

The Postal Bulletin

Published daily, except Sundays and legal holidays, by direction of the Postmaster General, for the information and guidance of officers and employees of the Postal Service

VOL. LIII

WASHINGTON, MONDAY, JANUARY 25, 1932—Four Pages

No. 15813

CHANGE IN CONVERSION RATES

OFFICE OF THE POSTMASTER GENERAL,
Washington, January 22, 1932.

ORDER No. 2125

It is ordered that on and after January 25, 1932, in the issue of international money orders the money of the United States shall be converted into that of Denmark at the rate of \$0.1950 to the krone, and into that of Sweden at the rate of \$0.1950 to the krona.

WALTER F. BROWN,
Postmaster General

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, January 22, 1932.

The market prices of the Danish krone and the Swedish krona have recently advanced, making it necessary to raise the rates at which the money of the United States is converted into that of Denmark and Sweden in the issue of international money orders.

Postmaster General's Order No. 2125 directs that beginning Monday morning, January 25, 1932, the rate for money orders issued in the United States and payable in Denmark shall be \$0.1950 to the krone, and the rate for Sweden shall be \$0.1950 to the krona. Table No. 60A should be used to determine the amount of the Danish krone and Swedish krona although the heading is 1 franc=19.5 cents.

Postmasters and postal employees are cautioned to guard against errors by consulting conversion tables in connection with the last notice of change received, since any loss imposed upon the remitters or payees by lack of care will be charged against the postal employees at fault.

F. A. TILTON,
Third Assistant Postmaster General.

AMENDMENT TO THE POSTAL LAWS AND REGULATIONS

OFFICE OF THE POSTMASTER GENERAL,
Washington, January 23, 1932.

ORDER No. 2127.

Chapter 4, Title VI of the Postal Laws and Regulations of 1924, involving sections 830 to 858, inclusive, is hereby abrogated and in lieu thereof the following is promulgated:

CHAPTER 4

SPECIAL DELIVERY—ESTABLISHMENT: RATE: DISPATCH

SECTION 830. Mailable matter upon which * * * (a) special (delivery) stamp * * * shall be duly affixed (in addition to the lawful postage thereon) shall be entitled to immediate delivery * * * within the carrier-delivery limit of any free-delivery office, and within 1 mile of any other post office which the Postmaster General shall at any time designate as a special-delivery post office. (Aug. 4, 1886, 24 Stat. 220; 39 U. S. C. 167.)

2. Special-delivery service shall be performed at every post office. Delivery shall be made within a radius of 1 mile of every post office, or delivery station or branch of such post office, and within the delivery limits of every office having village or city-delivery service.

3. When, in addition to the stamps required to transmit any letter or package of mail matter through the mails, there shall be attached to the envelope or covering ordinary postage stamps of any denomination equivalent to the value fixed by law to procure the immediate delivery of any mail matter, with the words "special delivery" or their equivalent written or printed on the envelope or covering, under such regulations as the Postmaster General may prescribe, said letter or package shall be handled transmitted, and delivered in all respects as though it bore a regulation special-delivery stamp. (Mar. 2, 1907, 34 Stat. 1244; Feb. 28, 1925, 43 Stat. 1069; 39 U. S. C. 168.)

4. Whenever ordinary stamps are used in lieu of special-delivery stamps the words "special delivery" should be plainly written or printed directly under but never on the stamps.

5. The Postmaster General shall prescribe suitable regulations, not inconsistent with the law, for the performance of the immediate-delivery service, the keeping of the records and rendering of accounts thereof, and all matters connected therewith, and may prescribe the hours within which such immediate delivery shall be made at any post office. (1886, Aug. 4; 24 Stat. 221; 39 U. S. C. 167.)

NOTE.—Special-delivery service between the United States and Canada is governed by conventional stipulation providing for the use of the special-delivery stamps of the country of origin and a fee of 20 cents in addition to the postage. For detailed instructions, see Official Postal Guide.

SEC. 831. The postmaster shall be responsible for * * * (the) immediate delivery of every * * * article (bearing a special-delivery stamp), and shall cause delivery to be made of all such articles received at his office bearing such stamp and entitled to delivery thereat. (Aug. 4, 1886, 24 Stat. 220; 39 U. S. C. 167.) See paragraph 2, section 838.

SEC. 832. To procure the most expeditious handling and transportation practicable and the immediate delivery of mail matter at the office of address special-delivery stamps shall be affixed thereto, in addition to the regular postage, in accordance with the following schedule: Matter weighing not more than two pounds, if of the first class, 10 cents, if of any other class, 15 cents; matter weighing more than two but not more than ten pounds, if of the first class, 20 cents, if of any other class, 25 cents; matter weighing more than 10 pounds, if of the first class, 25 cents, if of any other class, 35 cents: *Provided*, That, under such regulations as the Postmaster General may prescribe, ordinary postage stamps of equivalent value may be accepted in lieu of the special-delivery stamps herein specified. (May 29, 1928, 45 Stat. 943; Mar. 2, 1931, 46 Stat. 1469.)

NOTE.—See section 140 as to distinctive stamps for special delivery.

SEC. 833. Postmasters and all persons employed in the Postal Service shall facilitate in every way not inconsistent with the Postal Laws and Regulations, the prompt dispatch, transmission, and immediate delivery of all special-delivery matter. Where delivery is possible, failure to deliver shall not be considered excusable.

2. Any disregard of the regulations relative to the special-delivery service or failure to give proper attention to special-delivery matter shall be reported to the First Assistant Postmaster General, Division of Post Office Service.

SEC. 834. The expense of the special-delivery service shall be paid out of the receipts of said service and charged against the appropriation for said service.

SEC. 835. The omission by the sender to place the lawful postage upon a letter bearing such special-delivery stamp and otherwise entitled to immediate delivery under the provisions of this section (sec. 830) shall not hinder or delay the transmission and delivery thereof as provided herein, but such lawful postage shall be collected upon its delivery, in the manner now provided by law for the collection of deficient postage resulting from the overweight of letters. (See sec. 574.) (Mar. 3, 1885, 23 Stat. 387; Jan. 16, 1899, 25 Stat. 650; 39 U. S. C. 165.)

2. The foregoing provision permitting the dispatch of mail matter bearing a special-delivery stamp without prepayment of postage shall apply to letters only.

3. Mail matter of the first class other than letters, when prepaid one full rate (2 cents) by stamps affixed in addition to the special-delivery stamp, shall be dispatched with the deficient postage rated thereon; but such matter with postage wholly unpaid, although bearing a special-delivery stamp, shall be held for postage.

