THE DELAWARE AND HUDSON COMPANY

Pennsylvania Division

TIME TABLE No. 9

Effective SUNDAY, OCTOBER 1, 1911,

at 12.01 A. M.

Superseding Time Table No. 8A, dated June 25, 1911

For the Government of Employes Only

C. S. SIMS,
Second Vice President and General Manager,
Albany, N. Y.

C. E. McKIM,
General Superintendent Transportation,
Albany, N. Y.

C. E. BURR,
Superintendent,
Carbondale, Pa.

STATIONS	Distances from Albany	Distances between Stations	Telegraph Signals	Car capacity of Passing Sidings	SOUTH BOUND							
					1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
					502	576	506	510	560	584	532	512
					Daily Ex Sun	Daily Ex Sun	Daily Ex Sun.	Daily Ex Sun.	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex Sun.
						X				X		
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NINEVEH ..... D-N	118.81	0.00	NV									
SOUTH NINEVEH ..... D-N	120.55	1.74	SU									
CENTRE VILLAGE ..... D	122.26	1.71	CN	175								
EAST WINDSOR ..... D-N	127.21	4.95	OX	70								
NORTH END ..... D-N	129.82	2.61	NE									
WINDSOR ..... D	130.56	0.74	WD									
TUSCARORA ..... D-N	132.34	1.78	RA									
STATE LINE	136.46	4.12		120								
LANESBORO ..... D-N	139.21	2.75	BO									
LANESBORO JUNC ..... D-N			JA						S 9.30			
JEFFERSON JUNC ..... D-N	140.82	1.61	JN						S 9.35			
BRANDT ..... D	141.62	0.80	BZ									
STEVENS POINT	142.75	1.13										
STARRUCCA ..... D-N	147.92	5.17	KA	88								
THOMPSON ..... D-N	151.69	3.77	ON									
ARARAT ..... D-N	156.45	4.76	MI									
BURNWOOD	159.96	3.51		106								
HERRICK CENTRE ..... D	163.16	3.20	HR									
UNIONDALE ..... D-N	164.95	1.79	UD	79								
STILLWATER	167.82	2.87										
FOREST CITY ..... D-N	170.28	2.46	FC	110								
WEST CARBONDALE	175.83	5.45										
CARBONDALE ..... D-N	176.79	0.96	CY									
CARBONDALE ..... D-N	176.79	0.00	CY		5.55	C.R.R. N.J.	7.00	8.10	ERIE R. R.	C.R.R. N.J.	8.35	9.00
LOOKOUT JUNC ..... D-N	177.33	0.54	OU		5.56		7.01	8.11			8.36	9.01
MAYFIELD ..... D	179.43	2.10	MF		S 5.59		S 7.04	S 8.15			S 8.39	F 9.04
JERMYN ..... D	180.73	1.30	GB		S 6.03		S 7.07	S 8.18			S 8.43	S 9.08
ARCHBALD ..... D	182.80	2.07	A		S 6.07		S 7.11	S 8.22			S 8.47	S 9.12
WINTON	184.12	1.32	WN		F 6.10			S 8.25			F 8.50	
JESSUP-PECKVILLE ..... D	185.40	1.28	SY		S 6.14		S 7.16	S 8.28			S 8.53	S 9.18
OLYPHANT ..... D-N	187.00	1.60	S		S 6.18		S 7.21	S 8.32			S 8.57	S 9.22
DICKSON ..... D	188.42	1.42	DK		S 6.22		S 7.25	S 8.35			S 9.00	S 9.26
PROVIDENCE	190.36	1.94			S 6.26		S 7.29	S 8.39			S 9.04	S 9.30
GREEN RIDGE ..... D-N	191.13	0.77	GR		S 6.29		S 7.32	S 8.42			S 9.07	S 9.33
CARBON ST. JUNC .... D-N	192.19	1.06	CJ		6.31		7.34	8.44			9.09	9.35
SCRANTON ..... D-N	192.71	0.52	SN		S 6.32		S 7.35	S 8.45			S 9.10	S 9.37
SCRANTON ..... D-N	192.71		SN		6.36		7.40	8.50			9.15	9.42
CARBON ST. JUNC .... D-N	192.19	0.52	CJ		S 6.38		S 7.42	S 8.52			S 9.17	S 9.44
SOUTH SCRANTON ..... D	194.17	1.98	WK		S 6.44		F 7.47	F 8.57			F 9.22	9.49
MINOOKA-TAYLOR ..... D	195.90	1.73	MK		S 6.47		S 7.51	S 9.01			S 9.26	9.51
MINOOKA JUNCTION .. D-N	196.68	0.78	MJ		6.48	7.16	7.52	9.02		9.16	9.27	9.52
MOOSIC ..... D-N	198.81	2.13	BR		S 6.52	7.19	S 7.56	S 9.06		9.19	S 9.31	S 9.56
AVOCA ..... D	200.56	1.75	DY		S 6.56	7.22	S 8.00	S 9.10		9.22	S 9.35	S 10.00
PITTSTON ..... D-N	202.93	2.37	ON		S 7.01	7.25	S 8.05	S 9.14		9.25	S 9.40	S 10.05
YATESVILLE ..... D	204.27	1.34	VI		F 7.04	7.28	F 8.08	F 9.18		9.28	S 9.43	
LAFLIN ..... D	205.88	1.61	FN		S 7.06	7.31	F 8.10	F 9.22		9.31	S 9.46	
HUDSON ..... D-N	207.77	1.89	MC		S 7.10	7.34	S 8.14	S 9.25		9.34	S 9.50	10.13
MINERS MILLS	208.36	0.59			S 7.12		S 8.16	S 9.27			S 9.52	S 10.15
PARSONS ..... D	209.18	0.82	PN		S 7.15		S 8.19	S 9.30			S 9.55	
WILKES-BARRE ..... D-N	211.25	2.07	WB		S 7.20		S 8.25	S 9.35			S 10.00	S 10.20
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					502	576	506	510	560	584	532	512

