

ERIE RAILROAD COMPANY  
EASTERN DISTRICT  
WYOMING DIVISION

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TIME TABLE NO. 21

EFFECTIVE 2:01 A. M.

**SUNDAY, APRIL 28, 1957**

FOR EMPLOYEES ONLY

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EASTERN STANDARD TIME

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**21**  
**THINK!**  
**THEN ACT**  
**SAFELY**

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**C. S. KINBACK**  
*Superintendent*

**T. E. McGINNIS**  
*Assistant General Manager*

**A. E. KRISIEN**  
*Asst. Vice President  
and General Manager*

WYOMING DIVISION - MAIN LINE AND BRANCHES

Eastward		Distance from No. 14 Junction	STATIONS AND SIDINGS	Distance from Jersey City	Westward	
Read Up					Read Down	
		64.8	.....BQ Tower ..N 0.7	109.4		
		64.1	Lackawaxen 16.4	110.1		
		48.4	.....Hawley ...N 3.7	125.8		
		52.1	.. White Mills .. 4.4	129.5		
		56.5	East Honesdale 0.8	133.9		
		57.3	Honesdale 12.0	134.7		
		45.3	... Wangaum ... 10.1	128.9		
		35.2	.....Gravity .....	139.0		
		35.3	.....Lake Ariel..D 1.3	141.5		
		34.0	.West Lake Jct.. 6.6	140.2		
		27.4	.....Saco .....	146.8		
		26.4	.....Wimmers ..D 9.3	147.8		
		17.1	... Nay Aug ... 0.5	157.1		
		16.6	...Rock Jct. ....N 0.5	157.6		
		16.1	.. Haines Jct. ... 1.7	158.1		
		14.4	.. West Jct. ... 1.1	159.8		
		13.3	River Street South Scranton	160.9		
		8.1	.....HJ .....	166.1		
		6.3	.....Avoca ...N	167.9		

Single Track

## WYOMING DIVISION — SECOND DISTRICT

Distance from Plains	STATIONS	Distance from Hillside Jct.
0	..... Plains .....	12.4
8	..... Suscon .....	4.4
12.4	. Hillside Jct. .	0

## SPECIAL INSTRUCTIONS

### RULES OF THE OPERATING DEPARTMENT EFFECTIVE NOVEMBER 30, 1952

#### TIME TABLES

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

Between No. 14 Jct., and Ashley - Central Railroad of New Jersey, special instructions and time table will govern.

Between Langcliffe Jct. and Jefferson Jct., Delaware and Hudson Railroad Corp. rules, special instructions and time table will govern.

Between Duryea Jct., Heidelberg Breaker and Pittston Jct., - Lehigh Valley rules, special instructions and time table will govern.

Between Pittston Jct. and Old Forge - Delaware, Lackawanna and Western R.R. rules, special instructions and time table will govern.

#### STANDARD CLOCKS

Dunmore	Engine House Board Room
Avoca	Yard Office Engine House Board Room
Port Jervis	Telegraph Office Engine Dispatcher's Office

#### SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Port Jervis	Telegraph Office Engine Dispatcher's Office
Dunmore	Engine House Board Room {Wyoming and Delaware Divisions and Delaware and Hudson R.R.)
Avoca	Yard Office and Engine House Board Room (Wyoming and Delaware Divisions Delaware and Hudson R.R., Lehigh Valley R.R., Central Rail Road of N. J., and Delaware, Lackawanna and Western R.R.)

#### TRAIN REGISTERS

LACKAWAXEN ——— BQ TOWER  
HONESDALE  
AVOCA

## YARD LIMITS Indicated by Signs

Between Avoca and No. 14 Junction  
Scranton Branch  
West Junction Branch  
Jessup Branch  
Riverside Mine Branch  
Langcliffe Branch  
East Honesdale to Honesdale

### ALL MOVEMENTS OVER FOLLOWING CROSSINGS WILL AT ALL TIMES BE MADE UNDER PROTECTION OF ENGINE OR TRAIN CREW IN FOLLOWING MANNER:

Member of crew must precede each movement and know that all highway traffic has been stopped before giving engineman signal to proceed.