4. Wholly unpaid and insufficiently prepaid matter of the second, third, or fourth class, although bearing a special-delivery stamp, shall be held for postage.

5. Two cents postage due shall be required of the addressee on special-delivery letters weighing one ounce or less transmitted without any prepayment of postage. On special-delivery letters exceeding one ounce in weight transmitted without any prepayment of postage the deficient postage at the single rate and an additional charge of one cent for each ounce or fraction thereof, computed on the unpaid weight, shall be collected on delivery. All other special-delivery matter which through inadvertence reaches its destination with no prepayment of postage shall be charged with postage due at double rates. (See secs. 379, 387, 569, 573, and 574.)

6. On partially prepaid special-delivery matter the deficient postage shall be collected on delivery, the same as on other short-paid matter.

SEC. 836. Special-delivery letters shall be made up in separate packages when there are five or more for the same place or route; if less than five they shall be placed at the top of the package. When the package is for a route or "dis." the slip shall be placed across the package so as to expose the stamps, the lower third of the slip being turned in to inclose the special-delivery matter.

2. Special-delivery mail other than first class shall be sacked separately from other second, third, and fourth class mails and given the same dispatch and handling in closed pouch trains as is accorded pouches of letters, and when dispatched in R. P. O. trains shall be handled in postal cars as far as practicable. All post offices shall make up a direct sack in every case where there are two or more parcels the size of an ordinary shoe box or larger, addressed to the same post office. Any residue special-delivery mail remaining after all directs have been made shall be distributed to States and R. P. O. lines and dispatched in accordance with the scheme of dispatch for first-class mail. At the smaller offices where the quantity is insufficient to warrant directs and the character of the parcels is such as not to injure first-class matter, they shall be pouched with letter mail.

3. Registered special-delivery matter shall be dispatched in accordance with the regulations governing the dispatch of registered mail.

SEC. 837. No commissions shall be allowed on cancellations of special-delivery stamps or on the cancellation of ordinary stamps when used in lieu of special-delivery stamps.

2. United States special-delivery stamps attached to articles mailed abroad and contained in mails for the United States shall be cancelled in the sea post offices or the United States exchange post office which opens the mails and distributes the articles therein contained. In case said stamps were canceled in the foreign mailing office, the articles shall nevertheless be delivered by special messenger.

See sections 310 and 311 as to compensation of postmasters.

RECORD AND DELIVERY

SEC. 838. To provide for the payment of such persons as may be employed for this service, the postmaster of any office designated by section 3 of this act (23 Stat. 388) shall keep a record of the number of letters received at such office bearing such special (delivery) stamps, which number shall correspond with the number entered in the receipt books heretofore specified * * *: *Provided*, That nothing in this act shall interfere with the prompt delivery of letters, as now provided by law or regulations of the Post Office Department. (Mar. 3, 1885, 23 Stat. 388; act of Mar. 3, 1903, 32 Stat. 1175; 39 U. S. C. 170.)

2. For making special delivery there may be paid to the messenger or other person making such delivery 9 cents for matter of the first class weighing not in excess of two pounds, 10 cents for matter of other than the first class weighing not in excess of two pounds, 15 cents for mail matter of any class weighing more than two pounds but not in excess of ten pounds, and 20 cents for mail matter of any class weighing in excess of ten pounds. (May 29, 1928, 45 Stat. 943; Mar. 2, 1931, 46 Stat. 1469.)

3. Where all the service necessary for delivery has been performed by a messenger, the failure of delivery not being due to lack of effort, the compensation for delivery is deemed to have been earned.

4. In all instances where no special-delivery service is rendered, delivery being made through post-office window, into a post-office box, into a rural

mail box, to addressee or his representative on the rural carrier's route, or otherwise without special service, the fee shall not be disbursed but shall become a part of the postal revenues.

SEC. 839. Postmasters shall, immediately after opening the mails and upon the receipt of local or drop matter in the post office, withdraw special-delivery mail, and impress with the receiving stamp of the office or write on the envelope or wrapper the name of the office and the date and hour when the matter arrives.

See section 567 as to backstamping special-delivery mail.

SEC. 840. (The Postmaster General) may contract for the immediate delivery of all articles (bearing special-delivery stamps) from any post office at any price less than eight cents per piece, when he shall deem it expedient. (Aug. 4, 1886, 24 Stat. 220; 39 U. S. C. 167.)

SEC. 841. A record shall be kept of each piece of special-delivery mail received for delivery, showing office of origin, complete address, registry, insurance, or collect-on-delivery number, if any, and the name or number of messenger to whom delivered, and the time of delivery to messenger. This record shall also show reason for nondelivery or delay of any piece of such mail and its subsequent treatment or disposal.

SEC. 842. Special-delivery matter shall be delivered at city-delivery offices from 7 a. m. to 11 p. m., and at all other post offices from 7 a. m. until 7 p. m., and after the arrival of the last mail, provided this is not later than 9 p. m. Special orders may be made fixing later hours for delivery in particular cases.

2. Special-delivery matter shall be delivered at post offices of the first and second classes on Sunday, and at other offices if open on Sunday. Special delivery shall be made at all offices on holidays. (See secs. 321 and 322.)

SEC. 843. Every reasonable effort shall be made to effect the prompt delivery of special-delivery mail. If the address is deficient or incorrect, it shall be completed or corrected if possible. If the addressee has removed to the delivery of another post office, the article, if ordinary mail of the first class, shall be immediately forwarded if the new address is known or can be ascertained; if the article be registered mail, it shall not be forwarded without such authority as is required by section 991, in the absence of which a registry notice shall be sent.

See section 575 as to immediate forwarding of perishable or "pledge" matter of second, third, or fourth class.

SEC. 844. (Special-delivery messengers) upon the delivery of * * * (every article) will procure a receipt from the party addressed, or some one authorized to receive it, in a book to be furnished for the purpose, which shall, when not in use, be kept in the post office, and at all times subject to examination. (Mar. 3, 1885; 23 Stat. 388.)

2. Each messenger at a city-delivery office shall be furnished with a delivery book or its equivalent (Form 3951), in which shall be entered the address of each piece of matter received for special delivery, the date and hour of its receipt by the messenger, the registry, collect-on-delivery, or insurance number, if any, the amount of postage due thereon, and the time of delivery by messenger.

3. The receipt of the person to whom any special-delivery matter is delivered shall be taken in the blank space provided for this purpose in the delivery book, or its equivalent, and the time of such delivery shall be noted thereon.