SOUTH BOUND

1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	STATIONS
516	518	580	520	586	522	524	514	582	504	588	526	562	
Daily	Daily	Daily Ex Sun.	Daily	Sunday Only	Daily Ex Sun.	Daily Ex Sun.	Sunday Only	Daily Ex. Sun	Daily Ex Sun.	Sunday Only	Daily Ex. Sun	Daily	
		X						X		Z			
A. M.	A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
.....	.....	.....	.....	.....	.....	.....	12.25	.....	2.05	.....	.....	.....	NINEVEH
.....	.....	.....	.....	.....	.....	.....	12.28 553	.....	2.08	.....	.....	.....	SOUTH NINEVEH
.....	.....	.....	.....	.....	.....	.....	S 12.32	.....	S 2.11 573	.....	.....	.....	CENTRE VILLAGE
.....	.....	.....	.....	.....	.....	.....	S 12.42	.....	S 2.19	.....	.....	.....	EAST WINDSOR
.....	.....	.....	.....	.....	.....	.....	12.47	.....	2.24	.....	.....	.....	NORTH END
.....	.....	.....	.....	.....	.....	.....	S 12.49	.....	S 2.26	.....	.....	.....	WINDSOR
.....	.....	.....	.....	.....	.....	.....	12.52	.....	2.28	.....	.....	.....	TUSCARORA
.....	.....	.....	.....	.....	.....	.....	1.01	.....	2.36	.....	.....	.....	STATE LINE
.....	.....	.....	.....	.....	.....	.....	S 1.07	.....	S 2.41	.....	.....	.....	LANESBORO
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	S 4.00	LANESBORO JUNC.
.....	.....	.....	.....	.....	.....	.....	1.10	.....	2.44	.....	.....	4.05	JEFFERSON JUNC
.....	.....	.....	.....	.....	.....	.....	F 1.12	.....	F 2.45	.....	.....	S 4.08	BRANDT
.....	.....	.....	.....	.....	.....	.....	F 1.14	.....	F 2.48	.....	.....	F 4.11	STEVENS POINT
.....	.....	.....	.....	.....	.....	.....	S 1.26	.....	S 2.59	.....	.....	S 4.24	STARRUCCA
.....	.....	.....	.....	.....	.....	.....	S 1.34	.....	S 3.07	.....	.....	S 4.33	THOMPSON
.....	.....	.....	.....	.....	.....	.....	F 1.45	.....	S 3.18	.....	.....	S 4.45	ARARAT
.....	.....	.....	.....	.....	.....	.....	1.52	.....	.....	.....	.....	F 4.52	BURNWOOD
.....	.....	.....	.....	.....	.....	.....	S 2.00	.....	S 3.32	.....	.....	S 5.00	HERRICK CENTRE
.....	.....	.....	.....	.....	.....	.....	S 2.04	.....	S 3.36	.....	.....	S 5.05	UNIONDALE
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	STILLWATER
.....	.....	.....	.....	.....	.....	.....	S 2.16	.....	S 3.46	.....	.....	S 5.19	FOREST CITY
.....	.....	.....	.....	.....	.....	.....	2.28	.....	3.57	.....	.....	5.32	WEST CARBONDALE
.....	.....	.....	.....	.....	.....	.....	S 2.30	.....	S 4.00	.....	.....	S 5.35	CARBONDALE
10.00	11.30	C.R.R. N.J.	1.00	C.R.R. N.J.	1.40	2.40	2.40	C.R.R. N.J.	4.05	C.R.R. N.J.	4.50	ERIE R. R.	CARBONDALE
10.01	11.31		1.01		1.41	2.41	2.41		4.06		4.51		LOOKOUT JUNC.
S 10.04	F 11.34		S 1.04		.....	S 2.44	S 2.44		.....		S 4.54		MAYFIELD
S 10.08	S 11.38		S 1.08		S 1.47	S 2.48	S 2.48		4.11		S 4.58		JERMYN
S 10.12	S 11.42		S 1.12		S 1.51	S 2.52	S 2.52		S 4.15		S 5.02		ARCHBALD
F 10.15	.....	.....	F 1.15	.....	.....	2.54	F 2.54	.....	.....	.....	F 5.05	.....	WINTON
S 10.18	S 11.48	.....	S 1.18	.....	S 1.56	S 2.57	S 2.57	.....	S 4.21	.....	S 5.08	.....	JESSUP-PECKVILLE
S 10.22 570	S 11.52	.....	S 1.22	.....	S 2.00	S 3.01	S 3.01	.....	S 4.25	.....	S 5.12	.....	OLYPHANT
S 10.25 570	S 11.55	.....	S 1.25	.....	S 2.03	S 3.05	S 3.05	.....	.....	.....	S 5.15	.....	DICKSON
S 10.29	S 11.59	.....	S 1.29	.....	S 2.07	S 3.09	S 3.09	.....	.....	.....	S 5.19	.....	PROVIDENCE
S 10.32	S 12.02	.....	S 1.32	.....	S 2.10	S 3.12	S 3.12	.....	S 4.33	.....	S 5.22	.....	GREEN RIDGE
10.34	12.04	.....	1.34	.....	2.12	3.14	3.14	.....	4.35	.....	5.24	.....	CARBON ST. JUNC.
S 10.35	S 12.05	.....	S 1.35	.....	S 2.13	S 3.15	S 3.15	.....	S 4.37	.....	S 5.25	.....	SCRANTON
10.40	12.10	.....	1.40	.....	2.18	3.20	3.20	.....	4.42	.....	5.30	.....	SCRANTON
S 10.42	S 12.12	.....	S 1.42	.....	S 2.20	S 3.22	S 3.22	.....	S 4.44	.....	S 5.32	.....	CARBON ST. JUNC.
F 10.47	12.17	.....	F 1.47	.....	.....	S 3.27	S 3.27	.....	4.49	.....	F 5.37	.....	SOUTH SCRANTON
S 10.51	S 12.21	.....	S 1.51	.....	.....	S 3.31	S 3.31	.....	S 4.54	.....	S 5.40	.....	MINOOKA-TAYLOR
10.52	12.22 594	12.56	1.52	2.19	2.28	3.32	3.32	4.06 596	4.55	5.06	5.41	.....	MINOOKA JUNCTION
S 10.56	S 12.26	12.59	S 1.56	S 2.22	S 2.32	S 3.36	S 3.36	4.09	S 4.59	5.09	S 5.45	.....	MOOSIC
S 11.00	S 12.30	S 1.02	S 2.00	S 2.25	S 2.36	S 3.40	S 3.40	4.12	S 5.03	5.12	S 5.49	.....	AVOCA
S 11.05	S 12.35	S 1.06	S 2.05	S 2.29	S 2.40	S 3.45 452	S 3.45 452	4.15	S 5.08	5.15	S 5.54	.....	PITTSTON
F 11.08	F 12.38 570 450	1.08	F 2.07	S 2.32	.....	S 3.48 452	S 3.48 452	4.17	.....	5.17	F 5.57	.....	YATESVILLE
F 11.11	F 12.41	1.11	F 2.11	S 2.36	.....	S 3.51	S 3.51	4.20	.....	5.20	.....	.....	LAFLIN
S 11.15	S 12.45 570 450	1.14	S 2.15	S 2.40	2.48	S 3.55	S 3.55	4.24	5.18	5.24	S 6.03	.....	HUDSON
S 11.17	S 12.47	.....	S 2.17	.....	.....	S 3.57	S 3.57	.....	.....	.....	S 6.06	.....	MINERS MILLS
S 11.20	S 12.50	.....	S 2.20	.....	.....	S 4.00	S 4.00	.....	.....	.....	S 6.09	.....	PARSONS
S 11.25	S 12.55	.....	S 2.25	.....	S 2.55	S 4.05	S 4.05	.....	S 5.25	.....	S 6.15	.....	WILKES-BARRE
A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
516	518	580	520	586	522	524	514	582	504	588	526	562	