Plank St. Pittston  
York Ave. Avoca  
Drinker St. Dunmore - Spencer Branch  
Hill St. Jessup - Jessup Branch  
Main St. Riverside - Winton Branch  
Keystone Ave. Blakely Borough - Winton Branch  
Main St. Blakely Borough - Winton Branch  
Lackawanna St. Olyphant - Winton Branch  
Shaffers Lake Ariel  
Inkerman Highway - No. 6 Branch  
Main St. Riverside  
Ontario St. Blakely  
Eynon Road Blakely  
Betty St. Eynon  
Oak St. Eynon  
North Miller St. Eynon  
Hill St. Winton

Member of crew must precede each movement and know that all highway traffic has been stopped before giving engineman signal to proceed over all crossings on main track or sidings at East Honesdale and Honesdale.

At Fourth Street, Honesdale, a member of the train crew equipped with a red flag during daylight hours and with a lighted fusee during the hours of darkness, must precede each movement of each train, car or locomotive across the crossing at grade and properly warn the traveling public of the approach of such train, car or locomotive.

### GENERAL SPEED RESTRICTIONS

	MILES PER HOUR
Passenger trains (on unrestricted track) .....	35
Freight trains (on unrestricted track) .....	35

Loaded cars, Form 5432 .....	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars) and freight cars with six wheel trucks between Wimmers and Lackawaxen .....	30
Trains hauling eight wheel truck cranes, steam shovels and other similar pivoted machinery .....	20
Spreader cars will be restricted to a speed of 30 miles per hour and will be handled with blades in trailing position .....	30
Conductors will be responsible for knowing when above such equipment is in their trains and trains will not be permitted to leave terminals until enginemen have been so notified.	
All classes of yard engines when operating as a single unit, running light, are restricted to .....	25
All classes of road engines including road switchers, when running light, are restricted to .....	35
All trains entering or leaving sidings, or yards, passing from double track to single track, or single track to double track, or through cross-overs, except as otherwise provided .....	10
No. 14 Jct. to west end of Avoca Yard .....	20
Between Avoca and Wimmers .....	25
Curve 110, east of Saco, M.P. 27.91 to M.P. 28.26 .....	30
Curve 88, east of Gravity, M.P. 35.97 to M.P. 36.08 .....	30
Curve 84, west of Clemo, M.P. 37.02 to M.P. 37.17 .....	30
Eastward trains, Compton's Grade, M.P. 46.98 to M.P. 48.19 .....	20
Between Shimer's Cut, M.P. 118.77 and M.P. 124.50 (East End HX) .....	30
M.P. 124.50 to M.P. 125., (East HX to West HX) .....	15
Between M.P. 125.00 and Bridge 46.45 two (2) miles west of Hawley, Pa. ....	30
Scranton Branch .....	10
West Jct. Branch .....	10
Lake Ariel Branch .....	10
Honesdale Branch .....	25
Jessup Branch .....	15
Murray Branch .....	10
Spencer Branch .....	10
Winton Branch .....	10
No. 6 Branch .....	10
Moosic Mountain & Carbondale R.R. ....	10
Wyoming Division 2nd District .....	10
Riverside Mine Branch .....	10
Between "JA," Lanesboro, Pa. and "JN" Jefferson Jct. ....	20

## PROTECTION OF MOVEMENTS OVER HIGHWAY CROSSINGS

During the hours when crossing watchmen are not on duty, all trains must stop and a member of the crew precede each movement over the following highway crossings, and know that all highway traffic has been stopped before giving engineman signal to proceed.

*Watchmen on duty - Daily except Sunday*

Third St., Dunmore - 8:00 AM to 4:00 PM  
Church St., Jessup - 7:45 AM to 5:30 PM

## RULES GOVERNING MANUAL AND AUTO- MATIC BLOCK SIGNAL SYSTEMS AND INTER- LOCKING RULES EFFECTIVE NOVEMBER 30, 1952

Between Avoca and BQ Tower, Manual Block Signal System Rules will govern.

Between BQ Tower and Port Jervis, Delaware Division, Automatic Block Signal System Rules will govern.

## POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

Rule 221 - Rules of the Operating Department effective November 30, 1952

BQ Tower - Lackawaxen

## POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.

Rule 221 - Rules of the Operating Dept. effective November 30, 1952.

AVOCA - Eastward only

ROCK JUNCTION - Eastward and  
Westward

WIMMERS - Eastward and Westward

HAWLEY - Eastward and Westward

## TRAFFIC CONTROL SYSTEM DISTRICT

Rule 261, - Rules of the Operating Department effective November 30, 1952 will apply on following track.

