.13	1.41	4.49	8.12	12.42			
193.8	^{2.3} S R TOWER N	5.28	1.53	5.02	8.25	12.55			
		A.M.	P.M.	P.M.	P.M.	A.M.			

**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 " 34 "	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	112 Pike St.	No. 377	23 Ferguson Ave.	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.	No. 878
Callicoon	Dr. Geo. R. Mills	Callicoon Hospital	" 71	Church St.	No. 122
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
Carbondale	Dr. M. B. Finneran	24 River St.	" 27	24 River St.	" 27
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

