

ERIE RAILROAD TIME TABLE.
PIERMONT BRANCH.Takes Effect Sunday, NOV. 1st, 1896, at 12 o'clock, noon;
Superseding Time Table No. 22, dated Nov. 10th. 1895.For the Government and Information of Employees,
and not for the Public.

EAST BOUND TRAINS.																				WEST BOUND TRAINS.																				
SECOND CLASS.		FIRST CLASS.																		FIRST CLASS.																SECOND CLASS.				
50	256	48	642	46	40	640	38	32	258	28	26	22	254	252	12	10	6	4	2	7	255	9	13	17	19	257	23	27	259	29	33	35	39	641	41	643	47	51	253	
N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.	N. J. & N. Y.			
Daily, Except Sunday.	Daily, Except Sunday.	Sunday Only.	Sunday Only.	Sunday Only.	Sunday Only.	Sunday Only.	Sunday Only.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Daily, Except Sunday.	Sunday Only.	Sunday Only.	Sunday Only.	Sunday Only.	Sunday Only.	Sunday Only.	Daily, Except Sunday.	Daily, Except Sunday.			
			7.52 p. m.			10.07 a. m.			10.07 p. m.				12.07 p. m.	9.07 a. m.							10.00 a. m.					4.45 p. m.			6.07 1/2 p. m.					9.30 a. m.		7.00 p. m.		7.07 1/2 a. m.		
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	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.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
	Ar. 3.35		Ar. 6.32			Ar. 8.50			Ar. 7.10				Ar. 10.52	Ar. 8.19																										
	s 3.25		s 6.27			s 8.45			s 7.05				s 10.47	s 8.17																								s 8.37		
	s 3.20		s 6.23			s 8.41			s 7.00				s 10.43	s 8.15																								s 8.42		
	s 3.05		s 6.15			s 8.31			s 6.49				s 10.33	s 8.06																								s 8.53		
Ar. 8.16	2.47	Ar. 7.47	6.13	Ar. 6.08	Ar. 8.35	8.30	Ar. 6.59	Ar. 7.34	6.47	Ar. 4.00	Ar. 2.35	Ar. 12.06	10.32	8.04	Ar. 7.33	Ar. 6.57	Ar. 6.08	Ar. 5.47	Ar. 4.52	8	8.99	11.29	11.35	1.59	4.49	5.47	5.53	6.33	7.16	7.44	8.04	11.15	1.43	10.18	11.24	1.01	8.34	9.29	5.24	8.55
8.10	s 2.40	7.41	s 6.08	6.03	8.30	s 8.25	6.53	7.28	s 6.41	3.54	2.30	12.01	s 10.27	s 7.59	7.28	6.52	6.02	5.41	4.46	5	6.67	s 11.35	Ar. 11.40	Ar. 2.05	Ar. 4.54	Ar. 5.52	s 5.59	Ar. 6.38	Ar. 7.21	s 7.50	Ar. 8.09	Ar. 11.20	Ar. 1.48	Ar. 10.25	s 11.19	Ar. 1.06	s 8.40	Ar. 9.34	Ar. 5.30	s 9.20
	s 2.18		s 6.04			s 8.21			s 6.33				s 10.22	s 7.56						10	5.39	s 11.40					s 6.03			s 7.55				s 11.23		s 8.44		s 9.30		
	s 2.00		s 5.59			s 8.16			s 6.28				s 10.18	s 7.50						13	3.15	s 11.47					s 6.07			s 8.01				s 11.29		s 8.49		s 9.40		
	1.50		5.53			8.10			6.22				10.13	7.43							Ar. 11.54					Ar. 6.13		Ar. 8.07				Ar. 11.35		Ar. 8.55		Ar. 10.00				
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	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.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	
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CHAS. HARING, Chief Dispatcher.

D.—Day Train Order Offices (from 7.00 a. m. to 8.00 p. m.) N.—Day and Night Train Order Offices.

SPECIAL INSTRUCTIONS.

- A**—Registry Books are provided at the following points: Sparkill, Nanuet Junction, Spring Valley and Suffern (see Rules 94 and 95 of Train Rules).
- B**—Special Order Books are provided at the following points: Sparkill and Suffern.
- C**—Yard Limits at the following points are designated by Yard Limit Signs: Sparkill and Suffern. It will not be necessary for any engine or train occupying the Main Track inside of established Yard Limits to be protected by a flagman, except when in the time of a First-Class train. All trains must be governed accordingly.
- D**—A Standard Clock is provided at Suffern.
- E**—All Trains must come to a full stop before crossing the N. J. & N. Y. R. R. tracks at Nanuet Station, and must not cross until sure that all is safe.

F—The Semaphore Signal at Junction of N. J. & N. Y. R. R. near Spring Valley has been replaced by High Switch Target. White Target or White Light indicates that it is clear for Erie trains to proceed. Red Target or Red Light indicates that it is clear for N. J. and N. Y. trains to proceed. On the Signal Pole at Nanuet Junction a Red Target by day with a Red Light on the same at night, will indicate that the way is clear for the passage of N. J. & N. Y. R. R. trains and that trains of the Erie R. R. must keep out of the way. A White Target or White Light will indicate the reverse.

I—The maximum speed of second-class and extra freight trains will be 20 miles per hour.

East Bound trains have right of track against trains of the same class running in the opposite direction, except that No. 253 has right of track against No. 254, and No. 257 has right of track against No. 258.

CEO. VAN KEUREN, Superintendent Transportation, Jersey City, N. J.

B. E. MOODEY, Superintendent, Jersey City, N. J.

R. FITCH, General Superintendent, New York City.