LEHIGH VALLEY RAILROAD.

WYOMING DIVISION.

TIME-TABLE No. 51.

Taking effect Sunday, June 21, 1908, at 12.01 A. M., Eastern Standard Time.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES.

M. B. CUTTER,
GENERAL MANAGER.

J. F. MAGUIRE,
SUPERINTENDENT OF TRANSPORTATION.

N. L. MOON,
SUPERINTENDENT.

No. 51.

STATIONS and Distances between Stations.

WEST.

FIRST CLASS.

Distances from New York.	STATIONS and Distances between Stations.	Distances from Ransom.	11	57	83	21	1	187	7	505	9	127	27	29	209	3	5	19	111	217	69	Capacity of Passing Sidings in Car Lengths.
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily except Sunday.	Daily.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Sunday only.	Sunday only.	Sunday only.	
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	
122.7	Mauch Chunk, B	67.9	5 34	7 50		8 40	C11 25	C11 30	1 16		3 04		5 38	C 7 48	C 7 56	9 48	11 40	11 55	5 34	8 56	9 31	
125.0	2.3 Glen Onoko,	65.6	5 37	f 7 54		8 45	11 29	f11 34	1 19		3 08		f 5 42	7 52	7 59	9 52	11 44	11 58	5 37	f 9 00	9 35	
130.8	5.8 Penn Haven Junction, B	59.8	$ 5 47	$ 8 05		8 57	11 38	$11 45	1 29		3 17		$ 5 53	8 01	$ 8 09	$10 01 10 04	11 53	12 08	$ 5 47	$ 9 10	$ 9 47	110
141.0	10.2 Hickory Run,	49.6	6 01			9 18	11 54		1 44		3 31			8 17		10 19	12 09	12 21	6 01		f10 13	140
143.5	2.5 Hays Creek,	47.1	6 04			9 24	11 58		1 48		3 35			8 21		10 23	12 13	12 24	6 04		10 19	79
145.7	2.2 White Haven, B	44.9	6 08			$ 9 29	$12 03		1 52		3 39			$ 8 25		10 28	12 18	12 29	6 08		$10 25	141
147.3	1.6 Braders,	43.3	6 11			9 33	12 07		1 55		3 42			8 29		10 31	12 22	12 33	6 11		10 29	
151.7	4.4 Bear Creek Junction,	38.9	6 20			9 48	12 17		2 06		3 49			8 37		10 41	12 32	12 42	6 20		10 42	
156.4	4.7 Glen Summit Springs,	34.2	6 29		8 00	$10 03	$12 28		$ 2 17		3 58			$ 8 47		10 52	12 43	12 52	6 29		$10 56	
158.5	2.1 (Jct.) Gracedale,	32.1	6 32		$ 8 04	10 06	12 31		2 20		4 01			8 50		10 55	12 46	12 56	6 32		11 01	
159.7	1.2 Fairview, E. D. T., B	30.9	6 34		$ 8 09	f10 09	12 33		2 23		4 04			8 53		10 58	12 48		6 34		$11 04	54
166.7	7.0 Newport,	23.9			8 22																	
170.2	3.5 Warrior Run,	20.4			f 8 27																	
170.9	0.7 Conway, E. D. T., B	19.7	6 52		C 8 28	10 27	12 51		2 41		C 4 22			9 11		11 16	1 06		6 52		11 24	
171.4	0.5 Sugar Notch,	19.2			f 8 29																$11 26	
174.6	3.2 (Jct.) South Wilkes-Barre,	16.0	6 57		$ 8 35	10 35	12 57		2 47		4 27			9 17		11 22	1 14		6 57		11 31	
176.0	1.4 (Jct.) Wilkes-Barre, B	14.6	$ 7 00 7 30		$ 8 38	$10 39	$ 1 00 1 07		$ 2 50 2 55	3 25	$ 4 30 4 36	4 45		$ 9 20 9 25		$11 25 11 31	$ 1 17 1 25		$ 7 00		$11 35 11 40	
178.9	2.9 (Jct.) Port Bowkley,	11.7	$ 7 36			10 54	1 12		3 00	$ 3 32	4 40	4 51		9 30		11 36	1 30				11 55	
184.0	5.1 Pittston,	6.6	$ 7 49			11 03	$ 1 22		$ 3 09		4 47	$ 5 02		$ 9 38		$11 46	1 39				$12 07	
185.3	1.3 Pittston Junction,	5.3	$ 7 55			11 06	1 24		3 11		4 49	$ 5 07		$ 9 40		11 49	1 41	1 29			12 11	
186.4	1.1 (Jct.) Coxton, B	4.2	$ 8 00			11 09	1 26		3 13		4 51	$ 5 10				11 51	1 43	$ 1 31 1 38			12 14	
189.0	2.6 Weldon,	1.6	8 07			11 15	1 31		3 18		4 55	5 17				11 57	1 49	1 43			12 21	
190.6	1.6 Ransom,	0.0	$ 8 10			11 17	1 33		3 20		4 57	$ 5 20				11 59	1 51	1 45			12 23	
MILES.		MILES.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily except Sunday.	Daily.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Sunday only.	Sunday only.	Sunday only.	
			11	57	83	21	1	187	7	505	9	127	27	29	209	3	5	19	111	217	69	

Via Mountain Cut-off.

No. 51.

