

LEHIGH AND NEW ENGLAND RAILROAD COMPANY

MAIN LINE AND BRANCHES

TIME-TABLE No. 47

In effect 12.01 A. M. Sunday, April 27, 1947

Eastern Standard Time

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

SAFETY ALWAYS

S. T. W. GREEN,
GENERAL SUPERINTENDENT

W. H. EDWARDS,
EXECUTIVE VICE-PRESIDENT AND GENERAL MANAGER

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D-Part time daily. N-Part time

* Except Sunday and Holiday.

BENDERS JUNCTION TO BETHLEHEM JUNCTION

	Train Order Office	Distance from Benders Junction
BENDERS JUNCTION	D*	0.0
Summit new siding.....		1.9
Summit siding		2.0
SUMMIT		2.1
Chapman Quarries siding.....		4.6
BATH (Cement Junction)	D*	7.1
E.E. two main tracks		7.3
Tadmor		9.5
W.E. two main tracks		9.9
NAZARETH	D*	11.6
East Nazareth siding.....		12.3
STOCKERTOWN	D*	15.5
UHLERS		17.4
Paxinosa siding		19.5
SANDTS EDDY		22.6
MARTINS CREEK		24.0
Crane Junction.....		8.4
CATASAUQUA		14.5
National siding		11.6
BRODHEAD		12.4
Stoke Park siding.....		15.0
Allen Junction		17.8
ALLENTOWN		22.6
BETHLEHEM	D	18.8
Bethlehem Junction.....		19.1

D-Part time daily.

* Except Sunday and Holiday.

SPECIAL INSTRUCTIONS

1. Employes whose duties are in any way connected with or affected by train service must be familiar with the rules, regulations and special instructions in the current time-table, including each supplement thereto, and, while on duty, have a copy of the current time-table and of each supplement thereto and a copy of the Standard Code for the Government of the Operating Department.

2. Employes must not be absent from duty without permission; they must reside wherever the business of the Company demands; they will be held responsible for the proper use and protection of property intrusted to their care, and on leaving the service must surrender it to the proper officer. They must render a strict performance of duty and cheerful, willing obedience to the orders and instructions of persons appointed over them.

3. Riding or standing on end of a car or footboard of a locomotive or tender without a secure hold is prohibited.

Riding leading footboard of locomotive or tender is prohibited.

Riding on footboard between locomotive or tender and car is prohibited.

Should it be necessary for employes, other than those in train service, to ride trains or engines, they must not board or alight therefrom while the trains or engines are in motion.

4. Passengers must not be carried on freight trains without pass or a signed order.

5. Only standard brake clubs or brake irons in good condition shall be used.

6. The term "Holiday" as used in this time-table applies to the following: Days celebrated as New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

7. On single track, Eastward trains are superior to Westward trains of the same class.

Eastward is:

Main Line.....Hauto to Hainesburg Junction and Swartswood Junction to Pine Island Junction.

Nesquehoning Branch..Nesquehoning to Hauto.

Summit Hill Branch....Summit Hill to Tunnel Junction.

Palmerton Branch.....Palmerton to Gap Junction.

Bangor Branch.....Bangor to Bangor Junction.

Sussex Branch.....Sussex to Sussex Junction.

Bethlehem Branch.....Bethlehem Junction to Benders Junction.

Martins Creek Branch..Martins Creek to Bath (Cement Junction).

Catasauqua Branch.....Catasauqua to Crane Junction.

Allentown Branch.....Allentown to Allen Junction.

8. Two main tracks are in use as indicated in the schedules. Extra trains and engines may use two main tracks without train orders. Two main tracks between SC booth and Hauto and between Lansford and Rock Cut must not be used against the current of traffic without first obtaining permission from the Train Dispatcher at Arlington, when on duty, otherwise from Train Dispatcher at Bethlehem. The two main tracks in Tadmor Yard must not be used against the current of traffic without first obtaining permission from the Yardmaster at Tadmor.