4. Delivery books, or their equivalent, shall be kept in the post office when not in use, and messengers shall promptly return them to the office after every trip. Whenever for any cause a book is no longer used, it shall be filed in the post office.

5. At post offices other than city-delivery offices receipts shall be taken on sheets (Form 3954). (See sec. 855, par. 2.)

SEC. 845. Special-delivery matter shall be delivered to anyone authorized to receive the ordinary mail of the addressee and receipt obtained, if possible.

2. When no one responds to the repeated ringing of the bell or knocking on the door, the messenger may deposit the mail in the usual mail receptacles (including door slots and apertures under doors) after determining, through close observation of the premises and suitable inquiry that the mail is correctly addressed and the occupants are only temporarily absent.

3. Care shall be exercised that mail be not left in receptacles at offices, houses, or apartments where the occupants are to be away for more than a day. The messenger shall be held to a high degree of diligence and common sense in dealing with such cases.

4. When special-delivery mail is left in the receptacle after observing the foregoing precautions, the messenger shall note in the proper space on the receipt form the time of such action and the reason why he felt justified in leaving the mail. He shall also push beneath and beyond the door a notice showing that there is a letter in the receptacle.

5. Where the mail receptacle is unsafe, or no receptacle is provided, or where it is not possible to place the letter in the receptacle, special delivery ordinary mail may be pushed beneath the door of the dwelling, apartment, or place of business. When delivery is made in this manner, Form 3955 shall be placed in the receptacle, or if receptacle is not provided, the Form 3955 shall be pushed beneath the door. Where mail or notices are pushed beneath the door they shall not be visible from the outside.

6. When special-delivery matter can not be delivered as above described, Form 3955, special-delivery notice, shall be left under the door or in the receptacle, properly checked to show that the article has been returned to the post office. If the article, the delivery of which has been attempted, is a registered, insured, or C. O. D. piece, or is marked or known to be perishable, the messenger shall indicate its character on the face of Form 3955. The messenger's number, the date, and the name of the addressee shall be entered on this form, and at post offices having carrier delivery stations, the station where the article is being held, and its location, shall be entered.

7. When delivery is made without obtaining receipt, entry shall be made on Form 3951, showing what disposition was made of the mail and time of delivery.

8. Special-delivery mail which is returned to the post office by messengers as undeliverable, shall be given attention by the supervisor or clerk in charge of the special-delivery section to ascertain the correct address of the addressee. If it is not possible to ascertain the correct address of the addressee and put the article in the way of delivery from the records of the post office, it shall, if the office has delivery service, be turned over to the carrier for the district in which the address is located for further attempt at delivery. If delivered, this fact shall be reported by the carrier to the clerk

in charge of the special-delivery section and if not delivered the carrier shall return the article to the clerk in charge of the special-delivery section. The special-delivery records shall show final disposition of the article.

9. Postmasters shall hold strictly responsible for effective and accurate special-delivery service the supervisory official or other employee directly in charge of such service, who shall at all times maintain proper discipline among the messengers, see that they perform their full duty in all cases, and that in the event of failure to make proper effort at delivery messengers are immediately dismissed, suspended, or that other suitable disciplinary action is taken. A messenger's claim for pay for an unsuccessful effort to deliver a piece of mail shall not be allowed unless he exercises diligence and good faith in attempting delivery.

10. Parcels containing perishable articles likely to spoil within the time reasonably required for transportation and delivery shall not be accepted for mailing, except that when special-delivery service will enable such articles to be delivered before spoiling when they are received at the delivery office after delivery hours or on Sundays and holidays, they may be accepted for mailing if the proper special-delivery charges are paid in addition to the regular postage.

11. When perishable parcels are received at the delivery office after hours or on Sundays or holidays when there is no delivery, and which have been inadvertently accepted for mailing without the special-delivery charge being prepaid, such articles, if likely to spoil before the next regular delivery, shall be rated up as short paid the amount for special delivery service that should have been affixed at the mailing office and handled as special-delivery matter.

12. Paragraphs 2 and 9 of this section shall not apply to a special-delivery letter bearing the specific request that it be returned to the writer if prompt delivery can not be effected by either the messenger or the regular carrier. (See par. 2, sec. 609.)

SEC. 846. When special-delivery mail is registered, insured, or sent collect on delivery, the usual registry, insured, or collect-on-delivery receipts shall be taken, and all other requirements of the registry system and collect-on-delivery regulations shall be observed, but no special-delivery receipt need be taken.

SEC. 847. After special-delivery matter has been taken out for delivery and returned with the information that the person addressed has removed to the delivery of another office, and such matter is then forwarded, it is not entitled to special delivery at the office of second address. Such matter shall be indorsed by the forwarding postmaster "Forwarded, fee claimed by office of first address." Where a forwarding order has been given by the addressee in advance of the arrival of the matter, so that no attempt to deliver is necessary, it shall be forwarded with the indorsement, "Forwarded, fee not claimed," and the postmaster at the office of final destination shall make special-delivery and be entitled to the regular fee therefor. Special-delivery matter forwarded from one post office to another without any indorsement shall be taken out for immediate delivery the same as if indorsed "Forwarded, fee not claimed," and the facts reported to the First Assistant Postmaster General, Division of Post Office Service. The failure of the postmasters to properly indorse special-delivery matter may deprive them of the fee to which they would otherwise be entitled. (See sec. 575.)

SEC. 848. Special-delivery matter which can not be delivered shall be treated in accordance with the regulations governing the return of other undeliverable matter. (See secs. 609 to 616.)

SEC. 849. Special-delivery matter may be delivered at third and fourth class post offices by the postmaster or any assistant or employee or other competent person whom the postmaster may employ as messenger. Such postmaster, assistant, employee, or other person so employed as a messenger shall be paid compensation as shown in section 838 on all special-delivery mail on which special-delivery service is given or attempted. At offices of the third class having village-delivery service, the village-delivery carriers shall not be paid the fee for delivery of special-delivery mail matter when such delivery is effected during their regular tour of duty as village-delivery carriers. (See sec. 830 as to limits of delivery at other than free-delivery offices; sec. 831 as to responsibility for delivery of special-delivery matter.)

2. At second-class post offices when, because of the small volume of special-delivery mail, it is impossible to employ substitute carriers or clerks as special-delivery messengers or to obtain messengers, special-delivery matter may be delivered by the postmaster, who shall be paid the compensation as shown in section 838.