Distances from New York.	STATIONS and Distances between Stations.	Distances from Ransom.	11	57	83	21	1	187	7	505	9	1
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	D ex Su
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P
122.7	Mauch Chunk, B	67.9	5 34	7 50		8 40	C11 25	C11 30	1 16		3 04	
125.0	2.3 Glen Onoko,	65.6	5 37	f 7 54		8 45	11 29	f11 34	1 19		3 08	
130.8	5.8 Penn Haven Junction, B	59.8	§ 5 47	§ 8 05		8 57	11 38	§11 45	1 29		3 17	
141.0	10.2 Hickory Run,	49.6	6 01			9 18	11 54		1 44		3 31	
143.5	2.5 Hays Creek,	47.1	6 04			9 24	11 58		1 48		3 35	
145.7	2.2 White Haven, B	44.9	6 08			§ 9 29	§12 03		1 52		3 39	
147.3	1.6 Braders,	43.3	6 11			9 33	12 07		1 55		3 42	
151.7	4.4 Bear Creek Junction,	38.9	6 20			9 48	12 17		2 06		3 49	
156.4	4.7 Glen Summit Springs,	34.2	6 29		8 00	§10 03	§12 28		§ 2 17		3 58	
158.5	2.1 (Jct.) Gracedale,	32.1	6 32		§ 8 04	10 06	12 31		2 20		4 01	
159.7	1.2 Fairview, E. D. T., B	30.9	6 34		§ 8 09	f10 09	12 33		2 23		4 04	
166.7	7.0 Newport,	23.9			8 22							
170.2	3.5 Warrior Run,	20.4			f 8 27							
170.9	0.7 Conway, E. D. T., B	19.7	6 52		C 8 28	10 27	12 51		2 41		C 4 22	
171.4	0.5 Sugar Notch,	19.2			f 8 29							
174.6	3.2 (Jct.) South Wilkes-Barre,	16.0	6 57		§ 8 35	10 35	12 57		2 47		4 27	
176.0	1.4 (Jct.) Wilkes-Barre, B	14.6	§ 7 00 7 30		§ 8 38	§10 39	§ 1 00 1 07		§ 2 50 2 55	3 25	§ 4 30 4 36	
178.9	2.9 (Jct.) Port Bowkley,	11.7	§ 7 36			10 54	1 12		3 00	§ 3 32	4 40	
184.0	5.1 Pittston,	6.6	§ 7 49			11 03	§ 1 22		§ 3 09		4 47	
185.3	1.3 Pittston Junction,	5.3	§ 7 55			11 06	1 24		3 11		4 49	
186.4	1.1 (Jct.) Coxton, B	4.2	§ 8 00			11 09	1 26		3 13		4 51	
189.0	2.6 Weldon,	1.6	8 07			11 15	1 31		3 18		4 55	
190.6	1.6 Ransom,	0.0	§ 8 10			11 17	1 33		3 20		4 57	
MILES.		MILES.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	
			11	57	83	21	1	187	7	505	9	

LEHIGH VALLEY RAILROAD COMPANY

WYOMING DIVISION

-oOo-

Office of the Superintendent

Wilkes-Barre, Pa., November 7th, 1908.

CIRCULAR NO. 188

ALL CONCERNED:

Effective at once, Glen Summit Springs will be a flag stop for trains Nos. 29 and 30, and train No. 4 will stop at Glen Summit Springs when necessary to discharge passengers.

N. L. MOON,

Superintendent.

No. 51.

Distances from New York.	STATIONS and Distances between Stations.	Distances from Ransom.	11	57	83	21	1	187	7	505	9	1
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily except Sunday.
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P
122.7	Mauch Chunk, B	67.9	5 34	7 50		8 40	C11 25	C11 30	1 16		3 04	
125.0	2.3 Glen Onoko,	65.6	5 37	f 7 54		8 45	11 29	f11 34	1 19		3 08	
130.8	5.8 Penn Haven Junction, B	59.8	$ 5 47	$ 8 05		8 57	11 38	$11 45	1 29		3 17	
141.0	10.2 Hickory Run,	49.6	6 01			9 18	11 54		1 44		3 31	
143.5	2.5 Hays Creek,	47.1	6 04			9 24	11 58		1 48		3 35	
145.7	2.2 White Haven, B	44.9	6 08			$ 9 29	$12 03		1 52		3 39	
147.3	1.6 Braders,	43.3	6 11			9 33	12 07		1 55		3 42	
151.7	4.4 Bear Creek Junction,	38.9	6 20			9 48	12 17		2 06		3 49	
156.4	4.7 Glen Summit Springs,	34.2	6 29		8 00	$10 03	$12 28		$ 2 17		3 58	
158.5	2.1 (Jct.) Gracedale,	32.1	6 32		$ 8 04	10 06	12 31		2 20		4 01	
159.7	1.2 Fairview, E. D. T., B	30.9	6 34		$ 8 09	f10 09	12 33		2 23		4 04	
166.7	7.0 Newport,	23.9			8 22							
170.2	3.5 Warrior Run,	20.4			f 8 27							
170.9	0.7 Conway, E. D. T., B	19.7	6 52		C 8 28	10 27	12 51		2 41		C 4 22	
171.4	0.5 Sugar Notch,	19.2			f 8 29							
174.6	3.2 (Jct.) South Wilkes-Barre,	16.0	6 57		$ 8 35	10 35	12 57		2 47		4 27	
176.0	1.4 (Jct.) Wilkes-Barre, B	14.6	$ 7 00 7 30		$ 8 38	$10 39	$ 1 00 1 07		$ 2 50 2 55	3 25	$ 4 30 4 36	
178.9	2.9 (Jct.) Port Bowkley,	11.7	$ 7 36			10 54	1 12		3 00	$ 3 32	4 40	
184.0	5.1 Pittston,	6.6	$ 7 49			11 03	$ 1 22		$ 3 09		4 47	$
185.3	1.3 Pittston Junction,	5.3	$ 7 55			11 06	1 24		3 11		4 49	$
186.4	1.1 (Jct.) Coxton, B	4.2	$ 8 00			11 09	1 26		3 13		4 51	$
189.0	2.6 Weldon,	1.6	8 07			11 15	1 31		3 18		4 55	
190.6	1.6 Ransom,	0.0	$ 8 10			11 17	1 33		3 20		4 57	
MILES.		MILES.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	
			11	57	83	21	1	187	7	505	9	