SOUTH BOUND

STATIONS	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class
	528	534	530	536	538	508	590	592	570	450	594	572	452
	Daily. Ex Sun	Sunday Only	Daily Ex.Sun	Sunday Only	Sunday Only	Daily Ex.Sun	Daily	Daily Ex.Sun	Daily Ex Sun	Daily	Daily Ex.Sun	Daily	Daily
												J	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A. M.	A. M.	A. M.	A. M.	P.M.	A. M.	A. M.
NINEVEH						8.20				6.15		9.00	9.10
SOUTH NINEVEH						8.22				6.22		9.04	9.17
CENTRE VILLAGE						S 8.26				6.28		F 9.10	9.23
EAST WINDSOR						S 8.34				6.48		F 9.22	9.45 571 9.54
NORTH END						8.39				6.59		9.27	10.04 507
WINDSOR						S 8.41				7.02		S 9.30	10.07
TUSCARORA						8.44				7.08			10.13 507
STATE LINE						8.53				7.27			10.25
LANESBORO						S 8.59				7.38			10.35
LANESBORO JUNC.													
JEFFERSON JUNC.						9.03				7.45			10.42
BRANDT						F 9.05				7.50			10.47
STEVENS POINT						F 9.08				7.55			10.53
STARRUCCA						F 9.20				8.20			11.20
THOMPSON						F 9.30				8.37			11.40
ARARAT						F 9.42				9.01			12.05
BURNWOOD						C 9.48				9.10			12.17
HERRICK CENTRE						F 9.56				9.31			12.28
UNIONDALE						S 10.01				9.42			12.37
STILLWATER										9.57			12.49
FOREST CITY						S 10.11				10.08			1.00
WEST CARBONDALE						10.23							
CARBONDALE						S 10.25				10.35			1.25
CARBONDALE	5.55	5.50	7.10	8.35	10.00	10.30	C.R.R. N.J.	C.R.R. N.J.	9.20	11.00	C.R.R. N.J.		2.00
LOOKOUT JUNC.	5.56	5.51	7.11	8.36	10.01	10.31			9.22	11.02			2.03
MAYFIELD	S 5.59	S 5.54	S 7.13	S 8.38	S 10.04	S 10.34			S 9.30				
JERMYN	S 6.03	S 5.59	S 7.17	S 8.43	S 10.08	S 10.38			S 9.40	11.12			2.15
ARCHBALD	S 6.07	S 6.04	S 7.21	S 8.43	S 10.13	S 10.42			S 9.51	11.19			2.22
WINTON	6.10	F 6.07	F 7.24	F 8.51	F 10.16	10.45			S 10.00	11.24			2.27
JESSUP-PECKVILLE	S 6.13	S 6.10	S 7.27	S 8.54	S 10.19	S 10.49			S 10.09	11.30			2.33
OLYPHANT	S 6.17	S 6.14	S 7.31	S 8.58	S 10.23	S 10.53			S 10.20 516	11.35			2.39
DICKSON	S 6.20	S 6.17	S 7.34	S 9.01	S 10.26	F 10.56			S 10.28 516	11.39			2.44
PROVIDENCE	S 6.24	S 6.21	S 7.38	S 9.05	S 10.30	S 11.00			S 10.35	11.46			2.50
GREEN RIDGE	S 6.27	S 6.24	S 7.41	S 9.08	S 10.33	S 11.03			10.40 10.55	11.50			2.55
CARBON ST. JUNC.	6.29	6.26	7.43	9.10	10.35	11.05			10.58	11.53			2.59
SCRANTON	S 6.30	S 6.28	S 7.45	S 9.12	S 10.37	S 11.07							
SCRANTON	6.35	6.32	7.50	9.17	10.40	11.10							
CARBON ST. JUNC.	S 6.37	S 6.34	S 7.52	S 9.19	S 10.42	S 11.12			10.58	11.53			2.59
SOUTH SCRANTON	S 6.43	F 6.41	F 7.58	F 9.26	F 10.49	F 11.17			S 11.35	12.02			3.08
MINOOKA-TAYLOR	S 6.47	S 6.45	S 8.02	S 9.30	S 10.53	S 11.21			S 11.42	12.07			3.13
MINOOKA JUNCTION	6.48	6.46	8.03	9.31	10.54	11.22	1.48	10.15	11.45	12.10	12.28 518		3.16
MOOSIC	S 6.53	S 6.51	S 8.08	S 9.36	S 10.58	S 11.26	1.52	10.20	S 12.01	12.16	12.32		3.22
AVOCA	S 6.57	S 6.55	S 8.12	S 9.40	S 11.02	S 11.30	1.59	10.24	S 12.14 450	12.21 570	12.39		3.30
PITTSTON	S 7.03	S 7.00	S 8.18	S 9.45	S 11.07	S 11.35	2.06	10.30	S 12.29	12.28	12.46		3.40 524 514
YATESVILLE	F 7.07	F 7.03	F 8.22	F 9.48	F 11.10	F 11.38	2.10	10.33	S 12.33 450 518	12.32 518 570	12.50		3.50 524 514
LAFLIN	S 7.10	F 7.07	F 8.25	F 9.51	F 11.13	F 11.41	2.16	10.36	S 12.44	12.39	12.56		3.57
HUDSON	S 7.14	S 7.11	S 8.30	S 9.55	S 11.17	S 11.45	2.22	10.41	S 12.55 518	12.50 518	1.02		4.05
MINERS MILLS	S 7.17	S 7.13	S 8.32	S 9.57	S 11.19	F 11.47			S 12.58	12.52			4.10
PARSONS	S 7.20	S 7.16	S 8.35	S 10.00	S 11.22	F 11.50			S 1.02	12.55			4.15
WILKES-BARRE	S 7.25	S 7.20	S 8.40	S 10.05	S 11.26	S 11.55			S 1.10	1.00			4.20
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A. M.	A. M.	P.M.	P.M.	P.M.	A. M.	P.M.
	528	534	530	536	538	508	590	592	570	450	594	572	452

SOUTH BOUND

2d Class	2d Class	2d Class	STATIONS
596	598	574	
Daily	Daily Ex.Sun	Daily Ex.Sun	
		R	
P.M.	P.M.	A. M.	
.....	.....	10.35	NINEVEH
.....	.....	10.40	SOUTH NINEVEH
.....	.....	$ 10.50	CENTRE VILLAGE
.....	.....	$ 11.10	EAST WINDSOR
.....	.....	11.15 553	NORTH END
.....	.....	$ 11.35	WINDSOR
.....	.....	11.41 553	TUSCARORA
.....	.....	11.53	STATE LINE
.....	.....	$ 12.11	LANESBORO
.....	.....	.....	LANESBORO JUNC.
.....	.....	$ 12.21	JEFFERSON JUNC.
.....	.....	$ 12.26	BRANDT
.....	.....	.....	STEVENS POINT
.....	.....	.....	STARRUCCA
.....	.....	.....	THOMPSON
.....	.....	.....	ARARAT
.....	.....	.....	BURNWOOD
.....	.....	.....	HERRICK CENTRE
.....	.....	.....	UNIONDALE
.....	.....	.....	STILLWATER
.....	.....	.....	FOREST CITY
.....	.....	.....	WEST CARBONDALE
.....	.....	.....	CARBONDALE
C.R.R.N.J.	C.R.R.N.J.	.....	CARBONDALE
		.....	LOOKOUT JUNC.
		.....	MAYFIELD
		.....	JERMYN
		.....	ARCHBALD
.....	.....	.....	WINTON
.....	.....	.....	JESSUP-PECKVILLE
.....	.....	.....	OLYPHANT
.....	.....	.....	DICKSON
.....	.....	.....	PROVIDENCE
.....	.....	.....	GREEN RIDGE
.....	.....	.....	CARBON ST. JUNC.
.....	.....	.....	SCRANTON
.....	.....	.....	SCRANTON
.....	.....	.....	CARBON ST. JUNC.
.....	.....	.....	SOUTH SCRANTON
.....	.....	.....	MINOOKA-TAYLOR
4.10 582	6.06	.....	MINOOKA JUNCTION
4.15	6.20	.....	MOOSIC
4.19	6.26	.....	AVOCA
4.25	6.35	.....	PITTSTON
4.30	6.40	.....	YATESVILLE
4.34	6.48	.....	LAFLIN
4.44	6.54	.....	HUDSON
.....	.....	.....	MINERS MILLS
.....	.....	.....	PARSONS
.....	.....	.....	WILKES-BARRE
P.M.	P.M.	P.M.	
596	598	574	