SPECIAL-DELIVERY MESSENGER SERVICE

SEC. 850. The Postmaster General may, in his discretion, direct any free-delivery office to be excepted from the foregoing provision (concerning the delivery of special-delivery matter by postmasters, clerks, or other persons) and require the delivery to be made entirely by special messengers, according to the provisions of the act to which this act is amendatory. (Aug. 4, 1886; 24 Stat. 220; 39 U. S. C. 167.)

(See sec. 830 as to limits of delivery at free-delivery offices; sec. 838 as to compensation of messengers.)

SEC. 851. At city-delivery offices postmasters should employ substitute carriers and clerks, preferably the former, instead of boys as special-delivery messengers where the volume of such business is sufficient to warrant these employees in taking up the work and the conditions are otherwise favorable; but boys 16 years of age or over may be so employed when in the judgment of the postmaster circumstances require it or he is of the opinion that the efficiency of the service will be promoted thereby.

2. The force of special-delivery messengers in each office shall be so arranged that a suitable number may always be on hand to secure immediate delivery of all special-delivery matter at any time within the prescribed hours of the day, but postmasters shall not employ a greater number of messengers than actually necessary.

3. When delivery of special-delivery matter can not be made promptly by regular special-delivery messengers postmasters may cause such delivery to be made by any regular clerk or employee, who shall be allowed the same compensation as regular messengers, except that, at offices of the first and second classes, regular clerks or employees (other than rural carriers and clerks in charge of rural stations) shall not receive fees for delivering special-delivery mail during their regular tours of duty, and substitutes shall not receive fees for effecting special deliveries during the time for which they are paid at the hourly rate. (See secs. 781 and 786, as to conditions under which rural carriers and clerks in charge of rural stations may receive fees.)

SEC. 852. Special-delivery messengers shall not make combinations or arrangements with a view to securing a division of the total permissible compensation of the month, and postmasters shall, by distribution of the work and assignment of hours of duty, equalize as far as practicable the compensation of messengers.

SEC. 853. Special-delivery messengers shall conduct themselves in an orderly manner while in the office and on their trips.

2. A special place should be provided in the post office for the accommodation of the messengers, and it should be so arranged as to prevent their access to other parts of the office and to mail matter other than that in which they are immediately concerned. (See sec. 509.)

SEC. 854. Postmasters at all offices having three or more special-delivery messengers, each of whom is regularly employed as much as four hours daily, shall require such messengers to provide themselves, at their own expense, with uniforms in full accordance with the following specifications:

(a) *Material*.—Same as provided in section 674, bluish, mixed cadet gray, flannel, or heavy bluish-gray worsted or serge.

(b) *Style of coat or vest*.—Same as provided in section 674, except that it may be optional whether the vest is worn, and instead of an overcoat a reefer may be adopted for winter wear. Use of summer coat to be optional, shirt to be used instead.

(c) *Style of trousers*.—Same as provided in section 674, or, if breeches are worn, they may be made of same cloth as the coat, or for summer wear khaki breeches may be worn, and for the winter, corduroy breeches.

(d) *Style of shirt, material, color, etc.*—Same as provided in section 674.

(e) *Style of tie*.—Either a black four-in-hand or bow may be used.

(f) *Puttees*.—Leather, black or dark brown.

(g) *Style of cap*.—Cap same material and color as uniform and similar in style and appearance to what is commonly known as the "full-top yacht cap."

2. Every special-delivery messenger at an office of the first or second class shall wear a badge furnished by the Fourth Assistant Postmaster General, Division of Equipment and Supplies, and postmasters shall require each special-delivery messenger to whom a badge is issued to place a deposit of 50 cents, which shall be treated as a trust fund and accounted for as such to cover losses of badges, the deposit to be returned to the messenger when he is separated from the service and returns his badge in good condition to the postmaster. Whenever a deposit is forfeited, it shall be accounted for as miscellaneous postal receipts. The badge shall be worn on the messenger's cap.

3. The above requirements shall not apply to substitute carriers wearing the regulation carrier uniform whose services are utilized as special-delivery messengers.

SEC. 855. Postmasters of the first and second class offices shall take receipts from each messenger, or rural carrier acting as messenger, on a regular pay roll (Form 1594), showing the name of the messenger, his number, and the number of pieces delivered, or attempted to be delivered, at each rate of pay, as ascertained from the postmaster's record. The quarterly voucher shall be detached and forwarded to the Comptroller, Bureau of Accounts, with the quarterly postal account. (See sec. 215.)

2. Postmasters of third-class offices shall report in their quarterly postal accounts (Form 1545a) the actual number of pieces delivered, or attempted to be delivered, and the amount paid as fees to messengers, and postmasters of fourth-class offices shall make similar report on Form 1558. (See sec. 844, par. 5.)

See section 224 as to fixing compensation where false returns of special-delivery matter are made; section 1602 as to punishment for false returns.

SEC. 856. Whenever special-delivery matter can be as promptly delivered by a letter carrier on his regular trip as by special messenger it may be given to him for that purpose, but he shall not be allowed any compensation therefor. The carrier shall be provided with a delivery book, or its equivalent, and a receipt shall be taken by him, or delivery effected into a receptacle the same as in case of delivery by messenger.

SEC. 857. Letter carriers, whether assigned to delivery or collection duty, and special-delivery messengers shall receive all prepaid matter bearing a special-delivery stamp which may be handed to them on their trips, and shall keep such matter separate from other mail, and deliver it to the proper clerk immediately upon their arrival at the post office. Letter carriers shall not turn over local matter for special delivery directly to messengers, even though they may be satisfied that it will be more speedily delivered.

SEC. 858. Allowances may be made at post offices of the first class upon application to the First Assistant Postmaster General, Division of Post Office Service, for car fare for special-delivery messengers in emergent cases where immediate delivery in the usual way is impracticable.

2. Car fare shall not be allowed to special-delivery messengers in all cases, but only where it is impossible to make delivery in the usual way.

3. Postmasters shall take vouchers for all expenditures, noting thereon that the car fare is for special-delivery messengers in emergent cases, and forward them with the quarterly account. (See section 215.)

WALTER F. BROWN,
Postmaster General.

CORRECTION

THIRD ASSISTANT POSTMASTER GENERAL,
Washington, January 23, 1932.

The attention of the employees assigned to the issue of international money orders is directed to the fact that in Table 1, page 1, of Form 6749a, Conversion Tables for Use in International Money-Order Business, the equivalent of \$3.28 is erroneously given as 19 shillings 9 pence instead of 18 shillings 9 pence.

Postmasters are asked to have the necessary correction made on all copies of the conversion table in the post office and thus insure the correct entry on money orders issued for that amount.