LEHIGH VALLEY RAILROAD

WYOMING DIVISION
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Office of the Superintendent

Wilkes-Barre, Pa., November 2, 1908.-

C I R C U L A R N O. 182.

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LEHIGH VALLEY R.R.
WILKESBARRE, PA.
NOV 3 1908
Office of Superintendent
W. & H. DIVISION.

ALL CONCERNED:

Effective Wednesday November 4, 1908, the following trains will discontinue stopping at Glen Summit Springs:

EASTBOUND.	WESTBOUND.
No. 30	No. 1
" 8	" 7
" 4	" 29
" 10	

N. L. H O O K,
Superintendent.

Form 17—7-08—1,000,000

No. 51.

STATIONS and Distances between Stations.

Distances from New York.		Distances from Ransom.	11	57	83	21	1	187	7	505	9	1
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Da ex Su
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P
122.7	Mauch Chunk, B	67.9	5 34	7 50		8 40	C11 25	C11 30	1 16		3 04	
125.0	2.3 Glen Onoko,	65.6	5 37	f 7 54		8 45	11 29	f11 34	1 19		3 08	
130.8	5.8 Penn Haven Junction, B	59.8	$ 5 47	$ 8 05		8 57	11 38	$11 45	1 29		3 17	
141.0	10.2 Hickory Run,	49.6	6 01			9 18	11 54		1 44		3 31	
143.5	2.5 Hays Creek,	47.1	6 04			9 24	11 58		1 48		3 35	
145.7	2.2 White Haven, B	44.9	6 08			$ 9 29	$12 03		1 52		3 39	
147.3	1.6 Braders,	43.3	6 11			9 33	12 07		1 55		3 42	
151.7	4.4 Bear Creek Junction,	38.9	6 20			9 48	12 17		2 06		3 49	
156.4	4.7 Glen Summit Springs,	34.2	6 29		8 00	$10 03	$12 28		$ 2 17		3 58	
158.5	2.1 (Jct.) Gracedale,	32.1	6 32		$ 8 04	10 06	12 31		2 20		4 01	
159.7	1.2 Fairview, E. D. T., B	30.9	6 34		$ 8 09	f10 09	12 33		2 23		4 04	
166.7	7.0 Newport,	23.9			8 22							
170.2	3.5 Warrior Run,	20.4			f 8 27							
170.9	0.7 Conway, E. D. T., B	19.7	6 52		C 8 28	10 27	12 51		2 41		C 4 22	
171.4	0.5 Sugar Notch,	19.2			f 8 29							
174.6	3.2 (Jct.) South Wilkes-Barre,	16.0	6 57		$ 8 35	10 35	12 57		2 47		4 27	
176.0	1.4 (Jct.) Wilkes-Barre, B	14.6	$ 7 00 7 30		$ 8 38	$10 39	$ 1 00 1 07		$ 2 50 2 55	3 25	$ 4 30 4 36	
178.9	2.9 (Jct.) Port Bowkley,	11.7	$ 7 36			10 54	1 12		3 00	$ 3 32	4 40	
184.0	5.1 Pittston,	6.6	$ 7 49			11 03	$ 1 22		$ 3 09		4 47	$
185.3	1.3 Pittston Junction,	5.3	$ 7 55			11 06	1 24		3 11		4 49	$
186.4	1.1 (Jct.) Coxton, B	4.2	$ 8 00			11 09	1 26		3 13		4 51	$
189.0	2.6 Weldon,	1.6	8 07			11 15	1 31		3 18		4 55	
190.6	1.6 Ransom,	0.0	$ 8 10			11 17	1 33		3 20		4 57	
MILES.		MILES.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	
			11	57	83	21	1	187	7	505	9	

In Car Lengths. 10 40 79 41 54

LEHIGH VALLEY RAILROAD COMPANY

WYOMING DIVISION
-oOo-
Office of the Superintendent

LEHIGH VALLEY R. R.
HAZLETON, PA.
OCT 30 1908
Office of Superintendent
W. & H. DIVISION.

Wilkes-Barre, Pa., October 29th, 1908.

CIRCULAR NO. 179

ALL CONCERNED:

Train No. 83 will be discontinued after Saturday, October 31st.

H. L. MOON,

Superintendent.

No. 51.