NORTH BOUND

STATIONS	Distances from Wilkes-Barre	1st Class 501 Daily Ex.Sun	1st Class 507 Daily Ex.Sun	1st Class 531 Sunday Only	1st Class 563 Daily Ex.Sun	1st Class 503 Daily Ex.Sun	1st Class 505 Daily	1st Class 533 Sunday Only	1st Class 581 Daily Ex.Sun	1st Class 509 Daily Ex.Sun	1st Class 587 Sunday Only	1st Class 513 Daily Ex.Sun	1st Class 515 Daily
			G						Y				
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	P.M.	P.M.
WILKES-BARRE .....D-N	0.00	5.45	7.10	7.10	.....	8.00	9.15	11.00	.....	11.15	.....	12.30	1.30
PARSONS.....D	2.07	S 5.49	7.13	S 7.14	.....	S 8.04	S 9.19	S 11.04	.....	S 11.19	.....	S 12.34	S 1.34
MINERS MILLS	2.89	S 5.51	7.14	S 7.16	.....	S 8.06	S 9.21	S 11.06	.....	S 11.21	.....	S 12.36	S 1.36
HUDSON.....D-N	3.48	S 5.53	F 7.16	S 7.18	.....	S 8.08	S 9.23	S 11.08	11.15	S 11.23	S 11.55	S 12.38	S 1.38
LAFLIN .....D	5.37	S 5.57	7.20	F 7.22	.....	F 8.12	S 9.27	F 11.12	11.19	F 11.27	S 12.00	F 12.42	S 1.42
YATESVILLE .....D	6.98	S 6.00	7.23	F 7.25	.....	F 8.15	9.30	F 11.15	11.22	F 11.30	S 12.04	F 12.45	1.45
PITTSTON.....D-N	8.32	S 6.04	S 7.27	S 7.29	.....	S 8.19	S 9.34	S 11.19	11.24	S 11.34	S 12.07	S 12.49	S 1.48
AVOCA .....D	10.69	S 6.09	S 7.32	S 7.34	.....	S 8.24	S 9.38	S 11.24	11.28	S 11.38	S 12.12	S 12.53	S 1.53
MOOSIC .....D-N	12.44	S 6.13	S 7.36	S 7.38	.....	S 8.28	S 9.42 577	S 11.28	11.31	S 11.42	S 12.17	S 12.57	S 1.57
MINOOKA JUNCTION ..D-N	14.57	6.17	7.40	7.42	.....	8.32	9.46 577	11.32	11.35	11.46	12.22	1.01	2.01
MINOOKA-TAYLOR .....D	15.35	S 6.19	S 7.42	S 7.44	.....	S 8.34	S 9.48	S 11.34	.....	S 11.48	.....	S 1.03	S 2.03
SOUTH SCRANTON .....D	17.08	S 6.22	F 7.44	F 7.47	.....	F 8.37	F 9.51	F 11.37	.....	F 11.52	.....	F 1.06	F 2.06
CARBON ST. JUNC.....D-N	19.06	S 6.28	S 7.49	S 7.53	.....	S 8.44	S 9.57	S 11.43	.....	S 11.58	.....	S 1.12	S 2.11
SCRANTON .....D-N	18.54	S 6.30	S 7.51	S 7.55	.....	S 8.46	S 9.59	S 11.45	.....	S 12.00	.....	S 1.14	S 2.13
SCRANTON	18.54	6.35	7.55	8.00	.....	8.50	10.05	11.50	.....	12.05	.....	1.19	2.18
CARBON ST. JUNC.....D-N	19.06	6.36	7.56	8.01	.....	8.51	10.06	11.51	.....	12.06	.....	1.20	2.19
GREEN RIDGE.....D-N	20.12	S 6.39	S 7.59	S 8.04	.....	S 8.54	S 10.09	S 11.54	.....	S 12.09	.....	S 1.23	S 2.22
PROVIDENCE	20.89	S 6.42	S 8.01	S 8.07	ERIE R.R.	S 8.57	S 10.12	S 11.57	C.R.R. N.J.	S 12.12	C.R.R. N.J.	S 1.26	S 2.25
DICKSON .....D	22.83	S 6.46	S 8.05	S 8.11		S 9.01	S 10.16	S 12.01		S 12.16		S 1.30	S 2.29
OLYPHANT .....D-N	24.25	S 6.51	S 8.10	S 8.16		S 9.05	S 10.21	S 12.06		S 12.21		S 1.35	S 2.34
JESSUP-PECKVILLE .....D	25.85	S 6.55	S 8.14	S 8.20		S 9.09	S 10.25	S 12.10		S 12.25		S 1.40	S 2.38
WINTON	27.13	S 6.58	.....	F 8.23		F 9.12	10.28	F 12.13		12.28		F 1.43	2.42
ARCHBALD.....D	28.45	S 7.02	S 8.20 575	S 8.27	.....	S 9.16	S 10.32	S 12.16	.....	S 12.32	.....	S 1.47	S 2.46
JERMYN.....D	30.52	S 7.07	S 8.24 575	S 8.32	.....	S 9.21	S 10.37	S 12.21	.....	S 12.37	.....	S 1.52	S 2.51
MAYFIELD .....D	31.82	S 7.10	S 8.28	S 8.35	.....	S 9.25	F 10.40	S 12.24	.....	F 12.40	.....	S 1.55	S 2.54
LOOKOUT JUNC. .....D-N	33.92	7.13	8.33	8.38	.....	9.28	10.43	12.28	.....	12.43	.....	1.58	2.58
CARBONDALE .....D-N	34.46	S 7.15	S 8.35	S 8.40	.....	S 9.30	S 10.45	S 12.30	.....	S 12.45	.....	S 2.00	S 3.00
CARBONDALE .....D-N	34.46	.....	8.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST CARBONDALE	35.42	.....	8.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
FOREST CITY .....D-N	40.87	.....	S 8.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STILLWATER	43.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
UNIONDALE .....D-N	46.20	.....	S 9.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HERRICK CENTRE .....D	47.99	.....	S 9.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BURNWOOD	51.19	.....	F 9.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ARARAT .....D-N	54.70	.....	S 9.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
THOMPSON.....D-N	59.46	.....	S 9.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STARRUCCA .....D-N	63.23	.....	S 9.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STEVENS POINT	68.40	.....	F 9.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BRANDT .....D	69.53	.....	F 9.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
JEFFERSON JUNC.....D-N	70.33	.....	S 9.49	.....	9.50	.....	.....	.....	.....	.....	.....	.....	.....
LANESBORO JUNC. ....D-N		.....	.....	.....	S 9.55	.....	.....	.....	.....	.....	.....	.....	.....
LANESBORO .....D-N	71.94	.....	S 9.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STATE LINE	74.69	.....	9.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TUSCARORA .....D-N	78.91	.....	10.06 452	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WINDSOR .....D	80.69	.....	S 10.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NORTH END .....D-N	81.43	.....	10.11 452	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
EAST WINDSOR ..... D-N	84.04	.....	S 10.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CENTRE VILLAGE .....D	88.99	.....	S 10.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SOUTH NINEVEH .....D-N	90.70	.....	10.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NINEVEH .....D-N	92.44	.....	S 10.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P.M.	A M.	P.M.	P.M.	P.M.	P.M.
		501	507	531	563	503	505	533	581	509	587	513	515

