

L. & N. R. RY. CO.
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**The
Lehigh and Hudson River
Railway Company**

TIME TABLE No. 161

Effective 2:00 A. M., Thursday, September 12, 1946

For the Government of Employees Only

EASTERN STANDARD TIME

Albert Shaw
President and General Manager

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Eastward

Distance from Easton	STATION	Train Order Offices	Telegraph Office Calls	Passing Sidings	Capacity—46 Ft Cars in Addition to Engine and Caboose
2.0	HUDSON YARD				
13.8	L. & H. JUNCTION	DN	G		
16.2	OXFORD				83
19.4	PEQUEST				112
25.2	GREAT MEADOWS	D	MO		
26.0	VIENNA				112
31.3	ALLAMUCHY				69
37.2	ANDOVER	DN	AD	1—	70
				2—	123
43.5	SPARTA JUNCTION	D	SJ	1—	68
				2—	57
50.1	FRANKLIN	D	FJ	1—	112
				2—	75
55.0	McAFEE				53
58.6	VERNON	D	RN		83
63.4	NEW MILFORD				
66.3	WARWICK	DN	Q		
66.6	BURT				56
71.3	LAKE				109
72.8	SUGAR LOAF				
75.2	CHESTER	D	K		
75.7	HUDSON JUNCTION			1—	116
76.5	GREYCOURT				
82.1	GIRARDE				112
84.7	BURNSIDE				
85.8	MAYBROOK	D	BK		

D—Train Order Office—Day.

DN—Train Order Office—Day and Night.

SPECIAL INSTRUCTIONS

STANDARD CLOCKS

1—Warwick Dispatcher's Office

BULLETIN BOARDS AND BOOKS

2—Maybrook: BK
Engine House

Warwick: Dispatcher's Office

Franklin: Telegraph Office

Port Morris: Engine House
General Yardmaster's Office

Phillipsburg "PU" Tower
Engine House

Allentown: Yardmaster's Office
Bethlehem Engine Terminal

REGISTER STATIONS

3—Maybrook, for all trains.

YARD LIMITS

4—Indicated by Yard Limit boards at following points:

Maybrook: From connection with N. Y. N. H. & H. R. R. to a point 600 feet west thereof.

Warwick: From Bridge 19.2, 100 feet east of east switch of Burt passing siding to a point 385 feet west of west switch of Warwick 1.

Franklin: From Signal 35.5 at East End of Franklin 2 to a point 790 feet west of west switch of Franklin 1.

Andover: From a point 250 feet east of water tank to a point 1000 feet west of D. L. & W. Crossing.

Belvidere: From Bridge 69.5, 2405 feet east of Oxford passing siding, to connection with P. R. R.

TRAIN MOVEMENTS

5—Eastward trains are superior to westward trains of the same class.

6—Double tracks are in service between Mansfield Street and L. & H. Junction. The normal position of switch at Mansfield Street is for eastward track.

7—Report must be made to the General Manager at least two hours in advance of the expiration of sixteen hours' time on duty, permitted by the Hours of Service Law. The conductor must report for each member of the crew, or where there is no conductor the engineman must report.

8—Engines larger than 80 class must not go beyond Hemlock Junction on Mine Hill Railroad.

9—When it is necessary to couple an engine on a freight train as pusher, the air brakes will be cut through the pushing engine, engineer of which will shut off cut-out cock so that air will apply on engine from the head end, to avoid damage to train.

When coupling cars see that air hose is properly coupled and then open angle cocks slowly. When uncoupling cars, close angle cocks, cut air hose by hand and then lift cutting lever.

10—During storm, trains must be operated carefully, particularly at points where slides or washouts are liable to occur.

11—Conductors and Enginemen when operating over foreign roads will be governed by the rules and regulations and provide themselves with timetables and books of rules of such roads.

12—Two or more engines coupled must not be moved over Delaware River Bridge but must be separated by not less than 5 cars.

13—The display of classification signals will be omitted.

HIGHWAY CROSSINGS

14—A train or engine recrossing a road crossing after a reversal in direction of movement, does not operate automatic warning signals at road crossings. When any such move is made by a train or engine over a crossing equipped with automatic warning signals, the crossing shall be approached carefully and at reduced speed with the expectation of finding unwarned highway traffic on or approaching such crossing.