Single track between East Shohola ("East SA") and West Shohola ("West SA")

## POINTS WHERE MANUAL BLOCK SIGNALS ARE IN OPERATION.

BQ Tower - Lackawaxen - West of Signal Bridge -  
Wyoming Division Single Main Track (Westward only)

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

BQ TOWER - Day and Night, daily.

\* HAWLEY - 8 AM to 4 PM

\* WIMMERS - 8 AM to 4 PM

\* ROCK JCT. - 4 PM to 8 AM

(\* ) Daily except Saturday and Sunday.

AVOCA - Day and Night, Monday to Friday, incl. Saturday and Sunday, 12:01 AM to 4:00 PM.

Day or Night Train Order Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation.

## CLEARING OF TRAINS

Trains will not leave initial terminal on single track without train order and clearance Form A.

Train movements between Avoca and No. 14 Jct., Pittston, Butler, No. 6 and Jessup Branches, Scranton Branch between Rock Jct. and Dunmore and between West Jct. and Dunmore, will be directed by train dispatcher.

Crews will clear promptly by telephone when in this territory, except when clearing at Avoca. Operator at this point will give this information to train dispatcher.

## SUPERIORITY OF TRAINS

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

## TONNAGE RATINGS

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

SIDINGS	Car Capacity
H.X. ....	45
Wangaum Stub End .....	45
Saco .....	24
Nay Aug .....	40
H.J. ....	176

### SPECIAL INSTRUCTIONS

Westward pushers or light engines will proceed into Avoca yard in accordance with yard rules. Westward trains having cars for Avoca yard will approach prepared to stop east of the lead to the Old Forge Branch and must not pass this point until given signal by a member of the yardmaster's force. Green flag by day and green light by night will be used to permit westward trains to proceed into yard. When hand signals cannot be seen trainman must communicate with yard force by telephone located on pole at Caboose switch.

Trains operating to Scranton Branch at Haines Jct. must clear by telephone to operator at Rock Jct. when clear of main track. If no operator on duty, clear to Dispatcher.

When cars are put in Nay Aug Siding, switch at east end of siding east of office at Rock Jct. must be set for siding.

Train operating via Lake Ariel Branch will obtain permission and when through using this branch will clear by telephone at West Lake Jct.

Unless otherwise instructed, all eastward trains will stop at Wangaum and receive instructions as to movement through Hawley.

Before performing switching or other movements not authorized at Hawley, permission must be obtained from the operator at Hawley or Dispatcher.

Trains will approach Dairymen's League plant at East Honesdale prepared to stop in the event trucks are occupying space between the building and main track.

A switch point derail is located between Jessup and Winton Jct. Normal position is when set for derailing.

The normal position of main track ladder switch leading to Brownsville Branch at Hillside Jct. is when set for Brownsville Branch.

Switch point derail on Brownsville Branch leading to Wyoming Division main track. Normal position is when set for derailing.

Trains from Wyoming Division Second District will obtain permission at Hillside Jct. to move to Brownsville Branch and to Wyoming Division at HJ.

Crews engaged in switching movements at Saco must not leave cars on flasher light circuit and when making reverse movement, must move beyond end of circuit before making reverse movement.

All loaded cars and Diesels are restricted beyond sign reading "Do not pass this point" on unloading trestle of Dalebrook Coal Co. M.P. 7.75, Moosic, Pa.

Before performing switching, or other movements, not authorized at Lackawaxen, permission must be obtained from the operator at "BQ" Tower, or dispatcher.

Account of heavy grade, cars will not be left unattended on Hill track connection between City Coal Co. and switch at Murray Corporation, Honesdale.

Derail is located on main track Second District 50 feet west of Henry Street Crossing, Plains. Normal position is when set for derailing.

Crews operating freight trains, Port Jervis to Honesdale, will arrange to turn Diesel locomotive on Wye track at Hawley on westward trip, unless otherwise instructed.

Except when engaged in switching movements, cars will not be left on fire-road crossing, east end of S. J. Bailey & Sons plant, East Honesdale.

Crews engaged in switching movements or picking up or leaving cars at Saco, are not to leave cars on circuits either main track or siding in such manner as will cause flasher light signals to operate.

Trains operating through sidings at Rock Junction, Nay Aug Siding and H. J. Siding, will proceed only upon authority of train dispatcher.

Engineers operating on all tracks over Elm Street Crossing, Dunmore, will sound whistle signal (14-L) and ring bell approaching and passing over crossings.