F. A. TILTON,
Third Assistant Postmaster General.

EXCESS LEAVE—ERRONEOUS REPORTS BEING SUBMITTED

OFFICE OF THE COMPTROLLER,
Washington, January 19, 1932.

Many postmasters have failed to follow the instructions in the Postal Bulletin of December 31, 1931, in submitting reports of excess leave for the calendar year 1931.

Particular attention is directed to paragraphs 2 and 3 of the Bulletin notice which provide that excess-leave reports shall be furnished in accordance with the present practice; i. e., following instructions in the First Assistant Postmaster General's letter of March 10, 1927, subject "Leaves of Absence So Far As Relates to the Retirement Act."

This letter of March 10, 1927, requires that the report must give the name, designation, and salary of each employee who had leave of absence aggregating more than six (6) months during the calendar year and further that such aggregate figure be supported by a statement for each employee showing just how much of each kind of leave was taken, as follows:

(a) Total annual leave with pay.

(b) Total sick leave with pay.

(c) Leave without pay.

Items reported under (c) should show the date of the *beginning and termination* of each period of such leave, including furloughs, suspensions from duty without pay, and any other form of leave not included under (a) or (b).

These reports are to be made only for those employees whose entire leave for the calendar year was in excess of six (6) months. A number of postmasters have submitted itemized statements showing all leave granted each employee whether or not the total was more than six (6) months. Such superfluous information requires additional time to read and analyze and is not desired. If no employees had leave in excess of six (6) months during the calendar year, a letter stating that fact is the only report required.

All excess leave reports are to be submitted in LETTER FORM in strict accordance with the instructions—no special form is provided.

W. E. BUFFINGTON,
Comptroller.

ACTING POSTMASTERS APPOINTED

Fourth Class

Pattersonville, N. Y., Robert R. Dockstader, January 4, 1932.

Max, Mo., Jesse Land, January 12, 1932.

Gorum, La., Mrs. Callie V. Shilling, January 7, 1932.

Sloan, Ind., Mrs. Dora Simons, January 18, 1932.

Literberry, Ill., Mrs. Willma E. Petefish, January 1, 1932.

Redbay, Fla., Mrs. Victoria McLeod, December 26, 1931.

Postmaster's Name Changed by Marriage

Delbarton, W. Va., Mrs. Matilda Mahon, changed her name to Mrs. Matilda Maynard on January 15, 1932.

POST-OFFICE CHANGES

Established—Fourth Class

CALIFORNIA

Rescind
Peanut, Trinity County, 76535. The order appearing in Bulletin 15811, discontinuing this office, effective January 22, 1932, has been rescinded.

Discontinued—Fourth Class

ARKANSAS

Raum, Carroll County, 47167. Effective Feb. 15, 1932. Mail to Enon.

NORTH CAROLINA

Cherry Point, Craven County, 18472. Effective Feb. 15, 1932. Mail to Havelock.

Slocumb, Cumberland County, 18544. Effective Feb. 15, 1932. Mail to Linden.

VIRGINIA

Dooley, Wise County, 105757. Effective Feb. 15, 1932. Mail to Norton.

Lipps, Wise County, route 1, Norton. Effective Feb. 15, 1932. Mail to Norton.

Sites Changed

CALIFORNIA

Los Banos: To northwest corner of Sixth and I Streets, 800 feet south of railroad station, 400 feet north of present site. (Railroad route No. 108760. Mail-messenger route No. 276526.) Effective about Apr. 15, 1932.

La Jolla: To east side of Herschel Avenue, between Prospect and Wall Streets. (No railroad or mail-messenger route.) Effective about Mar. 1, 1932.

FLORIDA

Cottondale: To Railroad Street, between Main and Magnolia Streets, 1,095 feet from railroad station, 160 feet west of present site. (Railroad route Nos. 104769 and 104804. Mail-messenger route, none.) Effective about Jan. 15, 1932.

GEORGIA

Soperton: To North Main Street, between First and Second Streets, 100 feet Southwest of railroad station, 275 feet northeast of present site. (Railroad route No. 104789, mail messenger route No. 221384.) Effective about Apr. 15, 1932.

ILLINOIS

Glen Ellyn: To North side of Pennsylvania Avenue, between Glenwood and Prospect Streets. (Railroad route No. 106717, mail messenger route No. 235456.) Effective about Feb. 15, 1932.

Iola, Clay County, 109 feet west on routes 106714 and 236048 (550 feet from depot). Effective Jan. 21, 1932.

MARYLAND

Baltimore (Raspeburg Station): To southwest corner of Belair Road and Post office Avenue. (No railroad or mail messenger route.) Effective about Mar. 1, 1932.

NEW JERSEY

Passaic: To Federal building. Distance from present site, 1,375 feet. New Federal building in a westerly direction from old quarters (Railroad route Nos. 102758 and 102786; mail messenger route No. 209247.) Effective about Oct. 31, 1931.

SOUTH CAROLINA

Ravenels, Charleston County, 1,005 feet west on routes 104802 and 220131 (150 feet from depot). Effective as of Jan. 1, 1932.

POST-OFFICE CHANGES

Sites Changed

TENNESSEE

Genesis, Cumberland County, 2 miles southeast on route 27148. Order of Jan. 21, 1932.

WEST VIRGINIA

Tariff, Roane County, 250 feet south on route 16327. Order of Jan. 20, 1932.

STATIONS AND BRANCHES

Status Changed

OREGON

Portland. Status of Woodstock station changed from contract to classified, effective Feb. 15, 1932. There will be no change in the location of the unit.

RURAL DELIVERY SERVICE

Established

MARYLAND

Halethorpe, route No. 2 (by transfer of route No. 2, Baltimore). Effective Feb. 16, 1932.

Discontinued

MARYLAND

Baltimore, route No. 2 (superseded by route No. 2, Halethorpe). Effective Feb. 15, 1932.

Discontinued by Consolidation

GEORGIA

Trion, route No. 2 (superseded by route No. 1, Trion). Effective Feb. 15, 1932.

INDIANA

Mount Vernon, route No. 6 (superseded by routes Nos. 1, 2, 4, 5, and 7, Mount Vernon). Effective Apr. 30, 1932.

IOWA

Carroll, route No. 1 (superseded by routes Nos. 2 and 3, Carroll). Effective Feb. 15, 1932.

KANSAS

Richland, route No. 4 (superseded by routes Nos. 1, 2, and 3, Richland). Effective Feb. 29, 1932.