9. Trains must not proceed from Pen Argyl shops, Catasauqua and Martins Creek without CLEARANCE FORM A when operator is on duty.

Trains must not proceed from any other station where an operator is on duty, who has train orders for that train, without CLEARANCE FORM A.

10. When delayed trains will probably delay other trains, conductors, or enginemen in absence of conductors, of the delayed trains must, if possible, report at once to the Train Dispatcher the cause and probable duration of such delays.

After disposing of trains at meeting points fixed by schedule or train orders, conductors, or enginemen in absence of conductors, must report promptly to the Train Dispatcher if the train or trains to be met have not arrived.

BENDERS JUNCTION TO BETHLEHEM JUNCTION

	Train Order Office	Distance from Benders Junction
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Summit new siding.....		1.9
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BATH (Cement Junction)	D*	7.1
E.E. two main tracks		7.3
Tadmor		9.5
W.E. two main tracks		9.9
NAZARETH	D*	11.6
East Nazareth siding.....		12.3
STOCKERTOWN	D*	15.5
UHLERS		17.4
Paxinosa siding		19.5
SANDTS EDDY		22.6
MARTINS CREEK		24.0
Crane Junction.....		8.4
CATASAUQUA		14.5
National siding		11.6
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Sussex Branch.....Sussex to Sussex Junction.

Bethlehem Branch.....Bethlehem Junction to Benders Junction.

Martins Creek Branch..Martins Creek to Bath (Cement Junction).

Catasauqua Branch.....Catasauqua to Crane Junction.

Allentown Branch.....Allentown to Allen Junction.

8. Two main tracks are in use as indicated in the schedules. Extra trains and engines may use two main tracks without train orders. Two main tracks between SC booth and Hauto and between Lansford and Rock Cut must not be used against the current of traffic without first obtaining permission from the Train Dispatcher at Arlington, when on duty, otherwise from Train Dispatcher at Bethlehem. The two main tracks in Tadmor Yard must not be used against the current of traffic without first obtaining permission from the Yardmaster at Tadmor.

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Trains must not proceed from any other station where an operator is on duty, who has train orders for that train, without CLEARANCE FORM A.

10. When delayed trains will probably delay other trains, conductors, or enginemen in absence of conductors, of the delayed trains must, if possible, report at once to the Train Dispatcher the cause and probable duration of such delays.

After disposing of trains at meeting points fixed by schedule or train orders, conductors, or enginemen in absence of conductors, must report promptly to the Train Dispatcher if the train or trains to be met have not arrived.

Immediately upon fulfillment of running orders, conductors, or enginemen in absence of conductors, must report to the Train dispatcher.

11. Report must be made to the Train Dispatcher at least two hours in advance of the expiration of the time on duty permitted by the Hours of Service Law. The conductor must report for each member of the crew, and where there is no conductor, the engineman must make the report.

12. Trains must approach train order offices prepared to stop, regardless of whether office is designated as "D" or "N."

The train order signals at Arlington govern all Westward and Eastward movements on all tracks at that point.

13. Extra trains will not display the two white flags and two white lights provided for in Rule 21 of the Standard Code for the Government of the Operating Department.

14. The rules in the Standard Code for the Government of the Operating Department and the special instructions in the current timetable shall govern the movement of all track motor cars, except that:

(a) For movements of track motor cars on main track outside of yard limits and outside of the limits of the remote control system of the Hauto-Lansford Tunnel, train orders will only be issued to the Operator of a track motor car when train orders are requested by him. If prior to such movements a train order is not obtained by the Operator of a track motor car, he must secure a line-up, if practicable. When it is not practicable to secure a train order or a line-up, track motor cars must not be operated unless protected by flagging. The line-up must be written in full as called for on Form CT 183 in a book provided for that purpose. The written line-up will not relieve the Operator of a track motor car from his responsibility of protecting his car from collision with trains, engines, other track cars or other obstructions. Each such line-up must also be written in full as called for on Form CT 183 in a book provided for the purpose at the office of the Train Dispatcher.