### ENGINES OF ALL CLASSES ARE PROHIBITED FROM OPERATING ON THE FOLLOWING INDUSTRIAL TRACKS —

Honesdale Flour & Feed track, west of Chapel Street, Honesdale.

City Coal Co. Trestle, Honesdale.

Beyond point of switch of first inside track east end of Lummus Co., Honesdale.

East of building on White Mills Handle Co. track.

Over pit on Honesdale Coal Co. track.

Over pit on Greentop Coal Co. track.

M.M. & C. R. R. - Jessup.

On trestle of Dalebrook Breaker Co. - Moosic.

On trestle of Wyoming Co. - Scranton.

Over hopper lead to light yard, Maderia Colliery on 2nd District.

Diesel engines of 1200 series with two (2) or more units coupled are not to be operated over curves

in excess of twenty-one (21) degrees. This series Diesels with two (2) or more units coupled are restricted from using Consumers Sales and Service Co. switch serving Seiples Feed Mill on Pittston Branch without reachers. The maximum curvature of track just beyond frog of this switch is twenty-seven (27) degrees.

Engines of all classes are prohibited from operating over the following tracks at Springbrook Breaker:

1. On tracks No. 2 or No. 3.
2. Beyond entrance to breaker on track No. 1.

### MISCELLANEOUS

Employees must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels, etc., are observed, trainmen will be notified by use of the following code:

#### HOT JOURNALS:

By day — Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By night — Swing lantern in small vertical circle.

#### CONNECTIONS DRAGGING

By day or night — Give stop signal.

#### CAR DOOR SWINGING OR ABOUT TO FALL:

By day — Raise hand above head and hold it stationary.

By night — Same signal with lantern, in addition give stop signal.

#### BRAKE STICKING:

By day — Shove hand in sliding movement from body.

By night — Same signal with lantern, in addition give stop signal.

#### FLAT WHEELS:

By day — Place palms of both hands together in horizontal position.

By night — Hold lantern at arm's length in horizontal position.

#### ALL CLEAR:

By day or night — Proceed signal.

Care will be taken that the above code signals are not used with passing trains as sign of greeting. Conductors handling Wrecking Derrick at scene of operation must use Green Flag by day and Green Light by night when giving hand signal to effect movement of Derrick.

Green flag and lantern are supplied to wrecking outfit.

Powdered Chemical known as "DU-GAS" for extinguishing fires in hot boxes of freight cars has been distributed to engines and cabooses (except

yard engines and yard cabooses). Following instructions will govern use of same:

"Throw half of the powder from tube directly on blaze and close box lid. Wait one minute, then open box, distribute remainder of powder over hot journal and close box lid. If more than one box of powder is needed to extinguish fire it must be used. This prevents dope from taking fire again after car is set out. Car Must Be Set Out After Powder Has Been Used. Important - Box lid must be closed tight after powder is applied." In the event there is none of this powdered chemical available and it is necessary to set car or cars out of a train on account of a hot box, dope is to be entirely removed from journal box and fire extinguished and dope left some distance away from the car so in case it should again ignite, it will not set fire to the car. Lid of journal box should be closed so that journal will cool slowly in order not to result in checks and cracks in axle.

When noticing a hot journal in train or receiving hot journal signal from operator and all others, stop will be made as soon as possible and journal inspected and, if necessary, repair before moving to first switch.

### AUTOMATIC ELECTRIC CROSSING GATES

State Highway Crossing east of Lackawaxen Station.

The track circuits for this crossing are arranged for a speed of 30 miles per hour on the single main track of the Wyoming Division. Eastbound trains on the single main track of the Wyoming Division stopping west of Lackawaxen Station for signal indication and/or permission to move to BQ Tower and thence to Delaware Division must, after receiving signal indication and/or permission to move, approach State Highway Crossing at reduced speed and not proceed over crossing until gates are known to be down, except under flag protection.

Tracks serving Feed Companies on the south side and opposite Lackawaxen Station are equipped with short track circuits and crews moving over these tracks will approach crossing at reduced speed, and not proceed over crossings until gates are known to be down, except under flag protection.