Valley Falls, route No. 4 (superseded by routes Nos. 1 and 3, Valley Falls). Effective Feb. 15, 1932.

MINNESOTA

Redwood Falls, route No. 4 (superseded by routes Nos. 2 and 3, Redwood Falls). Effective Feb. 29, 1932.

NEW YORK

Belvidere, route No. 1 (superseded by routes No. 2, Belmont, and No. 1, Angelica). Effective Jan. 31, 1932.

Oswego, route No. 3 (superseded by routes Nos. 1, 2, and 4, Oswego, and No. 2, New Haven). Effective Jan. 31, 1932.

MAIL-MESSENGER SERVICE

Discontinued

KENTUCKY

229628. Jonancy, to star route No. 30966, point on highway where mails are exchanged, 0.17 mile, twelve times a week and one on Sunday. (Superseded by star route No. 30966.) From Jan. 25, 1932.

MICHIGAN

237218. Hobart, to 109715, 0.04 mile. (Mail to Cadillac, Mich.) From Jan. 30, 1932.

MISSOURI

245031. Raymore, to 107730, 0.04 mile. (Superseded by star service.) From Jan. 9, 1932.

Changed

ALABAMA

224129. Atmore, to 112760, 0.11 mile; 104903, 0.5 mile; including direct transfer service between depots, when necessary. Distance to 104903 is restated as 0.7 mile. From Dec. 15, 1931.

224219. Bellwood, to 104773, 0.08 mile. Distance is restated as 0.11 mile. From Feb. 1, 1932.

IDAHO

270114. Hammett, to 113734, 0.16 mile. Distance is restated as 0.21 mile.

MARYLAND

213090. Linwood, to 103765, 0.08 mile. Distance is restated as 0.04 mile. From Feb. 1, 1932.

MAIL-MESSENGER SERVICE

Changed
NEBRASKA

257371. Springbranch, to 114715, 0.07 mile. Distance is restated as 0.17 mile. From Jan. 13, 1932.

OHIO

231043. Rawson, to 105738, 0.06 mile; 305109, 0.03 mile; including direct transfer service between depots, when necessary, 0.06 mile. Service is restated to omit 305109, 0.03 mile, and direct transfer service between depots, when necessary, 0.06 mile. From Jan. 16, 1932.

231064. Sidney, to 105749, 0.35 mile; 105754 (N. Y. C. Co., lessee), 1.17 miles; 305109, 0.15 mile; including direct transfer service between depots, when necessary, 1.03 miles and 0.99 mile. Service is restated to omit 305109, 0.15 mile. From Jan. 16, 1932.

231352. Mount Cory, to 105738, 0.29 mile; 305109, 0.29 mile. Service is restated to omit 305109, 0.29 mile. From Jan. 16, 1932.

231563. Wapakoneta, to 305109, 0.1 mile; 105749, 0.26 mile; including transfer service between depots, when necessary. Service is restated to omit 305109, 0.1 mile, and direct transfer service between depots, when necessary. From Jan. 16, 1932.

231597. Anna, to 105749, 0.09 mile; 305109, 0.17 mile; including direct transfer service between depots, when necessary, 0.25 mile. Service is restated to omit 305109, 0.17 mile, and direct transfer service between depots, when necessary, 0.25 mile. From Jan. 16, 1932.

231632. Botkins, to 105749, 0.1 mile; 305109, 0.15 mile; including direct transfer service between depots, when necessary, 0.24 mile. Service is restated to omit 305109, 0.15 mile, and direct transfer service between depots, when necessary, 0.24 mile. From Jan. 16, 1932.

231694. Beaverdam, to 105738, 0.07 mile; 305109, 0.12 mile; including direct transfer service between depots when necessary. Service is restated to omit 305109, 0.12 mile, and direct transfer service between depots when necessary. From Jan. 16, 1932.

PENNSYLVANIA

210018. Lewistown to 115715 and 102789; 102717; 302171; (U. D.), 0.18 mile; 302171, at Wayne and Market Streets, 0.05 mile. Service is restated to omit 102789 of the Pennsylvania railroad. From Jan. 16, 1932.

RAILROAD SERVICE

Authorized

106718. From Jan. 27, 1932, trackage between Mount Hamill and Salem, Iowa, 7.41 miles, formerly covered by route 106760, is authorized as a part of route 106718 of the Chicago, Burlington & Quincy Railroad Co.

Discontinued

106760. From Jan. 26, 1932, service by the Chicago, Burlington & Quincy Railroad Co., between Mount Pleasant and Keokuk, Iowa, 49.19 miles, is discontinued. That part between Mount Hamill and Salem, Iowa, transferred to route 106718, effective Jan. 27, 1932.

STAR-ROUTE SERVICE

Established—Modified

WEST VIRGINIA

16947. Sharpsburg (Md.) to Martinsburg. Order of Jan. 20, 1932, contracting with Shepherdstown Dray Co., for service on this route is modified so as to omit Kearneysville, without change in distance or pay.

Established

CALIFORNIA

76980. From Chico by Paradise and Magalia to Stirling City, returning by Coutolenc, Magalia, and Paradise to Chico, equal to 35.35 miles and back, six times a week. The postmaster at Chico, Calif., is authorized to employ temporary star-route service, under section 1396, Postal Laws and Regulations, at not to exceed \$1,752 per annum, effective Jan. 25, 1932. Box delivery and collection service not required.

MASSACHUSETTS

4958. Lowell by Wamesit to Tewksbury, 5 miles and back, eighteen times a week. The postmaster at Lowell, Mass., is authorized to employ temporary star-route service, under section 1396, Postal Laws and Regulations, at not to exceed \$939 per annum, effective Jan. 4, 1932. Box delivery and collection service not required.

VIRGINIA

14969. Staunton by Staunton Railroad Station (C. & Q.) and Harrisonburg Railroad Station (Southern) to Harrisonburg, 26.8 miles, six times a week, one way only. The postmaster at Staunton, Va., is authorized to employ temporary star-route service, under section 1396, Postal Laws and Regulations, at not to exceed \$700 per annum, effective Jan. 25, 1932. Carrier required to transport all classes of mail. Box delivery and collection service not required.

Discontinued

ILLINOIS

35187. Santa Fe Railroad Station (n. o.) at La-Rose to Varna. From Jan. 23, 1932. (Superseded by No. 35970.)

35188. Santa Fe Railroad Station (n. o.) at La-Rose to Metamora. From Jan. 23, 1932. (Superseded by No. 35969.)

STAR-ROUTE SERVICE

Changed
ARKANSAS

47571. Montrose to Crossett. From Jan. 22, 1932, change service so as to begin at Montrose Railroad Station (n. o.), omitting Montrose post office, without change in distance or pay.