15—Regardless of flashing lights or protection other than by a watchman, no switching or shifting movements will be made over public crossings at grade until a member of the crew has been stationed on such crossing to protect vehicles or pedestrians.

16—Whenever automatic visual signals at highway-railroad grade crossings are at warning for a longer period than five minutes, due to railroad equipment standing on the track circuit, or being shifted on such circuit, a trainman shall be immediately stationed at the said crossing to direct highway traffic over such crossing when it may be safely used, even though the signal is at warning.

INSPECTION OF TRAINS

17—Conductors will give their trains a running inspection whenever opportunity offers.

18—The following instructions shall be observed as far as practicable and other duties will permit:

(a) Conductor or Trainman must ride on the engine of freight trains at all times, except when necessary to drop back because of stuck brakes or other defect, or to handle retainers,

and must return to the engine as soon as possible. They will make observations of train when rounding curves and at other points to detect hot boxes or other defects in train.

(b) Train and engine crews on moving trains will be on lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals. They must observe passing trains for defects, and should there be any indications of conditions endangering the train, take such measures for its protection as may be practicable. Enginemen and Conductors are responsible for seeing that these instructions are carried out.

(c) Sectionmen will observe the passing of all trains and if everything is all right, section foreman will give "proceed" signal to the rear of train.

(d) The following signals shall be used where other signals are not required:

(e) HOT JOURNAL	By day-----	By night---	}	Nose held with one hand, with other hand pointed toward tracks.
				Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

(f) BRAKES STICKING	By day-----	By night---	}	Place palms of hands together in horizontal position.
				Lamp raised and held stationary.

(g) BROKEN WHEELS, DEFECTIVE TRUCK, DRAGGING BRAKE CONNECTION, LADING SHIFTED OVER SIDE OR END OF CAR, SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION	}	Stop Signal

OVERHEAD CLEARANCES

19—The following Order issued by the Public Service Commission of the State of New York, dated January 18, 1939, must be complied with:

"Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures where the overhead clearance is less than 21 feet, 6 inches."

MAIN TRACK

Overhead Bridges

0.5 miles west of Hamptonburgh, N. Y.
2.0 miles east of Greycourt, N. Y.
0.9 miles west of Sugar Loaf, N. Y.
0.1 miles east of Wisner, N. Y.

Yard Tracks at Warwick, N. Y.

Conklin & Strong—Coal Shed Doorway.
Quackenbush—Coal Shed Doorway.
Round House—Doorways.
Machine Shop—Doorways.
West of Storehouse—Pipe line over track 26.

SPRING SWITCHES

20—A spring switch is indicated by letter SS on switch target.

A train that has stopped while trailing through a spring switch must not reverse direction until the spring switch has been thrown by hand to the position which will prevent derailment.

When a train or engine has been stopped by a signal which governs over a Spring Switch in a facing direction, trainmen must examine the Spring Switch points to know that they are fully closed before the movement is made over the switch.

Trainmen operating spring switch by hand must keep a constant pressure on switch handle until it is completely over.

A spring switch which has been reversed by hand must be restored to normal position by hand after train has passed. A spring switch should not be thrown by hand while the wheels are forcing the switch points open. If necessary to make a reverse movement, either to take up slack or to back up, the train should move only enough to free the switch points and then operate the switch by hand. If the handle on the switch stand is released while the wheels are forcing the switch points open, the force stored in spring will be transferred to trainman through handle and may cause injury.

Sand must not be used while engines are passing over spring switches.

WARWICK:

The switch west of Bridge 20.5 is a spring switch set for main line. Trains will not exceed a speed of 20 miles per hour passing over this switch in either direction.

ANDOVER:

The switch leading to and from DL&W connection is a spring switch set for main line.

Trains will not exceed a speed of 15 miles per hour passing over this switch in either direction.

MAXIMUM SPEED RESTRICTIONS

21—Passenger trains must not exceed a speed of 50 miles per hour.

22—Freight trains must not exceed a speed of 45 miles per hour.

23—Trains hauling cars loaded with zinc ore must not exceed a speed of 30 miles per hour.

24—Speed signs located on the right of track and 500 feet in advance of points of curve indicate maximum speed in miles per hour permitted on that curve.

25—Trains must not exceed a speed of 10 miles per hour over the N. Y. S. & W. R. R. crossings at Sparta Junction and Franklin.

