

30

ERIE RAILROAD COMPANY

ROBERT E. WOODRUFF AND JOHN A. HADDEN, TRUSTEES

EASTERN DISTRICT

Delaware Division

Time Table No. 24

Effective 12:01 A. M.

SUNDAY, SEPTEMBER 29, 1940

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

24 THINK! THEN ACT SAFELY

P. M. DONNELLAN,
Superintendent

D. J. MALEY,
Assistant General Manager

P. W. JOHNSTON,
General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

Port Jervis.....	{	Telegraph Office
		Engine Dispatcher's Office
Deposit.....	{	Telegraph Office
		Telegraph Office
Susquehanna.....	{	Telegraph Office
		New Terminal Office
		Coaling Station 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 stop:

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

No. 5 will not stop at Susquehanna station.

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

No. 6 will not stop at Susquehanna station.

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

No. 7 on Sundays will reduce speed to 30 miles per hour at Mill Rift, Lackawaxen, Mast Hope, Cochecton and Long Eddy to discharge papers when instructed by the conductor.

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

No. 27 will stop at Lordville to discharge passengers from New York.

CLASSIFICATION SIGNALS.

The display of two white flags and two white lights as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled and in double or multiple track territory.

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 35 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.

Susquehanna Coach Shop, Track leading to Whiting jack, and all circle tracks from main lead to Motor Car Shop, back to and including track 17, are restricted to all except "C" class engines.

Class C, K 2, K 2A, K 4, K 4B, K 5, K 5 A, K 5B, N and R 3 engines will not operate in excess of 15 miles per hour over bridge 191.24, Exchange Street, Susquehanna westward yard, on tracks 4, 5, 6, 7, 8 and boiler shop track south of the eastward main track.

Class R-1 and 2 engines and all classes of S engines must not operate over bridge 191.24, Exchange Street, Susquehanna, westward yard on tracks 4, 5, 6, 7, 8 and boiler shop track south of the eastward main track.

Cars having shipments with maximum gross weight of car and lading in excess of 200,000 Lbs. with four axles and 225,000 Lbs with six axles are restricted to 15 miles per hour over bridge 191.24, Exchange Street, Susquehanna, westward yard, on tracks 4, 5, 6, 7, 8 and boiler shop track south of the eastward main track.

	Miles Per Hour
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 passenger, express, milk or freight trains.....	40
J-2 Engines handling trains.....	25
Freight trains handling loaded covered hoppers and loaded series 37000, 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 37000, 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
Traffic route crossover, JA Lanesboro.....	25
Crossovers TU Tusten.....	25
Crossovers BQ Lackawaxen.....	25

J-2 engines must not operate over Conley frogs.

Class R-1 and 2 and S type engines will not exceed a speed of twenty (20) miles per hour over bridge: 90.84 Delaware River—Mill Rift.

Class S 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	
Port Jervis Station to bridge 90.84, Mill Rift, eastward and westward tracks.....	40
Diverging movements, Sparrowbush.....	15
Over switches at Germantown bridge, Port Jervis yard, except diverging movement.....	30
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

	Miles Per Hour
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 Narrowsburg, 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, Cocheton, 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
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 and 248, Starrucca Viaduct and west, M. P. 189.33 to M. P. 191.78 westward track..... 40
 Between Lanesboro and Gulf Summit, eastward track..... 30
 Curves 245, 246, 247 and 248, Susquehanna and east, M. P. 189.98 to M. P. 191.78, eastward track..... 40
 Curve 250, Susquehanna, M. P. 191.88 to M. P. 192.10, eastward and westward tracks..... 30
 R and S engines, over Starrucca Viaduct, eastward and westward tracks..... 20
 Brakes will not be applied or speed changed on Starrucca Viaduct except in case of emergency.
 Coaling Station Susquehanna, eastward and westward tracks 30
 R and S Type Engines must not operate over the following tracks:

SUSQUEHANNA, PA.

Hill track leading to Coal Pockets.
 Engine storage track.
 Wrecking track.
 Track No. 15, westward yard.
 Tracks 11, 12 and 13—Back of clearance point westward yard.
 All tracks south of eastward main track between freight house and CP.
 Stock yard tracks.
 SQ stub yard tracks.

LANESBORO, PA.

JA stone switch.
 Coal track—west of JA.

DEPOSIT, N. Y.

Oquaga Milk Switch, from a point 440 feet beyond point of switch to end of track.
 Woodshed track.
 Hinmans switch.
 Creamery switch.
 Stock yard track 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.

HANKINS, N. Y.

Station switch.

CALLICOON, N. Y.

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

COCHECTON, N. Y.

Station switch.

LACKAWAXEN, PA.

Track No. 3.
 Wye track.

POND EDDY, PA.

Station switch.

MILL RIFT, PA.

Station switch.

R and 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 PortJervis without clearance (Form A)

First class and extra trains originating at Deposit will not leave without clearance (Form A).