ILLINOIS

35126. Streator to Cornell. From Jan. 25, 1932, change and restate service so as to be from Streator by Blackstone and Manville to Cornell, returning via cement road to Streator, equal to 20.30 miles and back; allow contractor \$540 per annum additional pay.

KENTUCKY

29684. New Liberty to Sanders. From Jan. 22, 1932, change service so as to end at Sparta, omitting Sanders, increasing distance 5.50 miles and pay \$613 per annum, being less than pro rata but in accordance with agreement of contractor and surety.

MAINE

1288. Brooksville to Penobscot. From Feb. 1, 1932, curtail service so as to end at South Penobscot, omitting Penobscot, decreasing distance 1 mile and pay \$100 per annum. (Post office at Penobscot supplied by route No. 1415.)

1415. Bucksport to Penobscot. From Feb. 1, 1932, extend service so as to embrace and end at South Penobscot, increasing distance 1 mile and pay \$108.23 per annum.

MISSOURI

45148. Vandalia to Gazette. From Feb. 1, 1932, end at Gazette (n. o.), omitting Gazette (post office discontinued), without change in distance or pay.

45376. Van Buren to Beal. From Feb. 1, 1932, end at Beal (n. o.), omitting Beal (post office discontinued), without change in distance or pay.

45387. Ellington to Deslet. From Feb. 1, 1932, change service on the trip from Ellington so as to require carrier to travel the road leading from the Paint Rock School (n. o.) southwesterly about 2.50 miles and north about 2.75 miles intersecting the present route at Bankers Cave (n. o.), increasing distance 2.76 miles one way, equal to 1.38 miles and back, and allow contractor \$103.56 per annum additional pay.

NORTH CAROLINA

18404. Carthage to Jesup. From Feb. 1, 1932, change service so as to end at Jesup (n. o.), omitting Jesup (post office discontinued), without change in distance or pay.

18406. Carters Mills to Hallison. From Feb. 1, 1932, change service so as to begin at Carters Mills (n. o.), omitting Carters Mills (post office discontinued), without change in distance or pay.

Schedules

ARKANSAS

47571. Montrose railroad station (n. o.) to Crossett: Leave Montrose railroad station (n. o.) daily 6.45 a. m. and daily except Sunday 7.05 p. m.

Arrive Crossett by 8.15 a. m. and 8.35 p. m. Leave Crossett daily 8.35 a. m. and daily except Sunday 9.15 p. m. Arrive Montrose railroad station (n. o.) by 10.05 a. m. and 10.45 p. m. Effective Jan. 22, 1932.

CALIFORNIA

76980. Chico to Stirling City: Leave Chico daily except Sunday 7 a. m. Arrive Stirling City by 9.30 a. m. Leave Stirling City daily except Sunday 10.30 a. m. Arrive Chico by 1 p. m. Effective Jan. 25, 1932.

COLORADO

65205. Montezuma to Dillon: Leave Montezuma Monday, Wednesday, and Friday 6.15 a. m. Arrive Dillon by 10.15 a. m. Leave Dillon Monday, Wednesday, and Friday on receipt of mail from train due about 3.50 p. m., but not later than 5.30 p. m. Arrive Montezuma in 4 hours. Leave Montezuma Tuesday, Thursday, and Saturday 6.15 a. m. Arrive Dillon by 10.15 a. m. Leave Dillon Tuesday, Thursday, and Saturday on receipt of mails from train due about 10.47 a. m., but not later than 12.30 p. m. Arrive Montezuma in 4 hours. Effective Jan. 28, 1932.

65341. Ludlow railroad station (n. o.) to Vail: Leave station daily except Sunday on receipt of mails from train due about 7.12 a. m., but not later than 8.30 a. m. Arrive Vail in 45 minutes. Leave Vail daily except Sunday 2.45 p. m. Arrive station by 3.30 p. m. Effective Jan. 28, 1932.

65344. Delagua to Ludlow railroad station (n. o.): Leave Delagua daily except Sunday 5.45 a. m. and 2.20 p. m. Arrive station by 7 a. m. and 3.35 p. m. Leave station daily except Sunday on receipt of mail from trains due about 7.12 a. m. and 3.40 p. m., but not later than 8.30 a. m. and 5.30 p. m. Arrive Delagua in 1½ hours. Effective Jan. 28, 1932.

STAR-ROUTE SERVICE

Schedules
ILLINOIS

35126. Streator to Cornell: Leave Streator daily except Sunday 6.45 a. m. and 3.30 p. m. Arrive Cornell by 8.35 a. m. and 5.20 p. m. Leave Cornell daily except Sunday 8.45 a. m. and 5.30 p. m. Arrive Streator by 9.55 a. m. and 6.45 p. m. Effective Jan. 25, 1932.

35295. Peoria railroad station (Union Depot) to La Rose:

Leave Peoria railroad station (Union Depot) daily except Sunday and holidays 1.30 p. m. Arrive La Rose by 4.30 p. m. Leave La Rose daily except Sunday and holidays 4.45 p. m. Arrive Peoria railroad station (Union Depot) by 7.45 p. m. Effective Jan. 25, 1932.

MAINE

1288. Brooksville to South Penobscot: Leave Brooksville daily except Sunday 9.45 a. m.

Arrive South Penobscot by 11.05 a. m. Leave South Penobscot daily except Sunday on receipt of mail from Bucksport. Arrive Brooksville in 1 hour and 20 minutes. Effective Jan. 31, 1932.

1415. Bucksport to South Penobscot:

When motor vehicle can be used: Leave Bucksport daily except Sunday on receipt of mail from train due about 6.50 a. m., but not later than 9 a. m. Arrive South Penobscot in 2 hours and 25 minutes. Leave South Penobscot daily except Sunday 1.45 p. m. Arrive Bucksport by 4.10 p. m.

When motor vehicle can not be used: Leave Bucksport daily except Sunday on receipt of mail from train due about 6.50 a. m., but not later than 9 a. m. Arrive South Penobscot in 4½ hours. Leave South Penobscot daily except Sunday on receipt of mail from Brooksville, but not later than 11.15 a. m. Arrive Bucksport in 4½ hours. Effective Feb. 1, 1932.