Distances from New York.	STATIONS and Distances between Stations.	Distances from Ransom.	11	57	83	21	1	187	7	505	9	127
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily except Sunday
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
122.7	Mauch Chunk, B	67.9	5 34	7 50		8 40	C11 25	C11 30	1 16		3 04	
125.0	2.3 Glen Onoko,	65.6	5 37	f 7 54		8 45	11 29	f11 34	1 19		3 08	
130.8	5.8 Penn Haven Junction, B	59.8	$ 5 47	$ 8 05		8 57	11 38	$11 45	1 29		3 17	
141.0	10.2 Hickory Run,	49.6	6 01			9 18	11 54		1 44		3 31	
143.5	2.5 Hays Creek,	47.1	6 04			9 24	11 58		1 48		3 35	
145.7	2.2 White Haven, B	44.9	6 08			$ 9 29	$12 03		1 52		3 39	
147.3	1.6 Braders,	43.3	6 11			9 33	12 07		1 55		3 42	
151.7	4.4 Bear Creek Junction,	38.9	6 20			9 48	12 17		2 06		3 49	
156.4	4.7 Glen Summit Springs,	34.2	6 29		8 00	$10 03	$12 28		$ 2 17		3 58	
158.5	2.1 (Jct.) Gracedale,	32.1	6 32		$ 8 04	10 06	12 31		2 20		4 01	
159.7	1.2 Fairview, E. D. T., B	30.9	6 34		$ 8 09	f10 09	12 33		2 23		4 04	
166.7	7.0 Newport,	23.9			8 22							
170.2	3.5 Warrior Run,	20.4			f 8 27							
170.9	0.7 Conway, E. D. T., B	19.7	6 52		C 8 28	10 27	12 51		2 41		C 4 22	
171.4	0.5 Sugar Notch,	19.2			f 8 29							
174.6	3.2 (Jct.) South Wilkes-Barre,	16.0	6 57		$ 8 35	10 35	12 57		2 47		4 27	
176.0	1.4 (Jct.) Wilkes-Barre, B	14.6	$ 7 00 7 30		$ 8 38	$10 39	$ 1 00 1 07		$ 2 50 2 55	3 25	$ 4 30 4 36	4
178.9	2.9 (Jct.) Port Bowkley,	11.7	$ 7 36			10 54	1 12		3 00	$ 3 32	4 40	4
184.0	5.1 Pittston,	6.6	$ 7 49			11 03	$ 1 22		$ 3 09		4 47	$ 5
185.3	1.3 Pittston Junction,	5.3	$ 7 55			11 06	1 24		3 11		4 49	$ 5
186.4	1.1 (Jct.) Coxton, B	4.2	$ 8 00			11 09	1 26		3 13		4 51	$ 5
189.0	2.6 Weldon,	1.6	8 07			11 15	1 31		3 18		4 55	$
190.6	1.6 Ransom,	0.0	$ 8 10			11 17	1 33		3 20		4 57	$
MILES.		MILES.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P.
			Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Da ex Su
			11	57	83	21	1	187	7	505	9	1

LEHIGH VALLEY RAILROAD COMPANY

WYOMING DIVISION

-oOo-

Office of the Superintendent

Wilkes-Barre, Pa., July 30th, 1908.

SPECIAL NOTICE NO 119

ALL CONCERNED:

Effective at once, and during the continuance of Time-Table No. 51, No. 3 will stop at Glen Summit Springs to discharge passengers from New York and Philadelphia.

N. L. MOON,

Superintendent.

No. 51.

EAST.

FIRST CLASS.