### FLASHER LIGHTS CROSSING PROTECTION

Track circuits for flasher light crossing protection are arranged for time table speed at following locations:

Wellwood Ave. - East Hawley  
 Church St. - East Hawley  
 Main St. - Hawley  
 Highway Crossing - Gravity  
 Highway Crossing - Maplewood  
 Highway Crossing - Saco  
 Highway Crossing - Wimmers  
 River St. - South Scranton

Track circuits for flasher light crossing protection are arranged for a speed of 10 miles per hour at the following locations:

Larch St. - Scranton Branch  
 Jefferson & Ash St. - Scranton Branch  
 William St. - Pittston  
 Broad St. - Pittston  
 South Main St. - Pittston

Flashing light highway crossing signals, at Drinker Street, Dunmore, are equipped with a cut-out and cut-in device located on west side of instrument case at southeast corner of crossing and operated by standard switch key. After signals have been cut out, cut-in key must be operated before train movement is made over crossing. Cars must be left clear of track circuit one hundred (100) feet each side of crossing.

Train crews will comply with Operating Rule 103.

#### **RULES FOR THE MAINTENANCE OF AIR BRAKE AND SIGNAL EQUIPMENT EFFECTIVE MARCH 2, 1954.**

Running tests provided for in Rule 51 will be made before descending grades as follows:

Rock Jct. to No. 6 Jct.  
 West Jct. to No. 6 Jct.  
 Dunmore to Scranton.  
 Wimmers, East and West.  
 Suscon to Hillside Jct.

#### **CROSSOVER MOVEMENTS**

When necessary to enter upon main tracks or crossover from one main track to another main track, permission will first be obtained — except in Avoca Yard. This does not relieve enginemen and trainmen from protecting the movements, as per Rule 99.

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

#### **INSTRUCTIONS FOR DIESEL OPERATION**

The only time a diesel can be considered as operating backward is when a multiple unit road diesel is operating with a blind unit or blind end ahead.

When light movements are made with multiple unit Diesel locomotives equipped with double end control the locomotive must be operated from the end in the direction that the movement is being made.

Headlights on Diesel locomotives in road service, freight and passenger, will be kept lighted when operated during daylight hours in order to give signalmen and other Maintenance of Way employes a better opportunity to observe approaching trains.

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

Diesel engines, Motor Cars and Roller Bearing equipped freight and passenger cars must not be operated in water that is higher than underside of ball of rail.

#### **SPRING AND SAFETY SWITCHES**

Safety switch is located 500 feet west of Blakely Street on Scranton Branch. Normal position is for safety track and may be run through by eastward trains.

#### **AUTOMATIC TRAIN STOP SYSTEM**

See Rules 520, 520A and 520B, Rules of the Operating Department, effective November 30, 1952 — and Progressive Examination Questions and Answers on the Operation of Diesel, Electric Locomotives, effective June 1, 1954. Automatic Train Stop System territory extends between westward automatic signals 87-3 located East of "WX", Sparrowbush to BQ Tower.

Open inductors are in service on engine dispatching tracks at Port Jervis, Dunmore and Avoca. Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

## OVERHEAD CLEARANCES

Employees are warned of close over-head clearances at following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

BRIDGES M. P.	WYOMING DIVISION LOCATION	DESCRIPTION OF BRIDGE
121.85	Kimbles	Overhead
32.95	1 mile west of West Lake Jct.	"
28.38	1 1/2 miles west of Maplewood	"
17.95	Nay Aug	Top Truss Members
14.10	1/2 mile west of West Jct.	Overhead
7.03	1 mile east of Avoca	"
1.59	L. & W. V. R. R. Crossing	"
	<b>HONESDALE BRANCH</b>	
134.44	Honesdale	Overhead
	<b>SCRANTON BRANCH</b>	
2.50	Monroe Ave., Scranton	Overhead
	<b>WYOMING DIVISION SECOND DISTRICT</b>	
155.95	Westminster Jct.	Overhead
157.96	Over Lehigh Valley R. R.	Top Truss Members
158.96	Over D & H R. R. Yatesville	" "

## INDUSTRIAL SIDE TRACKS

LOCATION	WYOMING DIVISION INDUSTRY	OBSTRUCTION
Avoca	Springbrook Breaker	Building plate and conveyor
Ewen	Knox Coal Co.	Conveyor
Honesdale	<b>HONESDALE BRANCH</b>	Telephone wires
"	Dairymen's League	Gate frame
"	Krietner Bros. Flour & Feed Co.	Canopy
"	Honesdale Flour & Feed Co.	"
"	S. J. Bailey Furniture Co.	"
	<b>JESSUP BRANCH</b>	
	No. 1 Washery	Building Plate
	<b>MOOSIC MOUNTAIN &amp; CARBONDALE R. R.</b>	
	Moosic Mountain Washery	Telephone Wires
	<b>GRASSEY ISLAND BRANCH</b>	
Jessup	Pompey Breaker	Telephone & Power Wires
	<b>SCRANTON BRANCH</b>	
Scranton	Scranton Electric Co.	Building plate
Scranton	Freight House	Electric wire
		Building plate