NORTH BOUND

1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	STATIONS
583	589	511	517	519	565	567	535	521	523	537	525	
Daily Ex Sun	Sunday Only	Daily	Daily Ex Sun	Daily Ex Sun	Daily Ex.Sun	Sunday Only	Sunday Only	Daily Ex Sun	Daily Ex Sun	Sunday Only	Daily Ex Sun	
Y	Y											
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
.....	.....	3.15	3.55	4.40	.....	.....	5.00	5.35	6.45	7.30	9.30	WILKES-BARRE
.....	.....	.....	S 3.59	S 4.44	.....	.....	S 5.04	S 5.39	S 6.49	S 7.34	S 9.34	PARSONS
.....	.....	.....	S 4.01	S 4.47	.....	.....	S 5.06	S 5.41	S 6.51	S 7.36	S 9.36	MINERS MILLS
2.40	3.05	S 3.23	S 4.04	S 4.49	.....	.....	S 5.08	S 5.43	S 6.53	S 7.38	S 9.38	HUDSON
2.44	3.09	F 3.27	F 4.08	S 4.53	.....	.....	F 5.12	S 5.47	S 6.57	F 7.42	S 9.42	LAFLIN
2.47	3.12	.....	F 4.10	S 4.56	.....	.....	F 5.15	F 5.50	7.00	F 7.45	S 9.45	YATESVILLE
S 2.50	3.14	S 3.34	S 4.14	S 5.00	.....	.....	S 5.19	S 5.54	S 7.04	S 7.49	S 9.49	PITTSTON
S 2.54	3.17	S 3.39	S 4.19	S 5.04	.....	.....	S 5.24	S 5.58	S 7.08	S 7.53	S 9.53	AVOCA
2.58	3.20	S 3.43	S 4.23	S 5.08	.....	.....	S 5.28	S 6.02	S 7.12	S 7.57	S 9.57	MOOSIC
3.03	3.24	3.47	4.27	5.12	.....	.....	5.32	6.06	7.16	8.01	10.01	MINOOKA JUNCTION
.....	.....	S 3.49	S 4.29	S 5.14	.....	.....	S 5.34	S 6.08	S 7.18	S 8.03	S 10.03	MINOOKA-TAYLOR
.....	.....	.....	F 4.33	5.18	.....	.....	F 5.37	F 6.12	F 7.22	F 8.07	F 10.06	SOUTH SCRANTON
.....	.....	S 3.58	S 4.38	S 5.23	.....	.....	S 5.44	S 6.18	S 7.28	S 8.13	S 10.12	CARBON ST. JUNC.
.....	.....	S 4.00	S 4.40	S 5.25	.....	.....	S 5.46	S 6.20	S 7.30	S 8.15	S 10.14	SCRANTON
.....	.....	4.05	4.45	5.30	.....	.....	5.50	6.25	7.35	8.20	10.19	SCRANTON
.....	.....	4.06	4.46	5.31	.....	.....	5.51	6.26	7.36	8.21	10.20	CARBON ST. JUNC.
.....	.....	S 4.09	S 4.49	S 5.35	.....	.....	S 5.54	S 6.29	S 7.39	S 8.24	S 10.23	GREEN RIDGE
C.R.R.N.J.	C.R.R.N.J.	S 4.12	S 4.52	S 5.39	ERIE R. R.	ERIE R. R.	S 5.57	S 6.32	S 7.42	S 8.27	S 10.26	PROVIDENCE
		S 4.16	S 4.56	S 5.45			S 6.02	S 6.36	S 7.46	S 8.31	S 10.30	DICKSON
		S 4.20	S 5.00	S 5.50			S 6.05	S 6.41	S 7.50	S 8.36	S 10.35	OLYPHANT
		S 4.24	S 5.04	S 5.55			S 6.09	S 6.45	S 7.55	S 8.40	S 10.40	JESSUP-PECKVILLE
		4.27	F 5.07	5.58			F 6.12	F 6.48	7.58	F 8.43	10.43	WINTON
.....	.....	S 4.31	S 5.11	S 6.02	.....	.....	S 6.15	S 6.52	S 8.02	S 8.47	S 10.47	ARCHBALD
.....	.....	S 4.36	S 5.16	S 6.07	.....	.....	S 6.20	S 6.57	S 8.07	S 8.52	S 10.52	JERMYN
.....	.....	4.39	F 5.19	S 6.10	.....	.....	S 6.23	S 7.00	S 8.10 569	S 8.55	S 10.55	MAYFIELD
.....	.....	4.43	5.23	6.13	.....	.....	6.25	7.03	8.13 569	8.58	10.58	LOOKOUT JUNC.
.....	.....	S 4.45	S 5.25	S 6.15	.....	.....	S 6.27	S 7.05	S 8.15	S 9.00	S 11.00	CARBONDALE
.....	.....	4.50	.....	.....	6.20	6.30	.....	.....	.....	.....	.....	CARBONDALE
.....	.....	4.52	.....	.....	6.23	6.33	.....	.....	.....	.....	.....	WEST CARBONDALE
.....	.....	S 5.03	.....	.....	S 6.35	S 6.45	.....	.....	.....	.....	.....	FOREST CITY
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	STILLWATER
.....	.....	S 5.14	.....	.....	S 6.46	S 6.56	.....	.....	.....	.....	.....	UNIONDALE
.....	.....	F 5.18	.....	.....	S 6.51	S 7.01	.....	.....	.....	.....	.....	HERRICK CENTRE
.....	.....	.....	.....	.....	F 6.58	F 7.08	.....	.....	.....	.....	.....	BURNWOOD
.....	.....	F 5.30	.....	.....	S 7.05	S 7.16	.....	.....	.....	.....	.....	ARARAT
.....	.....	F 5.39	.....	.....	S 7.16	S 7.27	.....	.....	.....	.....	.....	THOMPSON
.....	.....	F 5.48	.....	.....	S 7.26	S 7.37	.....	.....	.....	.....	.....	STARRUCCA
.....	.....	F 5.58	.....	.....	F 7.37	F 7.48	.....	.....	.....	.....	.....	STEVENS POINT
.....	.....	E 6.00	.....	.....	S 7.41	S 7.52	.....	.....	.....	.....	.....	BRANDT
.....	.....	6.02	.....	.....	7.44	7.55	.....	.....	.....	.....	.....	JEFFERSON JUNC
.....	.....	.....	.....	.....	S 7.49	S 8.00	.....	.....	.....	.....	.....	LANESBORO JUNC.
.....	.....	S 6.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	LANESBORO
.....	.....	6.13	.....	.....	.....	.....	.....	.....	.....	.....	.....	STATE LINE
.....	.....	6.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	TUSCARORA
.....	.....	S 6.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	WINDSOR
.....	.....	6.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	NORTH END
.....	.....	S 6.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	EAST WINDSOR
.....	.....	S 6.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	CENTRE VILLAGE
.....	.....	6.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	SOUTH NINEVEH
.....	.....	S 6.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	NINEVEH
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.	
583	589	511	517	519	565	567	535	521	523	537	525	

STATIONS	NORTH BOUND												
	1st Class	1st Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class
	585	527	591	599	575	571	553	573	577	593	595	569	597
	Daily	Daily	Daily ExMon	Daily Ex Mon.	Daily Ex Sun	Daily	Daily	Daily Ex.Sun	Daily Ex Sun.	Daily	Daily	Daily	Daily Ex Sun
	Y					H-J		R					
	P.M.	P.M.	A. M.	A. M.	A. M.	A. M.	A. M.	P.M.	A. M.	A. M.	P.M.	P.M.	P. M.
WILKES-BARRE		10.40					6.00		8.40			6.05	
PARSONS		S 10.44					6.07		S 8.46			6.11	
MINERS MILLS		S 10.46					6.09		S 8.51			6.15	
HUDSON	10.22	S 10.48	3.55	4.49			6.11		S 8.55	11.28	12.43	6.18	9.49
LAFLIN	10.26	F 10.52	4.01	4.54			6.20		S 9.00	11.33	12.50	6.24	9.53
YATESVILLE	10.29	F 10.55	4.07	4.59			6.25		S 9.05	11.38	1.00	6.32	10.03
PITTSTON	10.31	S 10.59	4.12	5.04			6.29		S 9.15	11.43	1.09	6.37	10.12
AVOCA	10.34	S 11.04	4.19	5.11			6.35		S 9.27	11.50	1.19	6.45	10.23
MOOSIC	10.37	S 11.08	4.26	5.18			6.41		S 9.37 505	11.57	1.24	6.52	10.31
MINOOKA JUNCTION	10.41	11.12	4.32	5.24			6.47		9.51 505	12.03	1.31	6.58	10.46
MINOOKA-TAYLOR		S 11.14					6.50		S 9.56			7.01	
SOUTH SCRANTON		F 11.19					6.55		S 10.07			7.06	
CARBON ST. JUNC.		S 11.25					7.01		10.30			7.12	
SCRANTON		S 11.27											
SCRANTON		11.32											
CARBON ST. JUNC.		11.33					7.01		10.30			7.12	
GREEN RIDGE		S 11.36			S 7.00		7.05 7.10		S 10.35 10.55			7.16	
PROVIDENCE	C.R.R. N.J.	S 11.39	C.R.R. N.J.	C.R.R. N.J.	S 7.06		7.15		S 11.01	C.R.R. N.J.	C.R.R. N.J.	7.19	C.R.R. N.J.
DICKSON		S 11.43			S 7.16		7.23		S 11.10			7.26	
OLYPHANT		S 11.47			S 7.26 7.35		7.28		S 11.20 11.30			7.32	
JESSUP-PECKVILLE		S 11.51			S 7.48		7.35		S 11.40			7.38	
WINTON		F 11.54			S 8.03		7.40		S 11.57			7.43	
ARCHBALD		S 11.59			S 8.13 507		7.45		S 12.10			7.49	
JERMYN		S 12.04			S 8.25 507		7.55		S 12.20			8.00	
MAYFIELD		S 12.07			S 8.37		8.00		S 12.29			8.05 523	
LOOKOUT JUNC.		12.10			8.43		8.06		12.35			8.18 523	
CARBONDALE		S 12.12			S 8.45		8.10		S 12.37			8.20	
CARBONDALE							8.45					9.00	
WEST CARBONDALE													
FOREST CITY							9.10					9.40	
STILLWATER												10.00	
UNIONDALE							9.30					10.20	
HERRICK CENTRE							9.39					10.38	
BURNWOOD												10.58	
ARARAT							10.04					11.23	
THOMPSON							10.21					11.42	
STARRUCCA							10.35					12.00	
STEVENS POINT							10.55					12.20	
BRANDT							11.00	12.50				12.25	
JEFFERSON JUNC							11.05	12.55				12.30	
LANESBORO JUNC													
LANESBORO							11.12	S 1.00				12.45	
STATE LINE							11.22	1.12				12.55	
TUSCARORA							11.35 574	1.26				1.15	
WINDSOR						9.45	11.41	S 1.35				1.25	
NORTH END						9.48	11.45 574	1.37				1.30	
EAST WINDSOR						9.54 452	12.00	S 1.46				1.45	
CENTRE VILLAGE						10.04	12.20	S 2.06 504 2.12				2.07	
SOUTH NINEVEH						10.09	12.27 514	2.22				2.17	
NINEVEH						S 10.15	12.35	S 2.30				2.30	
	P.M.	A. M.	A. M.	A. M.	A. M.	A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P. M.
	585	527	591	599	575	571	553	573	577	593	595	569	597