Distances from New York.	STATIONS and Distances between Stations.	Distances from Ransom.	20	6	2	28	180	30	122	504	188	8	4	196	10	38	146	216	218	Capacity of Passing Sidings in Car Lengths.
			Daily.	Daily.	Daily.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday.	Sunday only.	Sunday only.	
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
122.7	Mauch Chunk, B	67.9	$ 3 08	$ 4 37	$ 6 44	$ 7 08	$ 9 33	$10 02			$ 1 06	$ 1 23	$ 4 45	$ 5 38	$ 5 48	$ 6 05		$11 14	$ 4 35	
2.3																				
125.0	Glen Onoko,	65.6	3 05	4 33	6 40	7 04	f 9 30	9 59			f 1 03	1 19	4 41	f 5 35	5 45	6 01		f11 10	f 4 31	
5.8																				
130.8	Penn Haven Junction, B	59.8	2 55	4 23	6 31	6 55	9 20	9 50			12 53	1 08	C 4 30	C 5 25	5 36	5 50		11 00	4 21	142
10.2																				
141.0	Hickory Run,	49.6	2 39	4 06	6 14			9 35				12 51	4 13		5 22	5 33				
2.5																				
143.5	Hays Creek,	47.1	2 35	4 01	6 09			9 31				12 47	4 09		5 18	5 29				153
2.2																				
145.7	White Haven, B	44.9	2 32	3 57	$ 6 05			$ 9 27				$12 42	$ 4 04		5 14	5 25				
1.6																				
147.3	Braders,	43.3	2 30	3 55	6 02			9 24				12 39	4 01		5 12	5 22				
4.4																				
151.7	Bear Creek Junction,	38.9	2 23	3 47	5 55			f 9 17				12 32	3 54		5 05	5 14				
4.7																				
156.4	Glen Summit Springs,	34.2	2 15	3 38	5 46			$ 9 09				$12 23	$ 3 45		$ 4 57	5 05				
2.1																				
158.5	(Jct.) Gracedale,	32.1	2 12	3 35	5 43			9 06				12 20	3 42		4 54	5 02				
1.2																				
159.7	Fairview, E. D. T., B	30.9	2 10	3 32	5 40			9 04				12 17	3 39		4 52					
7.0																				
166.7	Newport,	23.9																		
3.5																				
170.2	Warrior Run,	20.4																		
0.7																				
170.9	Conway, E. D. T., B	19.7	1 42	3 05	5 15			8 39				11 50	3 12		4 27					
0.5																				
171.4	Sugar Notch,	19.2						K 8 38												
3.2																				
174.6	(Jct.) South Wilkes-Barre,	16.0	1 35	2 58	5 09			$ 8 33				11 43	3 05		4 21					
1.4																				
176.0	(Jct.) Wilkes-Barre, B	14.6	1 32 $ 1 22	2 55 $ 2 50	5 06 $ 5 01			8 30 $ 8 20	$10 05	$11 02		11 40 $11 32	3 02 $ 2 57		4 18 $ 4 11		$ 6 45			
2.9																				
178.9	(Jct.) Port Bowkley,	11.7	1 17	2 45	4 56			8 14	10 00	$10 57		11 27	2 52		4 06		6 40			
5.1																				
184.0	Pittston,	6.6	$ 1 08	2 36	$ 4 49			$ 8 03	$ 9 50			$11 18	$ 2 43		3 58		$ 6 30			
1.3																				
185.3	Pittston Junction,	5.3	1 06	2 34	4 47			8 00	$ 9 46			11 15	2 40		3 56	4 12	$ 6 26			
1.1																4 10				
186.4	(Jct.) Coxton, B	4.2	1 04	2 32	4 45				$ 9 44			11 13	2 38		3 54	$ 4 06	$ 6 24			
2.6																				
189.0	Weldon,	1.6	12 59	2 28	4 41				9 38			11 09	2 33		3 50	4 01	6 18			
1.6																				
190.6	Ransom,	0.0	12 57	2 26	4 39				$ 9 35			11 07	2 31		3 48	3 59	$ 6 15			
MILES.		MILES.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
			Daily.	Daily.	Daily	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday.	Sunday only.	Sunday only.	
			20	6	2	28	180	30	122	504	188	8	4	196	10	38	146	216	218	

Bowmans Creek Branch.

WEST. Second Class.	WEST. 1st Class.	Distances from New York via Bowmans Creek Branch.	No. 51. STATIONS and Distances between Stations.	Distances from Bernice.	EAST. 1st Class.	EAST. Second Class.
513	505				504	514
Daily except Sunday.	Daily except Sunday.				Daily except Sunday.	Daily except Sunday.
A. M.	P. M.				A. M.	P. M.
	\$ 3 32	178.9	(Jct.) Port Bowkley,	47.4	\$10 57	
	f 3 36	180.0	1.1 Dorranceton,	46.3	f10 53	
8 25	3 38	180.7	0.7 Harvey Junction,	45.6	10 51	5 21
8 35	\$ 3 40	181.2	0.5 Luzerne, D	45.1	\$10 50	5 18
8 50	f 3 48	184.0	2.8 Trucksville,	42.3	f10 44	5 07
8 57	f 3 53	185.9	1.9 Leonards,	40.4	f10 40	5 00
9 02	\$ 3 58	187.1	1.2 Dallas, D	39.2	\$10 36	4 56
9 14	3 59	187.2	0.1 Kirkdale,	39.1	10 35	4 51
9 29	4 07	189.8	2.6 Chestnut Ridge,	36.5	10 29	4 40
9 42	**4 15**	193.0	3.2 Ringald,	33.3	10 21	**4 15**
9 44 **10 20**	\$ 4 18	193.2	0.2 Alderson, D	33.1	**\$1020**	3 44
10 25	\$ 4 21	194.4	1.2 Harveys Lake,	31.9	\$10 16	3 39
10 34	\$ 4 27	196.9	2.5 Urquhart	29.4	f10 10	3 29
10 44	\$ 4 33	199.1	2.2 Noxen, D	27.2	\$10 05	3 21
10 59	\$ 4 39	201.5	2.4 Stull,	24.8	\$ 9 59	3 11
11 06	f 4 43	202.9	1.4 Bakers,	23.4	f 9 55	3 07
11 20	4 54	206.5	3.6 Dotter,	19.8	9 46	2 53
11 22	f 4 55	206.8	0.3 Beth Run,	19.5	f 9 45	2 52
11 30	f 5 02	208.7	1.9 Rock Cabin,	17.6	f 9 40	2 42
11 36	f 5 06	210.1	1.4 Bean Run,	16.2	f 9 36	2 36
11 46	f 5 13	212.3	2.2 Meadow,	14.0	f 9 30	2 27
11 58 12 08	\$ 5 23	215.6	3.3 (Jct.) Ricketts, D	10.7	\$ 9 20	2 12 2 02
12 23	f 5 32	219.6	4.0 Newell,	6.7	f 9 06	1 47
12 38	\$ 5 40	222.6	3.0 Lopez, D	3.7	\$ 8 55	1 35
12 53	\$ 5 53	226.3	3.7 (Jct.) Bernice, D	0.0	8 45	1 20
P. M.	P. M.	MILES		MILES.	A. M.	P. M.
Daily except Sunday.	Daily except Sunday.				Daily except Sunday.	Daily except Sunday.
513	505				504	514

Ganoga Lake Branch.