First class trains scheduled to stop at Susquehanna station will not leave Susquehanna 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.
Deposit.....Telegraph Office	
Port Jervis.....Telegraph Office	} First class trains originating and terminating at Deposit.

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

SIDINGS.

	Car Capacity		
	Eastward	Westward	
Rosas.....		22	Stub End
O Z.....		130	
Lackawaxen.....		23	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.

Exception to this rule as follows:

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

Creamery crossover.....Susquehanna

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.

"SPRING SWITCHES"

Switches at west end of "CO" westward siding, Callicoon and Bridge No. 1 at Susquehanna Yard are equipped with spring stands, set normal for main track movement. Trains or engines may pull out of these sidings to main track without opening or closing switches by hand, except at Bridge No. 1, Susquehanna Yard, at which point employes receiving permission to enter westward main track at pull out from westward yard, will open spring switch by hand and leave open until engine or train has entered circuit, on yard lead, then close spring switch by hand and proceed through switch

Caution must be taken to prevent backup movement, slack running out of trains, or taking slack over spring switches before forward movement is completed. If necessary to make such movements, switches must be opened by hand

When switching over these switches they must be hand operated.

The spring switches are protected by Dwarf signals for trains operating against the current of traffic, as follows:

Clear indication, proceed over spring switch, approach indication, proceed to point of switch, then stop, examine points of switch and make sure points are properly set before proceeding. If found out of order, use hand throw switch and restore to normal position after using and immediately report same to the superintendent.

Trains moving against the current of traffic on clear indication will proceed over spring switches not to exceed 20 miles per hour.

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

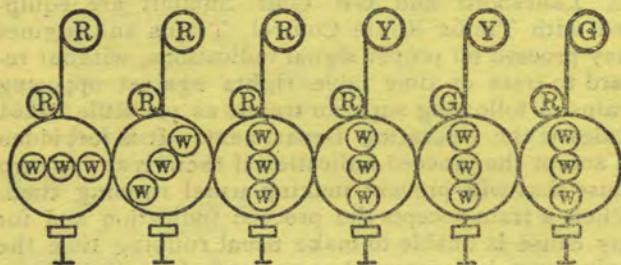
Eastward

175-2 MX Siding
 169-2 HF Crossover Roods Creek
 162-2 KI Crossover Hancock
 136-2 CO Siding
 129-2 PS Crossover Pages
 103-2 O Z Crossover
 87-2 Pct Jervis

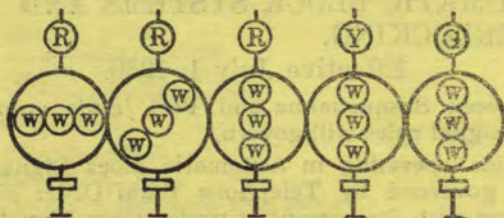
Rule 509-D, paragraph (b) Rules of the Operating Department, is amplified as follows:

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. Position Light Telephone Train Order Signal. A position light unit attached to pole below upper unit.

RULES	RULES	RULES	RULES	RULES	RULES
291C	291C	291C	285D	282C	281E
509D	509D	509D	509D	509D	509D



RULES	RULES	RULES	RULES	RULES
296B	297B	298D	298E	298F
509D	509D	509D	509D	509D



Where position light telephone train order signals are in service Rules 509b, 509c and 509d will be observed the same as where other types of signals are in use.

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 Sparrowbush.

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

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 8.00 P. M.
 Sunday 11.00 A. M. to 5.00 P. M.
 6.00 P. M. to 8.00 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.

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.

OVERHEAD CLEARANCES

Employees are warned of close overhead clearance of less than 21 feet and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges and structures.

SUSQUEHANNA, PA.

Coaling station—Eastward and westward tracks, eastward and westward sidings.

High-tension cable crossing over Coal track.

Shed over unloading coal hoppers—Hill track.

All tracks entering shop buildings in coach shop yard and new engine terminal.

DEPOSIT, N. Y.

Freight House.

Shed at Delaware Mills plant.

Wires crossing at Delaware Mills and Bordens Plants

Wire crossing over coal unloading track.

Wilcox Coal Co. Shed

COCHECTON, N. Y.

Wires crossing station switch.

NARROWSBURG, N. Y.

Bridge H-121.71 eastward and westward tracks.

Wire crossing Narrowsburg Lumber Co. track.

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 take brake application passing over the first of these inductors and to acknowledge passing 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 required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed." If held down more than fifteen seconds, an automatic application will result. Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

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

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

CONTROL CUTOUT COCK

This is 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 5322-A. Improper applications at clear signals or other points should be reported at first telegraph office.