MASSACHUSETTS

4245. Attleboro railroad station (n. o.) to East Norton:

Leave station daily except Sunday on receipt of mail from train due about 6.12 a. m., but not later than 8 a. m. Arrive East Norton in 50 minutes. Leave East Norton daily except Sunday 8.25 a. m. Arrive station by 9.15 a. m. Leave station daily except Sunday 12 m. and 5.30 p. m. Arrive Norton by 12.30 p. m. and 6 p. m. Leave Norton daily except Sunday 12.45 p. m. and 6.15 p. m. Arrive station by 1.15 p. m. and 6.45 p. m. Time of departures and arrivals to be 1 hour earlier during period of daylight saving. Effective Jan. 21, 1932.

4958. Lowell to Tewksbury: Leave Lowell daily except Sunday 6.45 a. m., 9.45 a. m., and 4.30 p. m. Arrive Tewksbury by 7.15 a. m., 10.15 a. m., and 5 p. m. Leave Tewksbury daily except Sunday 7.45 a. m., 10.15 a. m., and 6 p. m. Arrive Lowell by 8.15 a. m., 10.45 a. m., and 6.30 p. m. NOTE.—Time of departures and arrivals to be 1 hour earlier during period of daylight saving. Effective Jan. 4, 1932.

MISSOURI

45148. Vandalia to Gazette (n. o.): Leave Vandalia daily except Sunday 7.45 a. m. Arrive Gazette (n. o.) by 9.10 a. m. Leave Gazette (n. o.) daily except Sunday 15 minutes after arrival. Arrive Vandalia in 1 hour and 25 minutes. Effective Feb. 1, 1932.

45376. Van Buren to Beal (n. o.): Leave Van Buren Monday and Friday 7 a. m. Arrive Beal (n. o.) by 10.30 a. m. Leave Beal (n. o.) Monday and Friday 10.30 a. m. Arrive Van Buren by 3 p. m. Effective Feb. 1, 1932.

NORTH CAROLINA

18404. Carthage to Jesup (n. o.): Leave Carthage daily except Sunday 11 a. m. Arrive Jesup (n. o.) by 12.45 p. m. Leave Jesup (n. o.) daily except Sunday 1.30 p. m. Arrive Carthage by 2.15 p. m. Effective Feb. 1, 1932.

18406. Carters Mills (n. o.) to Hallison: Leave Carters Mills (n. o.) daily except Sunday 10 a. m. Arrive Hallison by 11 a. m. Leave Hallison daily except Sunday on receipt of mail from train due about 12.50 p. m., but not later than 2 p. m. Arrive Carters Mills (n. o.) in 1 hour. Effective Feb. 1, 1932.

SUBSCRIPTION PRICE of this Bulletin is \$2 per annum. REMITTANCE should be made to the Superintendent of Documents, Government Printing Office, Washington, D. C.

STAR-ROUTE SERVICE

Schedules
NEBRASKA

57354. Harvard to Clay Center: Leave Harvard daily except Sunday 5.15 p. m. Arrive Clay Center by 6 p. m. Leave Clay Center daily except Sunday 6.30 p. m. Arrive station by 7.25 p. m. Leave station Sunday 8.20 a. m. Arrive Clay Center by 8.50 a. m. Leave Clay Center Sunday 9 a. m. Arrive Harvard by 9.30 a. m. Effective at once.

57280. Walthill to Decatur:

When motor vehicle can be used: Leave Walthill daily except Sunday 4.05 p. m. Arrive Macy by 4.45 p. m. Leave Macy daily except Sunday 8.45 a. m. Arrive Decatur by 9.45 a. m. Leave Decatur daily except Sunday on receipt of mail from Tekamah due about 9.20 a. m. Arrive Macy in 1 hour. Leave Macy daily except Sunday 2.30 p. m. Arrive Walthill by 3.10 p. m.

When motor vehicle can not be used: Leave Walthill daily except Sunday 15 minutes after arrival from Decatur. Arrive Decatur in 4½ hours. Leave Decatur daily except Sunday on receipt of mail from Tekamah due about 9.20 a. m. Arrive Walthill in 4½ hours. Effective Jan. 25, 1932.

PENNSYLVANIA

10910. Connellsville railroad station (B. & O.) to Brownsville: Leave Connellsville station daily except Sunday on receipt of mail from train due about 1 a. m., but not later than 2.30 a. m. Arrive Brownsville in 1 hour. Effective Jan. 25, 1932.

RHODE ISLAND

5124. Providence railroad station (n. o.) to Newport: Leave Providence railroad station (n. o.) daily except Sunday 4.30 a. m. and 1.15 p. m. Arrive Newport by 6 a. m. and 2.45 p. m. Leave Newport daily except Sunday 11.10 a. m. and 10 p. m. Arrive Providence railroad station (n. o.) by 12.40 p. m. and 11.30 p. m. Leave Providence railroad station (n. o.) Sunday 4.30 a. m. Arrive Newport by 6 a. m. Leave Newport Sunday 10 p. m. Arrive Providence railroad station (n. o.) by 11.30 p. m.

NOTE.—Time of departures and arrivals to be 1 hour earlier during period of daylight saving. Effective Jan. 21, 1932.

TEXAS

50272. Santo to Mineral Wells: Leave Santo daily except Sunday on receipt of mail from train due about 5.15 a. m., but not later than 8.30 a. m. Arrive Mineral Wells in 3 hours. Leave Mineral Wells daily except Sunday 12.30 p. m. Arrive Santo by 3.30 p. m. Effective Feb. 1, 1932.

VIRGINIA

14969. Staunton to Harrisonburg: Leave Staunton daily except Sunday on receipt of mail from train due about 4.10 a. m., but not later than 5 a. m. Arrive Harrisonburg in 55 minutes. Effective Jan. 25, 1932.

WEST VIRGINIA

16622. Swiss to Somersville: Leave Swiss daily except Sunday 7.50 a. m. Arrive Swiss railroad station (n. o.) by 7.55 a. m. Leave Swiss railroad station (n. o.) daily except Sunday on receipt of mail from train due about 7.55 a. m., but not later than 9.15 a. m. Arrive Summersville in 2½ hours. Leave Summersville daily except Sunday 1 p. m. Arrive Swiss by 3.30 p. m.

Additional service

Leave Swiss daily except Sunday in time to connect at Swiss railroad station (n. o.) with train due about 4.15 p. m. Leave Swiss railroad station (n. o.) daily except Sunday on receipt of mail from train due about 4.15 p. m., but not later than 6 p. m. Arrive Summersville in 1½ hours. Leave Summersville daily except Sunday 7 a. m. Arrive Swiss railroad station (n. o.) by 7.55 a. m. Effective Jan. 23, 1932.