WEST. 1st CLASS.	Distance from New York via Bowmans Creek Branch.	No. 51. STATIONS and Distances between Stations.	Distance from Ganoga Lake.	EAST. 1st CLASS.
	215.6	(Jct.) Ricketts, D	3.9	
	216.3	0.7 Turrells Mill,	3.2	
	219.5	3.2 Ganoga Lake,	0.0	
	MILES.		MILES.	

Bear Creek Branch.

WEST. 1st CLASS.	Distances from New York.	No. 51. STATIONS and Distances between Stations.	Distances from Beaupland.	EAST. 1st CLASS.
497				498
Daily except Sunday.				Daily except Sunday.
A. M.				A. M.
9 20	151.7	Bear Creek Junction,	7.3	\$11 30
\$ 9 50	157.1	5.4 Bear Creek,	1.9	11 00
	159.0	1.9 Beaupland,	0.0	
A. M.	MILES.		MILES.	A. M.
Daily except Sunday.				Daily except Sunday.
497				498

West Pittston Branch.

WEST. 2d CLASS.		Distances from New York.	No. 51. STATIONS and Distances between Stations.	Distances from Harvey Jct.	EAST. 2d CLASS.	
493	513				492	514
Daily except Sunday.	Daily except Sunday.				Daily except Sunday.	Daily except Sunday.
A. M.	A. M.				A. M.	P. M.
7 45	8 00	186.5	(Jct.) Coxton, B	7.1	11 55	5 46
7 49	8 02	186.8	0.3 Forest Castle,	6.8	11 51	5 42
7 54	8 05	187.5	0.7 Exeter,	6.1	11 42	5 40
8 00	8 08	188.3	0.8 West Pittston Junction,	5.3	11 38	5 38
8 25	8 12	189.9	1.6 Wyoming, D	3.7	11 30	5 33
8 35	8 18	191.9	2.0 Maltby,	1.7	11 06	5 28
8 42	8 22	193.2	1.3 Maltby Junction,	0.4	11 00	5 23
8 45	8 25	193.6	0.4 Harvey Junction,	0.0	10 55	5 21
A. M.	A. M.	MILES.		MILES.	A. M.	P. M.
Daily except Sunday.	Daily except Sunday.				Daily except Sunday.	Daily except Sunday.
493	513				492	514

Mountain Cut-off.

WEST. 1st CLASS.	Distance from New York.	No. 51. STATIONS and Distances between Stations.	Distance from Pittston Junction.	EAST. 1st CLASS.	Capacity of Passing Sidings in Car Lengths.
19				38	
Daily.				Daily.	
A. M.				P. M.	
12 56	158.5	(Jct.) Gracedale B	20.5	5 02	
12 58	159.7	1.2 Fairview,	19.3	4 59	
1 05	164.4	4.7 (Jct.) Olivers Mills, B	14.6	4 47	96
1 19	172.5	8.1 (Jct.) Jenkins, D	6.5	4 28	142
1 25	176.4	3.9 (Jct.) Avoca,	2.6	4 18	
1 27	177.5	1.1 Duryea Junction,	1.5	4 16	
1 29	179.0	1.5 Pittston Junction,	0.0	4 12	
A. M.	MILES.		MILES.	P. M.	
Daily.				Daily.	
19				38	

SPECIAL INSTRUCTIONS—MAIN LINE AND ALL BRANCHES.

Explanation of Characters.

B Day and night train order office.

D Day train order office.

N Night train order office.

1. ON SINGLE TRACK, TRAINS RUNNING EAST ARE SUPERIOR TO TRAINS OF THE SAME CLASS RUNNING WEST.

2. Yard engines will use the main track within yard limits without working train orders, subject to Rule 99.

3. First class trains must not exceed scheduled speed within yard limits. Other trains must run prepared to stop at any point within yard limits.

4. Where automatic signals are in use, torpedoes must not be used except in foggy or stormy weather.

5. Operators at train order offices will block trains in accordance with Rule 91, except where automatic or telegraph block is in use.

6. When a train is stopped by a train order signal for a telegraph block, or time block, it must not proceed without a clearance card, Form—(A).

When a train is stopped by a time block the operator must not deliver the clearance card until the time has expired.

7. When necessary to stop a train at a train order or block office out of office hours, or at a temporary office, a red flag or a red light (also torpedoes in foggy or stormy weather) must be used as an additional precaution.

8. Operators must report fogs and sudden changes of the weather to the train dispatcher.

9. Helping enginemen must be given a copy of all train orders affecting the movement of the train they help.

10. Passenger trains will wait for their connections unless otherwise ordered. Conductors of delayed trains must notify the Superintendent the number and destination of passengers for transfer.

11. On double track all trains not scheduled will run extra without running train orders.

When a train crosses over to or obstructs the other track it will not protect against trains moving against the current of traffic.

12. Engines must be cut off from freight trains when taking coal or water.

13. Trains moving on or entering double track at an initial station or junction, will be governed by the interlocking signals; or where there are no interlocking signals, by train order signal. An operator or signalman, will not give a clear signal to an inferior train when a superior train is due, except under Rule D—93, when directed by the train dispatcher.