SOUTH BOUND

STATIONS	Distances from Carbondale	Distances between Stations	Telegraph Signals	1st Class 552 Daily Ex Sun	1st Class 540 Daily Ex Sun	1st Class 546 Sunday Only	1st Class 554 Daily	1st Class 542 Daily Ex Sun	1st Class 548 Sunday Only	1st Class 556 Daily Ex Sun.	1st Class 544 Daily Ex Sun	2d Class 550 Daily Ex.Sun
						P		W	U			
				A. M.	A. M.	A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	A. M.
CARBONDALE ..... D-N	0.00	0.00	CY	.....	8.45	8.45	.....	2.05	5.40	.....	6.20	9.20
LOOKOUT JUNC. ..... D-N	0.54	0.54	OU	.....	8.47	8.47	.....	2.07	5.42	.....	6.22	9.23
BUSHWICK	2.30	1.79	.....	.....	8.51	8.51	.....	2.11	5.46	.....	6.26 551	9.29
LINCOLN AVE.	4.24	1.94	.....	.....	S 8.55	F 8.55	.....	S 2.15	F 5.50	.....	S 6.30	9.36
RACKET BROOK	5.01	0 77	.....	.....	8.57	8.57	.....	2.17	5.52	.....	6.32	9.39
WHITES	5.69	0.68	.....	.....	F 8.59	F 8.59	.....	F 2.19	F 5.54	.....	F 6.34	9.42
PANTHER BLUFFS	7.00	1.31	.....	.....	S 9.04 9.08	S 9.04 9.08	.....	S 2.23 2.27	S 5.57 6.01	.....	S 6.38 6.42	S 9.46 9.51
QUIGLEY	8.89	1.89	.....	.....	F 9.12	F 9.12	.....	F 2.31	F 6.05	.....	F 6.46	.....
FARVIEW	11.35	2.46	.....	.....	S 9.18	F 9.18	.....	S 2.37	F 6.11	.....	S 6.52	F 10.10
CANAAN	14.16	2.81	.....	.....	F 9.24	F 9.24	.....	F 2.43	F 6.17	.....	F 6.58	.....
MUNSON	15.10	0.94	.....	ERIE R. R.	9.27	9.27	ERIE R. R.	2.46	6.20	ERIE R. R.	7.01	10.21
LAKE LODORE	17.00	1.90	DR		F 9.29	F 9.29		F 2.49	F 6.23		F 7.04	10.27
WAYMART ..... D	17.65	0 65	W		S 9.32	S 9.32		S 2.52	S 6.26		S 7.07	S 10.29 10.45
KEENE	20.49	2.84	.....		F 9.37	F 9.37		F 2.57	F 6.32		F 7.13	10.54
STEENE	21.70	1.21	.....		F 9.39	F 9.39		F 2.59	F 6.35		F 7.16	10.58
PROMPTON	23.53	1.83	.....	.....	S 9.43	F 9.43	.....	S 3.03	F 6.39	.....	S 7.20	11.04
FORTENIA	24.92	0.81	.....	.....	F 9.47	F 9.47	.....	F 3.07	F 6.43	.....	F 7.24	11.08
SEELYVILLE	25.97	0.66	.....	.....	S 9.50	F 9.50	.....	S 3.10	F 6.46	.....	S 7.27	F 11.11
HONESDALE ..... D	27.30	1.33	H	8.22	S 9.55	S 9.55	2.53	S 3.15	S 6.50	6.00	S 7.31	S 11.15
HONESDALE JUNC.	28.13	0.83	.....	8.25	.....	.....	2.56	.....	.....	6.03	.....	.....
				A M.	A. M.	A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	A. M.
				552	540	546	554	542	548	556	544	550

NORTH BOUND

STATIONS	Car Capacity Passing Sidings	1st Class 541 Daily Ex.Sun	1st Class 547 Sunday Only	1st Class 543 Daily Ex.Sun	1st Class 555 Daily Ex.Sun	1st Class 559 Daily Ex Sun.	1st Class 545 Daily Ex.Sun	1st Class 557 Daily Ex Sun.	1st Class 561 Sunday Only	1st Class 549 Sunday Only	2d Class 551 Daily Ex.Sun
			P				W			U	
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
HONESDALE JUNC.	.....	.....	.....	.....	1.27	3.47	.....	6.52	7.07	.....	.....
HONESDALE	.....	6.55	10.15	12.25	S 1.30	S 3.50	4.40	S 6.55	S 7.10	7.15	4.45
SEELYVILLE	.....	S 6.58	F 10.18	S 12.29	.....	.....	S 4.44	.....	.....	F 7.19	F 4.50
FORTENIA	.....	F 7.01	F 10.21	F 12.32	.....	.....	F 4.47	.....	.....	F 7.22	4.54
PROMPTON	.....	S 7.05	F 10.25	S 12.36	.....	.....	S 4.51	.....	.....	F 7.26	F 5.00
STEENE	.....	F 7.09	F 10.29	F 12.40	.....	.....	F 4.55	.....	.....	F 7.30	5.05
KEENE	70	F 7.12	F 10.32	F 12.43	.....	.....	F 4.58	.....	.....	F 7.32	5.09
WAYMART	90	S 7.17	S 10.37	S 12.49	.....	.....	S 5.04	.....	.....	S 7.39	S 5.19 5.25
LAKE LODORE	.....	F 7.19	F 10.39	F 12.51	.....	.....	F 5.06	.....	.....	F 7.41	.....
MUNSON	70	7.23	10.43	12.54	ERIE R. R.	ERIE R. R.	5.09	ERIE R. R.	ERIE R. R.	7.45	5.32
CANAAN	.....	F 7.25	F 10.45	F 12.56			F 5.11			F 7.47	.....
FARVIEW	.....	S 7.33	F 10.53	S 1.03			S 5.18			F 7.54	F 5.49
QUIGLEY	.....	F 7.39	F 10.59	F 1.09			F 5.24			F 8.00	.....
PANTHER BLUFFS	70	S 7.43 7.47	S 11.03 11.07	S 1.14 1.18			S 5.28 5.32			S 8.05 8.09	S 6.00 6.05
WHITES	.....	F 7.50	F 11.10	F 1.21	.....	.....	F 5.34	.....	.....	F 8.13	6.09
RACKET BROOK	60	7.51	11.11	1.22	.....	.....	5.36	.....	.....	8.14	6.11
LINCOLN AVENUE	.....	S 7.54	S 11.14	S 1.25	.....	.....	S 5.40	.....	.....	S 8.17	6.13
BUSHWICK	.....	7.59	11.19	1.29	.....	.....	5.44	.....	.....	8.21	6.19 544 6.26
LOOKOUT JUNC.	.....	8.03	11.23	1.33	.....	.....	5.48	.....	.....	8.25	6.32
CARBONDALE	.....	S 8.05	S 11.25	S 1.35	.....	.....	S 5.50	.....	.....	S 8.27	S 6.35
		A.M.	A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		541	547	543	555	559	545	557	561	549	551

SPECIAL RULES

1.

Northbound trains are superior to southbound trains of the same class unless otherwise specified.

2.

C—Stop to discharge passengers from Lanesboro and points north of Lanesboro.

D—Day Train Order Office.

N—Night Train Order Office.