## INDUSTRIAL SIDE TRACKS

OBSTRUCTION	WYOMING DIVISION LOCATION	LOCATION
Building plate Electric wire Building plate Building frame Electric wires Piping	OLD FORGE BRANCH Adams Coal Co. Local Telephone Co. Old Forge Breaker Pittston Breaker	Avoca Old Forge Old Forge
Building plate & canopy Building plate Coal tipple	PITTSTON BRANCH W. R. Seiple Valley View Coal Co. Inkerman Coal Co.	Pittston No. 9 Branch No. 6 Branch

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.	1 min.	30 sec.	3 min.	0 sec.	20.00	
"	"	"	42 "	"	25 "	17.56	
0	0	2	0	4	0	15.00	
1	"	2	11	4	48	12.50	
1	5	2	24	"	"	10.00	
1	12	"	40	6	"		
"	"	2	"				
"	20						

**OUTLYING TELEPHONES**

Connecting with General Yardmaster's Office at Avoca:  
 No. 14 Jct.  
 Plains Jct.: Booth east end of yard.  
 Ewen Breaker: West end of loaded yard and at light yard.  
 No. 7 Jct.: Booth.  
 Browntown: East and west end of siding.  
 Butler Branch: William St. crossing.  
 Pittston Summit: Booth.  
 Pittston Breaker: East end of loaded yard.  
 Avoca: (Hump: Booth at flood light tower.  
 (On pole at caboose switch.

**CONNECTING WITH TRAIN DISPATCHER'S CIRCUIT**

Avoca Callers  
 Avoca Engine House General Foreman.  
 Avoca Yard Office.  
 Hillside Jct. Shelter Box.  
 Robinson Crossover.  
 HJ  
 River St. South Scranton  
 West Jct.  
 Haines Jct.  
 Rock Jct.: Tower  
 East End Nay Aug Siding  
 Wimmers: Station  
 Saco: East end & West end of siding.  
 Gravel Branch.  
 West Lake Jct.  
 Lake Ariel: Agent's office.  
 Gravity: Station Switch.  
 Clemo: Cobb's Switch.  
 Wangaum: Highway Crossing & west end of siding.  
 (Hawley Station, inside and outside.  
 Hawley: (East and west end of HX Siding.  
 (Signal Shop.  
 Phoenix: Switch  
 (Agent's office.  
 Lackawaxen: (BQ Tower  
 (M.P. 110.75

**JESSUP BRANCH**

All connections direct to Yardmaster's Office at Jessup or to Dispatcher.  
 Rock Jct. Tower.  
 Drinker Street; 300 feet east of crossing.  
 Gipsy Grove Summit.  
 Tail Track Switch.  
 No. 1 Breaker: Shelter box.  
 Underwood: Booth.  
 Jessup: Yardmaster's office.  
 Jessup: Car Inspector.

Dr. W. E. Mishler ..... Chief Surgeon ..... Cleveland, Ohio

**COMPANY SURGEONS**

Location	Name	Office	Telephone
Port Jervis	Dr. Edward J. Walter (Oculist)	157 Main Street	4-4684
Port Jervis	Dr. G. E. Kenny	112 Pike St.	{ Office 3-0774 Res. 4-6214
Matamoras	Dr. Clare C. Kenny	107 Pennsylvania Ave.	{ Off. 6-2622 Res. 6-1151
Susquehanna	Dr. J. P. Zavoy	607 Fifth St.	{ Off. 3-3912 Res. 3-3912
Susquehanna	Dr. R. C. Davis	428 Grand St.	{ Res. 3-3912 Off. 3-3652
Hawley	Dr. Richard A. Porter	107 Erie Ave.	{ Res. 3-3653 4603
Avoca	Dr. L. C. Druffner	Jackson Ave.	GL 7-2191
Duryea	Dr. A. J. Horvat	219 Hudson St.	{ Off. GL 7-2683 Res. GL 7-5072
Pittston	Dr. T. R. Gagnion (Oculist)	618 Main St.	{ Off. OL 4-3771 Res. OL 4-3682
Pittston	Dr. T. R. Gagnion (Oculist)	608 Main St.	{ Res. OL 4-3682 Off. DI 4-7251
Scranton	Dr. W. T. Davis	23 Broad St.	{ Res. DI 4-4329 Off. DI 2-9813
Scranton	Dr. M. M. Williams (Oculist)	Moses Taylor Hosp.	{ Res. DI 2-9813 Off. DI 7-6802
Carbondale	Dr. M. B. Finneran	Medical Arts Bldg.	{ Off. 27 Res. 334
Carbondale	Dr. M. B. Finneran	28 River St.	{ Off. 27 Res. 334