14. On single track a train failing to answer signal 14-K, Book of Rules, the train displaying signals must stop and not proceed until acknowledged.

15. When necessary for engines to leave main line and enter any colliery or branch track, a flagman must be left at the switch to protect train and notify other engines entering the branch, and to note the arrival and departure of trains.

SPECIAL INSTRUCTIONS—MAIN LINE.

1. Double track: between Mauch Chunk and Fairview, and Conway and Ransom. Normal position of switches at end of double track is for east-bound trains.

2. Nos. 19, 20 and 38 will not carry passengers.

3. K Stop to receive passengers for Newark and New York.

4. Nos. 11, 122, 127 and 146 will stop on signal at Plainsville.

5. Yards are located as follows and their limits are designated by yard limit signs: between South Wilkes-Barre and Plainsville, Pittston and Pittston Junction via Town track, Pittston Junction and Ransom.

6. Bulletin boards are located at Packerton, Mauch Chunk, White Haven, Wilkes-Barre, Wilkes-Barre engine house, Port Bowkley and Coxton.

7. Train registers are located at Mauch Chunk, Fairview, Conway and Wilkes-Barre. Trains not scheduled to stop at registering stations must leave register slip with operator.

8. Standard clocks are located at Mauch Chunk, White Haven, Wilkes-Barre Train-order office, Port Bowkley and Coxton.

9. The hours for day train order offices are from 7 a. m. until 7 p. m.

10. Fires may be cleaned and hoppers drawn at ash tracks: Bridgeport, Wilkes-Barre and Coxton shops.

11. The maximum rate of speed for extra trains is 25 miles an hour.

12. First class trains must not exceed a speed of 25 miles an hour, and extra trains a speed of 15 miles an hour through Rockport tunnel, and must approach prepared to stop within 1000 feet of the entrance to the tunnel.

First class trains must not exceed scheduled speed; extra trains must consume 30 minutes from Fairview to Conway.

Trains must not exceed a speed of 10 miles an hour while passing over the crossover switches at the east and west ends of Wilkes-Barre passenger station.

13. East bound extra trains entering Coxton yard will run carefully and be prepared to stop, on account of yard engines occupying No. 2 track between Falling Spring and first cross over between No. 2 and No. 4 tracks, west of Falling Spring.

14. West bound slow freights running via Mountain Cut-off will, unless otherwise directed, take No. 3 track at Braders.

15. West bound trains approaching the switch at Braders, desiring to take No. 3 track, will sound one (1) short and one (1) long sound of the whistle.

16. Engines approaching the switches at Penn Haven Junction will sound whistle as follows: One (1) long and one (1) short sound from main line No. 1 track to Mahanoy and Hazleton Division No. 1 track, or from Mahanoy and Hazleton Division No. 2 track to main line No. 2 track. Engines approaching the switches at Gracedale will sound whistle as follows: One (1) long and one (1) short sound from main line No. 1 track for Mountain Cut-off No. 1 track.

The following whistle signals will govern the movement of trains over the interlocking switches at east end of Coxton yard:

One (1) long and one (1) short sound from main line No. 2 track to No. 2 track Mountain Cut-off.

One (1) long, one (1) short and one (1) long sound from No. 1 track main ine, to "Ox" yard or in opposite direction.

One (1) short, one (1) long and one (1) short sound from "Ox" yard to No. 2 track Mountain Cut-off or in opposite direction.

Three (3) short and one (1) long sound from No. 1 track main line to No. 2 track Mountain Cut-off.

17. Mine and work trains of the Delaware and Hudson Railroad will run extra between South Wilkes-Barre and D. & H. Junction, Wilkes-Barre.

18. Railroad crossings are located at Penn Haven Junction, Sugar Notch, Franklin Junction, South Wilkes-Barre, North Wilkes-Barre and Pittston Junction.

Semaphore signals govern the movement of trains over the above crossings.

19. West-bound trains from Fairview to Conway will be blocked absolutely between the hours of 5 p. m. and 7 a. m., and during the day in foggy or stormy weather.

20. Automatic block signals are in service between Mauch Chunk and Ransom.

21. Trains passing through Rockport tunnel will be governed by automatic signals as follows:

When the automatic signal is red, enginemen must stop as provided in rules, and should the signal fail to clear after the lapse of the specified time, a flagman with proper signals must be sent through the tunnel in advance, the train to follow at a rate of speed not to exceed 3 miles an hour.

While passing through the tunnel in day time tail lights of all trains, and two lamps in each coach of passenger trains, must be kept burning. Enginemen and flagmen must have red lights ready for instant use.

22. Trains will approach Port Bowkley prepared to stop, expecting to find Bowmans Creek Branch passenger trains occupying main track at Port Bowkley station, or crossing over.

23. Passenger trains must not leave Wilkes-Barre without a clearance card, Form—(A).

24. No train must run over the public street crossings on Town track in Pittston without stopping and sending a man with flag ahead to keep the road clear and prevent accidents to teams or persons.

25. When a train carrying U. S. Mail is run on opposite track, the Conductor must see that the mail is exchanged at the usual points.

SPECIAL INSTRUCTIONS—BOWMANS CREEK BRANCH.