D-N—Day and Night Train Order Office.

E—Stop on signal to receive passengers for points north of Lanesboro.

G—No. 507 will reduce speed at Miners Mills sufficiently to permit of safe and proper dispatch of U. S. Mail.

H—No. 571 will run southbound track from Windsor to North End.

J—No. 572 has right over No. 571.

P—No. 546 has right over No. 547.

R—No. 574 has right over No. 573.

U—No. 548 has right over No. 549.

W—No. 542 has right over No. 545.

X—Nos. 576, 580, 582 and 584 stop at any station between Minooka Junc. and Hudson to receive passengers for points south of Wilkes-Barre.

Y—Nos. 581, 589, 583, and 585 stop at any station between Hudson and Minooka Junc. to discharge passengers from points south of Wilkes-Barre.

Z—No. 588 stops at Moosic, Avoca and Pittston to receive passengers for designated points.

3.

Second-class and Extra trains on either single or double track must not leave an initial station without train orders or clearance cards authorized by the Superintendent. When wires are interrupted, telegraphers may issue clearance cards for those trains for which he does not hold train orders.

4.

Extra trains may run ahead of and between sections of second class trains until overtaken.

5.

Engines on freight trains must always be detached before taking water.

6.

Trains which collect U. S. Mail pouches from mail cranes will, when running on any other than their regular track, stop to exchange mail.

7.

When scheduled trains are annulled, telegraphers at Registering Stations will receive and must inscribe on the register an order signed by the Superintendent that the train is annulled. Such orders must be repeated, "complete" received and inscribed thereon as in case of any other train order, and such notice will be sufficient authority for trains to leave such stations, regardless of the annulled train, provided the train annulled is overdue.

8.

When a telegrapher receives the signal "19" followed by the direction, and he does not hold a "31" order for trains in the direction named, he will display the train order signal at the middle position [an angle of about 45 degrees, indicated by a yellow light at night) and then reply "19 displayed" or ["19 D"] adding the direction. The engineman of a train approaching a station where such signal is displayed will sound the signal prescribed in Rule No. 14 [j], as an indication to the conductor that "19" orders are to be delivered. While the "19" order signal is displayed all trains must reduce speed sufficiently to permit the telegrapher to deliver "19" orders or a clearance card. In case trainmen fail to receive the order or a clearance card or receive one not addressed to them or if written in an illegible hand so that it cannot be read, the train must be immediately stopped and not proceed until the proper order or clearance has been delivered.

NOTE:—Stations not equipped with train order signals will continue to use the red flag and red light.

9. First-class trains must not leave the following stations without a clearance card authorized by the Superintendent. When wires are interrupted, the telegrapher may issue clearance card, provided he has no train order for such trains.

Wilkes-Barre.	Honesdale
Carbondale.	Nineveh
Lanesboro Junction for points south.	Lanesboro for Nineveh.

21.

Trains on any track must not pass a passenger train which is standing at a station receiving or discharging passengers.

22.

Extra trains doing mine work between South Wilkes-Barre and Plymouth, Wilkes-Barre and Yatesville, Green Ridge and Moosic, Carbondale and Providence, and pusher engines running between Wilkes-Barre and Moosic are not required to have clearance cards.

23.

Trains on the Honesdale Branch and Erie R. R. will have the same rights between Carbondale and Lookout Junction and between Honesdale and Honesdale Junction as main line trains of the same class.

PERMANENT INSTRUCTIONS

1. Standard Clocks:

Jefferson Junction	Tower
Carbondale,	Dispatcher's Office.
	Yard Master's Office.
Green Ridge,	Yard Master's Office.
Hudson.	Tower.

2. Bulletin Boards.

Carbondale,	Yard Master's Office.
	Engine House.
	Passenger Station.
Green Ridge,	Yard Master's Office.
	Engine House.
Hudson.	Tower
Wilkes-Barre,	Yard Master's Office.
	Engine House.
Honesdale,	Yard Master's Office.
	Engine House.
Jefferson Junction,	Tower.
Lanesboro Junction,	Tower.
Nineveh,	Yard Master's Office.

3. Register Stations.

Nineveh,	Yard Master's Office.
Lanesboro,	Passenger Station
Lanesboro Junction,	Tower.
Jefferson Junction,	Tower.
Carbondale,	Yard Master's Office.
	Passenger Station.
Wilkes-Barre,	Yard Master's Office.
	Passenger Station.
Honesdale,	Yard Master's Office.

Northbound trains will throw off register slip at South Nineveh Telegraph Office and Lanesboro Junction.

First class trains north bound will throw off register slip at Wilkes-Barre yard office.

Southbound Erie trains will throw off register slip at Jefferson Junc.

4. Yard Limits.

Nineveh.
Jefferson Junction on north bound track only.
Ararat on north bound track only.
Forest City
Carbondale.
Green Ridge.
Yatesville.
Hudson.
Wilkes-Barre.
South Wilkes-Barre.
Plymouth Junction.
Lookout Junction.
Bushwick.
Farview.
Waymart.
Honesdale.

5. Company Surgeons.

Dr. C. S. Butler, Harpursville, N. Y. Nineveh to Jefferson Junction inclusive.

Dr. John S. Niles, North Main St., Carbondale, Pa.

Dr. W. J. Lowry, North Main St., Carbondale, Pa. Carbondale to Honesdale inclusive.

Dr. W. G. Fulton, 433 Wyoming Ave., Scranton, Pa. South Scranton to Mayfield inclusive.

Dr. D. H. Lake, Kingston, Pa. Wilkes-Barre to Minooka-Taylor inclusive.

6. Speed Restrictions.

Trains must not exceed the following speeds.

Carbondale Yard	15 miles per hour.
Green Ridge Yard	15 " " "
Wilkes-Barre Yard	15 " " "
All trains entering and leaving sidings or passing from single to double, or double to single track and over interlocking switches	6 " " "

Where reduced speed is required, the entire train must pass over the restricted territory at the reduced speed.

The maximum rate of speed for trains 591, 592, 593, 596, 553, 450, 569 and 452 is 35 miles per hour; other freight trains 25 miles per hour; pusher engines, running light, 20 miles per hour; Mallet engines, 15 miles per hour.

7. Extra Stops.

Nos. 540, 542, 545, 547, 546, 549, and 548 will stop on signal at Hubbard's Farm, one mile South of Waymart.

Nos. 507, 511, 504, 508 and 514 will stop on signal at Columbia Grove, North of State Line.

8. Explosives.

Cars placarded "EXPLOSIVES" must not be placed in a passenger train; nor in a mixed train when this can be avoided. Placards must be removed from "peddle" or "way cars" by conductors as soon as explosives are unloaded

Conductors must not take a car known to require the "EXPLOSIVES" placard from a station or siding unless it is in proper condition and properly placarded.

Conductors must notify enginemen and trainmen of presence and location of such cars in train before leaving station at which they are received.

Conductors must frequently inspect such cars to see that carding is intact. If cards are detached he must inform the yardmaster at next division terminal yard.

Unless otherwise arranged for, when a car placarded "EXPLOSIVES" is to be transferred, unloaded or stored at any junction, station or yard, the conductor must notify such station by wire of probable time of arrival and number of cars. This will not apply to division terminal yards or other junctions.

At stops, trainmen must examine a car placarded "EXPLOSIVES" and adjacent cars for hot boxes or other defects. If the placarded car is set off, the conductor must notify the superintendent from the first telegraph office.

In trains, cars placarded "EXPLOSIVES" may be together and must be near the centre of train, at least 15 cars from engine and 10 cars from caboose, length of train permitting. They must have air and hand brakes in service, and be placed between cars with air brakes in service. They must be between box cars in good condition, not loaded with oil or other inflammable articles, charcoal, cotton, lumber, iron, pipe, or any article liable to break through the end of car. Steel underframe cars may be placed between steel hopper cars.

In handling a car placarded "EXPLOSIVES" in yards or on sidings, it must be coupled to engine protected by car between. Such a car must not be cut off in motion and cars must not be allowed to strike it. It must be so placed in yards or on sidings that it will be subject to as little handling as possible and removed from all danger of fire.