M. J. FLANNERY  
 Trainmaster and Road Foreman of Engines

J. F. ORR  
 Chief Train Dispatcher

## CONNECTING WITH TRAIN DISPATCHER'S CIRCUIT

### SCRANTON BRANCH

Nay Aug Breaker Switch.  
No. 6 Jct. Switch.  
Dunmore: Yardmaster's office.  
Dunmore: Freight House.  
Dunmore: Engine House & Board Room.

### HONESDALE BRANCH

Connecting with Dispatcher through Hawley Station:

White Mills: Switch west end of siding.  
Honesdale: Agent's office & freight platform.  
East Honesdale.

## STATION LIST

For the use of Agents, Conductors, and others,  
for reporting movements of Trains, Locomotives  
and cars.

### WYOMING DIVISION

Lackawaxen .....	110
Phoenix .....	1121
HX .....	1124
Church Street .....	1125
Hawley .....	1126
White Mills .....	2129
East Honesdale .....	2134
Honesdale .....	2135
Wangaum .....	1129
Clemo .....	1134
Gravity .....	1139
Lake Ariel .....	2141
West Lake Junction .....	9852
Gravel Branch .....	1141
Saco .....	1147
Wimmers .....	1148
Nay Aug .....	1156
Rock Junction .....	1158
Burke's Siding .....	9854
Haines Junction .....	9855
West Junction .....	1160
River Street .....	1161
H. J. ....	1166
Standard Breaker .....	9919
Springbrook .....	1167
Avoca .....	1168
Adams Coal Co. ....	2168
Pittston Breaker .....	1169
Butler Junction .....	1171
Butler Branch .....	4172
Inkerman Coal .....	3173
No. 6 Docks .....	9883
No. 7 Junction, Sebastopol .....	1172
Pittston Branch .....	9858
Pittston - L&WV R.R. ....	1170
Pittston .....	2173
Pittston Milling Co. ....	9881
Pittston Stove Works .....	9882
Ewen .....	9859
No. 14 .....	9860
Plains Junction .....	9861
Ashley (C.R.R. of Pa.) .....	A. H.
Plainsville (L. V. R. R.) .....	1175
Wilkes-Barre (L. V. R. R.) .....	1179

## JESSUP AND WINTON BRANCHES

Rock Junction .....	1158
Spencer's .....	2159
Murray's Breaker .....	9862
Gipsy Grove Summit .....	9863
No. 1 Breaker .....	2160
Underwood .....	2162
Jessup .....	2164
Moosic Mountain .....	9915
Pompey Breaker .....	9912
Winton Junction .....	3165
Riverside Junction .....	9867
Grove Hill Siding .....	9868
Lackawanna Breaker .....	2167
Olyphant .....	1238

## SCRANTON BRANCH

Haines Junction .....	9855
Nay Aug Breaker Switch .....	3159
No. 6 Junction .....	9869
Dunmore .....	3160
Dunmore Lumber Yard Siding .....	9871
Cohen's Siding .....	9872
Gilsonite .....	3161
Hower & Stender Siding .....	9873
P. P. & L.-Johnson Jct. ....	9874
Johnson Jct. ....	9875
P. P. & L.-Larch Street .....	9876
Scranton .....	9878

## WYOMING DIVISION 2ND DISTRICT

Hillside Junction .....	8159
Boykin's Dock .....	7167
Suscon .....	7155
Plains .....	7162

## LEHIGH VALLEY RAILROAD

Duryea Junction .....	3169
Pittston Junction .....	9880
Heidelberg Breaker .....	9918

## D. L. & W. RAILROAD

Hallstead Switch .....	7158
Brown's Switch .....	7159
Old Forge .....	2169