1. Nos. 504 and 505 will stop on signal at Shavertown, Lehman, Outlet, Kunkle and Ruggles.

2. Yard is located as follows and limit designated by yard limit signs: between Bernice and one mile east of Bernice.

3. Bulletin boards are located at Port Bowkley, Alderson and Bernice.

4. Train registers are located at Port Bowkley, Alderson, and Bernice.

5. Standard clocks are located at Port Bowkley, Alderson and Bernice.

6. The hours for day train order offices are from 7 a. m. until 7 p. m.

7. Ash pans may be drawn at Alderson, Beth Run, Lopez and Bernice.

8. The maximum rate of speed for second class and extra trains is 20 miles an hour.

9. Trains must reduce speed to 15 miles an hour over Trucksville trestle.

10. Time block signals are located at Luzerne, Dallas, Alderson, Noxen, Ricketts and Lopez.

11. First class trains must take siding at meeting or passing points with second class or extra trains except at Kirkdale, Chestnut Ridge, Ringald and Urquhart.

12. No. 505 must not leave Port Bowkley, Nos. 504 and 514 must not leave Bernice without a clearance card, Form—(A), which will be given No. 505 at Wilkes-Barre.

SPECIAL INSTRUCTIONS—GANOGA LAKE BRANCH.

1. Yard is located as follows: Between Ricketts and Ganoga Lake.

2. Bulletin board is located at Ricketts.

SPECIAL INSTRUCTIONS—WEST PITTSTON & AUSTIN BRANCHES.

1. Bulletin board is located at Coxton.

2. Train register is located at Coxton.

3. Standard clock is located at Coxton.

4. The hours for day train order offices are from 7 a. m. until 7 p. m.

5. The maximum rate of speed for all trains is 15 miles an hour.

6. Fires may be cleaned and hoppers drawn on breaker sidings as designated by foreman.

7. Time block signal is in use at Wyoming.

8. Nos. 513 and 493 must not leave Coxton without a clearance card, Form—(A).

9. Mine runs will work as extras on the West Pittston and Austin Branches without running orders, protecting themselves against each other, and may run ahead of second class trains, and when overtaken by such trains will get out of their way promptly. Second class trains will be governed accordingly.

10. Trains using tracks between Maltby Junction and Raub colliery must protect against each other.

11. Trains must stop and send a man ahead to flag before passing over Bennett Street crossing, Luzerne.

12. Nos. 513 and 493 are superior to No. 492.

SPECIAL INSTRUCTIONS—BEAR CREEK BRANCH.

1. Bulletin board is located at White Haven.

2. Train register is located at Bear Creek Junction.

3. Standard clock is located at White Haven.

4. The hours for day train order offices are from 7 a. m. until 7 p. m.

5. The maximum rate of speed for all trains is 15 miles an hour.

6. No. 497 will not leave White Haven without a clearance card, Form—(A).

7. No. 497 is superior to No. 498.

SPECIAL INSTRUCTIONS—MOUNTAIN CUT-OFF.

1. Double track: between Gracedale and Pittston Junction.

2. Nos. 19 and 38 will not carry passengers.

3. Bulletin board is located at Coxton.

4. Train register is located at Coxton.

5. Standard clock is located at Coxton.

6. The hours for day train order offices are from 7 a. m. until 7 p. m.

7. Fires may be cleaned and hoppers drawn at Gardner's Run and Deep Hollow water tanks, for east-bound trains only.

8. The maximum rate of speed for extra trains is 25 miles an hour.

9. The following whistle signals will govern the movement of trains over the interlocking switches at east end of Coxton yard:

One (1) long and one (1) short sound from main line No. 2 track to Mountain Cut-off No. 2 track or in opposite direction.

One (1) short and one (1) long sound from Mountain Cut-off No. 1 track to "Ox" yard or in opposite direction.

Two (2) short and (1) one long sound from No. 1 track Mountain Cut-off to No. 1 track main line.

10. The following whistle signals will govern the calling of flagmen on tracks between Gracedale and Fairview:

Five (5) long and one (1) short sound to call flagmen on No. 1 track.

Four (4) long and one (1) short sound to call flagmen on No. 2 track.

11. Mine engines of the Erie Railroad will run extra between Duryea and Pittston Junction.

12. Railroad crossing is located at Olivers Mills. Semaphore signals govern the movement of trains over this crossing.

13. Time block signals are in use at the following places: east-bound, Jenkins and Olivers Mills.

14. Automatic block signals are in service: Gracedale to Pittston Junction, west-bound; Pittston Junction to Avoca, and Fairview to Gracedale, east-bound.

15. East-bound trains must not be pushed to the main line track at Gracedale until the leading engine has given one short and one long sound of the whistle.

COMPANY SURGEONS.

NAME.	LOCATION.	TERRITORY.
A. C. SNYDER, M. D.,	White Haven,	Mauch Chunk to Fairview and Bear Creek.
W. G. WEAVER, M. D.,	Wilkes-Barre,	Fairview to Plainsville.
H. B. GIBBY, M. D.,	Pittston,	Fairview to Plainsville, via Mountain Cut-off. Pittston Junction to Ransom.
J. L. CHRISTIAN, M. D.,	Lopez,	Port Bowkley to Bernice.

The attention of all employes is especially called to the necessity of procuring the services of regularly appointed surgeons of this Company, in all cases of injury to employes and others on the line.

Application must be made to the surgeon located nearest to point where accident occurs.

In case of personal injury the Superintendent and Train Master must be notified promptly by telegraph on Form T-35, to be followed with report Form T-5 by train mail.