26—Regardless of the indication of the crossing signals, all trains carrying passengers must stop at the signals before proceeding over the N. Y. S. & W. R. R. crossings at Sparta Junction and Franklin.

27—Trains will not exceed a speed of 20 miles per hour over Elm, Main and South Streets and Forester Avenue crossings at Warwick, N. Y.

28—Trains handling steam derrick will not exceed a speed of 20 miles per hour.

29—Maximum speed of engines, light or with caboose; running forward, 30 miles per hour; running backward, 25 miles per hour.

COLOR LIGHT SIGNALS

30—Where color light signals are in service the following will apply:

Marker lights are eliminated. Permissive signals are designated by a number plate on the signal mast. Absolute signals are designated by the absence of a number plate.

The permissive signals at the entrance ends of passing sidings will govern movement on the main track only. If the indication of these signals is "Stop and Proceed", a train which is to take the siding may pass these signals, at restricted speed, without stopping, to enter the siding if the switch is known to be properly set and the track clear.

COMPANY SURGEONS

Place	Name	Phone
Warwick, N. Y.	M. Renfrew Bradner	44
Easton, Pa.	Paul E. Schwarz	9042

TELEPHONES FOR USE OF EMPLOYEES

Maybrook—Tool House.
 Maybrook—West end old No. 3.
 Erie & Jersey bridge.
 Girarde—East and West end.
 Farmingdale.
 Greycourt.
 Hudson Jct.
 Hudson 1—East and West end.
 Lake—East and West end.
 State School.
 Burt—East and West end.
 Signal 20.4.
 Warwick—West end of yard.
 New Milford.
 DeKays—Signal 25.0.
 Vernon—East and West end.
 McAfee—East and West end.
 Hamburg—Signal 34.1.
 Franklin 2—East and West end.
 Franklin—N. Y. S. & W. Crossing.
 Franklin 1—East and West end.
 Monroe.
 Signal 39.7.
 Sparta 2—East end.
 Sparta—Outside station.
 Sparta 1—West end.
 Coxes.
 Iliffs.
 Andover 2—East end.
 Andover 2—Opposite water tank.
 Andover Yard Tracks—West end.
 Andover 1—West end.
 Tranquility.
 Allamuchy—East and West end.
 Vienna—East and West end.
 Townsbury.
 Pequest—East and West end.
 Oxford—East and West end passing siding and
 East end yard tracks.
 Mansfield St.
 Hudson Yard—Inside Oil House.

CAR CAPACITY OF TRACKS Other Than Passing Sidings

	46 Ft. Per Car	Cars
Burnside—		
North wye -----		14
South wye -----		8
South wye siding -----		7
Greycourt—		
No. 1 -----		17
Hill -----		8
Hudson Jct. Station -----		6
Chester—		
Grange and Fuel Gas Co.-----		13
Station -----		4
Conklin Siding -----		4
Sugar Loaf -----		3
State School -----		4
Wisner -----		6
Warwick—		
No. 52 -----		13
No. 54 -----		4
No. 57 -----		13
No. 1 -----		73
No. 2 -----		69
No. 3 -----		65
No. 4 -----		61
No. 5 -----		57
No. 6 -----		53
No. 7 -----		48
No. 8 -----		8
No. 9 -----		8
New Milford Team Track -----		8
Price's Creamery -----		2
Vernon Station -----		7
McAfee—Team Track -----		6
Hamburg—Commercial -----		17

Franklin—	
Mine Hill -----	20
No. 1 -----	23
No. 2 -----	20
No. 3 -----	11
West Commercial -----	50
Monroe Coal -----	11
Woodruff's Gap Station -----	5
Sparta Jct.—Interchange -----	20
Extension to Sparta 1 -----	23
Andover—	
No. 1 -----	29
No. 2 -----	25
Freight -----	8
Tranquility—Station -----	5
Allamuchy—	
Station -----	8
Creamery -----	4
Long Bridge -----	3
Great Meadows—	
Station -----	31
Freight -----	9
Pequest—Commercial -----	21
Belvidere—	
Oxford 1 -----	62
Oxford 2 -----	57
No. 1 -----	27
No. 2 -----	30
No. 3 -----	26
Engine Track -----	2
Hudson Yard—	
No. 1 -----	72
No. 2 -----	70
No. 3 -----	52
No. 4 -----	50
Tail Track -----	69