If a car placarded "EXPLOSIVES" is opened for any purpose, inspection must be made of explosive packages, to see that they are properly stayed and in good condition and that no box of High Explosive is on its end or side. Upon discovery of leaking dynamite or loose powder, defective packages must be removed to a safe place.

A report of all serious violations discovered must be made to Division Superintendent for forwarding to the chief inspector of the Bureau of Explosives.

Shipments of high explosives and powder should not be unloaded at a non-agency station unless the consignee is there to receive them or unless satisfactory storage facilities are provided at that point for their protection.

Shipments of high explosives or powder must not be accepted by conductors at non-agency stations, unless by previous arrangement the conductor is authorized to accept such shipments.

Cards lost from cars in transit must be replaced.

Wreck Crews

In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group "High Explosives" may burn in small amounts quietly, and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should, if possible, be removed to a place of safety, and as much of the broken packages as possible gathered up and likewise removed, and the rest saturated with water.

Many explosives are readily fired by a blow, or by the spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces, the possibility of producing sparks must be considered. With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamites, wetting does not make them safe from blows. With all explosives, mixing with wet earth renders them safer from either fire, spark or blow.

In case "Fulminate" has been scattered by a wreck, the ground involved after the wreck has been cleared should have the top surface removed and, after saturating the area with oil, replaced with fresh earth. If this is not done, when the ground and fulminate get dry, small explosions may constantly occur whenever the mixed material is trodden on or struck.

9. Interlocking Switches and Signals.

Interlocking Switches and Signals are located at the following points, and these signals are independent of, and in no way affect, the operation and observance of automatic block signals.

Trains occupying the tracks at these points must be protected according to the rules, as these signals are for the purpose of indicating the various routes, and must not be depended upon for protection.

Hand signals must not be given by train or yard crews to pass a fixed signal at an interlocking plant when at stop position.

Trains must not back up, or run against the current of traffic over the portion of track controlled by these signals without first getting the proper indication of the dwarf signals governing such movements.

Steam Whistle Signals for Switches at Interlocking Plants.

DUNDAFF ST., CARBONDALE

NORTHBOUND. Trains occupying tracks No. 2 and No. 4 desiring to pull up main track, will give two long blasts of whistle.

Desiring to pull in receiving yard will give three short blasts of whistle.

These whistles to be given at N. Y. O. & W. overhead bridge.

LOOKOUT JUNCTION.

SOUTHBOUND. Trains occupying track No. 1 will give one long sound of the whistle, and be governed by top blade on Semaphore signal pole, located 75 feet south of Bridge No. 31.

Desiring to take track No. 3, give one short and one long sound of the whistle and be governed by bottom blade.

Desiring to take Honesdale Branch, give one long and four short sounds of the whistle and be governed by middle blade.

SOUTHBOUND. Trains occupying track No. 3 will give one long and one short sound of the whistle and be governed by top blade on Semaphore signal pole, located on the Westerly side of track No. 3, about 200 feet south of Bridge No. 31.

Desiring to take Honesdale Branch, give one long and four short sounds of the whistle and be governed by middle blade.

Desiring to take track No. 1, give one short, one long and one short sound of the whistle and be governed by bottom blade.

NORTHBOUND. Trains occupying track No. 2 will give one long sound of the whistle and be governed by top blade on inside bracket of signal pole, located on the Easterly side of track No. 4, about 200 feet south of Tower.

Desiring to take track No. 4, give one short and one long sound of the whistle and be governed by bottom blade on inside bracket.

NORTHBOUND. Trains occupying track No. 4, will give one long and one short sound of the whistle and be governed by top blade on outside bracket.

Desiring to take track No. 2, give one short, one long and one short sound of the whistle and be governed by bottom blade on outside bracket.

NORTHBOUND. Trains on Honesdale Branch desiring to take track No. 2, will give one long and four short sounds of the whistle and be gaverned by top blade on Semaphore signal pole located on the Easterly side of the Honesdale Branch main track about 75 feet south of the Tower.

Desiring to take track No. 4, give one long and one short sound of the whistle and be governed by the bottom blade.

The bracket signal pole located about 200 feet south of the Tower on the Westerly side of track No. 3, is an automatic signal not controlled by the levers in the Tower.

MINERS MILLS

Main line trains, one long blast.

Southbound trains desiring to pull in Parsons yard, give one long and four short blasts of the whistle.

Desiring to pull from Parsons yard to track No. 1, one long and one short blast.

Desiring to pull from Parsons yard through crossover to track No. 2, one short, one long and one short blast.

Desiring to cross from track No. 2 to Parsons yard, one o ng and five short blasts.

HUDSON.

D. & H. main line trains, one long blast.
C. R. R. of N. J. main line trains, one long and four short blasts.
D. & H. trains on track No. 3, one long, two short and one long blast.
C. R. R. of N. J. trains on track No. 3, one long and one short blast

MINOOKA JUNCTION.

D. & H. main line trains, one long blast.

D. & H. trains on track No. 4, desiring to take track No. 2, one long and one short blast.

C. R. R. of N. J. main line trains, one long and four short blasts.

C. R. R. of N. J. trains on track No. 4, desiring to take C. R. R. of N. J. northbound main, one long and five short blasts.

Southbound trains desiring to take track No. 3, one long and one short blast.

MOOSIC.

Trains on tracks No. 1 and 2 will give one long sound of the whistle.

Trains on track No. 3 will give one long and one short sound of the whistle.

Northbound trains desiring to pull in track No. 4 will give one long and one short sound of the whistle.

CARBON ST. JUNCTION.

Southbound trains desiring to take Scranton Station Branch, one long and four short blasts.

Trains running from Scranton Station to main line: on track 1, one long blast; on track 2, one long and four short blasts.

The main track leading from track No. 1 at Carbon Street Junction to the west side of the Scranton Station platform is designated TRACK 1.

That leading from the east side of Scranton Station platform to track No. 2 at Carbon Street Junction is designated TRACK 2.

Southbound passenger trains will run track 1 from Carbon Street Junction to Scranton Station and back from Scranton Station to Carbon St. Junction on same track.

Northbound passenger trains will back on track 2 from Carbon Street Junction to Scranton Station, and will run from Scranton Station to Carbon Street Junction on same track.

PANTHER BLUFFS.

Southbound trains will be governed, first, by the Distant Signal No. 1 north of Panther Bluffs and second by the lower arm on the Home Signal mast.

Northbound trains will be governed, first, by the Distant Signal No. 2 south of Panther Bluffs, and second by the top arm on Home Signal mast.

JEFFERSON JUNCTION.

D. & H. trains, one long and four short blasts.

Erie trains, one long blast.

Special instructions governing the use of signals and switches at Mineral Spring Branch Crossing, were issued on June 13, 1906.

Special instructions governing the use of signals and switches at Miners Mills were issued on June 10, 1903.

Special instructions governing the use of signals and switches at Hudson were issued Sept. 8, 1900.

Special instruction governing the use of signals and switches at Moosic, were issued on January 29, 1906.

Special instructions governing the use of signals and switches at Minooka Junction were issued on May 9, 1903.

Special instructions governing use of signals and switches at Carbon Street Junction, (Scranton) were issued on Aug. 24, 1904.

Special instructions governing the use of signals and switches at the Diamond Crossing (Scranton) were issued December 4, 1902.

All trains must approach the tracks of the Delaware, Lackawanna & Western Railroad Company at the Diamond Crossing north of Carbon Street Junction and at the National Crossing south of South Scranton; and the tracks of the Lehigh Valley Company, at Mineral Spring Branch Crossing (opposite Lehigh Valley round-house, Wilkes-Barre,) under full control, so that they may come to a full stop, if necessary, before reaching them, and will be governed by the signals controlling movement of trains over these crossings.

PLYMOUTH JUNCTION TOWER.

South bound trains desiring to cross D. L. & W. R. R. tracks will be governed by semaphore located at south end of Plymouth Yard.

North bound trains will be governed by semaphore located at the water tank.

LANESBORO JUNCTION.

All northbound trains will come to a full stop and will not cross to Erie main line without proper signal.