C. P. Shaughnessy, Chief Trainmaster

C. S. Kinback, Trainmaster

J. P. Hogan, 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	8	10			
		Daily Note	Daily	Daily	Daily	Daily Except Sunday			
		A.M.	P.M.	P.M.	P.M.	A.M.			
 NEW YORK ... A.	8.54	6.54	7.34	11.54	4.54			
104.3	... PORT JERVIS .. A.	6.20	4.13	5.02	9.20	2.05			
101.8	... SPARROWBUSH .. N	6.15	4.08	4.57	9.15	2.00			
100.4	... MILL RIFT ..								
94.6	... ROSAS ..	6.06	3.50	4.47	9.06	1.50			
93.2	... POND EDDY ..		s 3.46						
89.4	... PARKER'S GLEN ..								
85.5	... SHOHOLA ..		s 3.29						
82.6	... B Q TOWER ... N	5.49	3.21	4.30	8.49	1.32			
81.5	... LACKAWAXEN ..		s 3.20						
78.5	... WESTCOLANG ..								
76.2	... MAST HOPE ..								
73.0	... T U CROSSOVER ..	5.38	2.50	4.19	8.38	1.21			
70.2	... NARROWSBURG ..	5.34	s 2.45	s 4.15		s 1.17			
64.3	... SKINNERS ..		s 2.32						
62.7	... PAGES ..	5.24	2.29	4.03	8.23	1.02			
61.7	... COCHECTON ..		s 2.13						
56.5	... CALLICOON ... N	5.17	s 2.05	s 3.55	8.15	s 12.54			
49.6	... HANKINS ..		s 1.47						
45.3	... LONG EDDY ..		s 1.39						
39.0	... LORDVILLE ..	4.54	s 1.30	3.30	7.53	12.29			
28.6	... HANCOCK ... D	4.41	s 1.11	s 3.17	7.39	s 12.16			
20.5	... HALE EDDY ..		s 12.56						
15.6	... DEPOSIT ... N	4.24	s 12.48	s 2.58	7.21	s 11.58			
8.5	... GULF SUMMIT ...	4.14	s 12.30	2.46	7.12	11.46			
1.8	... LANESBORO ... N	3.59	12.17	2.33	6.59	11.33			
.0	... SUSQUEHANNA L.	3.56	12.12	2.29	6.55	11.29			
2.2	... S R TOWER ... N	3.44	12.05	2.16	6.41	11.14			
		A.M.	P.M.	P.M.	P.M.	P.M.			

DELAWARE DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from Jersey City	STATIONS AND SIDINGS	WESTWARD TRAINS								
		FIRST CLASS								
		7	1	9	27	5				
		Daily Note	Daily	Daily	Daily Note	Daily Note				
		Midnight	A.M.	A.M.	P.M.	P.M.				
.....	NEW YORK ... L	12.00	8.45	10.40	3.00	7.30				
87.3	PORT JERVIS .. L N	2.33	11.24	1.29	5.40	10.12				
89.8	SPARROWBUSH .. N	2.38	11.29	s 1.34	5.45	10.17				
91.2	MILL RIFT			s 1.38						
97.0	ROSAS	2.47	11.38	1.48	5.54	10.26				
98.4	POND EDDY			s 1.52						
102.2	PARKER'S GLEN									
106.1	SHOHOLA			s 2.11	s 6.07					
109.0	B Q TOWER ... N	3.03	11.53	2.19	6.12	10.44				
110.1	LACKAWAXEN			s 2.25	s 6.16					
113.1	WESTCOLANG									
115.4	MAST HOPE									
118.6	T U CROSSOVER ...	3.14	12.04	2.40	6.27	10.55				
121.4	NARROWSBURG .. s	3.22	s 12.10	s 2.48	s 6.36	* 10.59				
127.3	SKINNERS									
128.9	PAGES	3.32	12.20	3.01	6.45	11.09				
129.9	COCHECTON			s 3.05	s 6.48					
135.1	CALLICOON ... N s	3.45	s 12.32	s 3.17	s 6.56	s 11.18				
142.0	HANKINS			s 3.29						
146.3	LONG EDDY			s 3.38						
152.6	LORDVILLE	4.09	12.54	s 3.47	* 7.21	11.41				
163.0	HANCOCK ... D s	4.27	s 1.08	s 4.04	s 7.36	11.54				
171.1	HALE EDDY									
176.0	DEPOSIT ... N s	4.47	s 1.26	s 4.23	s 7.55	12.11				
183.1	GULF SUMMIT ...	5.03	1.40	4.37	8.09	12.24				
189.8	LANESBORO ... N	5.12	1.48	4.46	8.18	12.32				
191.6	SUSQUEHANNA A N	5.16	1.51	4.49	8.21	12.35				
193.8	S R TOWER ... N	5.31	2.03	5.02	8.34	12.46				
		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 " 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	5 " 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	114 Pike St.	No. 377	154 East 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.	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	" 222	425 Grand St.	" 239
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
Seranton	Dr. W. T. Davis	Medical Arts Bldg.	" 2-8895	1616 Jefferson Ave.	" 4-4329
Seranton	Dr. M. M. Williams (Oculist)	Medical Arts Bldg.	" 5813	1511 Wyoming Ave.	" 4-3428