(b) For movements of track motor, trailer, push, hand and tunnel cars within the limits of the remote control system of the Hauto-Lansford Tunnel, permission must be obtained from the Train Dispatcher at Arlington direct or through the Operators at Hauto or Lansford when on duty. The Train Dispatcher at Arlington must be notified promptly direct or through the Operators at Hauto or Lansford when on duty upon completion of movements by such cars within the limits of the said remote control system. The Train Dispatcher at Arlington will keep a suitable record of the time each motor car enters and leaves the limits of the remote control system of the Hauto-Lansford Tunnel.

(c) Track motor cars need not display the headlights or train signals provided for in Rules 17, 18, 19, D-19, 20 and 21, respectively, of the Standard Code for the Government of the Operating Department.

15. When cars are pushed by an engine, and the conditions require, a trainman must take a conspicuous position on the leading car. When cars are pushed by an engine when shifting over public crossings at grade not protected by a watchman, or by gates, a member of the crew must protect the crossing.

16. (a) A member of the train crew protecting public crossings at grade must be equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness.

(b) A member of the train crew must precede each and every movement of each engine, car or train over the following public crossings at grade and properly warn the traveling public of the approach of such engine, car or train:

Albion Siding over Gravel Hill Road, Pen Argyl shops,
Albion Siding over Main and E Streets, Pen Argyl,
Siding over Brookside Avenue, Sussex,
Shafer's Siding over highway West of Bath (Cement Junction),
Fuller's Siding over Bridge Street, Catasaquua,
Siding over North Dauphin Street, Allentown,

(c) A member of the train crew must be stationed at a public crossing at grade that is protected by signals and expedite the traveling public over such crossing at grade when a train is switching or stopped in the vicinity of the crossing and is operating the signals without fouling the crossing.

17. The sound for rule 14(1) of the Standard Code for the Government of the Operating Department is, "— O —," and the indication is "Approaching public crossings at grade. To be prolonged or repeated until the crossing is reached."

When engine whistle signal indicated by Rule 14(1) is sounded approaching public crossing at grade, said signal, together with the ringing of the bell, shall begin at the whistle post located approximately 1320 feet from the crossing.

18. No employe in charge of any train, engine or car shall wilfully obstruct or cause to be obstructed any farm, private or public crossing at grade with a train, engine or car. In case a public crossing is blocked for a period exceeding five minutes, it shall be properly protected.

19. While moving through Lansford Tunnel, passenger trains must have all ventilators, doors and windows closed, at least one light burning in each passenger carrying car and must display a white light at the rear, in addition to markers.

Movement through Lansford Tunnel is governed by interlocking signals.

20. Before moving cars through tunnels conductors must satisfy themselves that the cars will clear, or if in doubt must not move them but must promptly report the facts to the Train Dispatcher.

21. Railroad crossings at grade are governed by fixed signals at the following points:

AUGUSTA.—Main Line and Delaware, Lackawanna & Western R.R. (Automatic Interlocking Signals).

Clearing sections for the L.&N.E.R.R. interlocked home signals extend from each approach signal to its respective home signal.

Should a home signal display "Stop" without apparent cause a member of the crew shall proceed as follows:

(1) Proceed to the crossing.

(2) If a D.L.&W.R.R. train is visible approaching the crossing, wait until the D.L.&W.R.R. train has passed over the crossing when the home signal will clear.

(3) If no D.L.&W.R.R. train is visible approaching the crossing after a five (5) minute interval after the train is stopped, he shall open L.&N.E.R.R. release box located at the crossing.

(4) If a D.L.&W.R.R. home signal is indicating "Proceed" a green light will be lighted in the box.

(5) Wait one (1) minute, then operate pull button. After the D.L.&W.R.R. home signal has been caused to display "Stop", the green light will be extinguished. Close and lock the release box door.

(6) After a two (2) minute interval, the home signal for the L.&N.E.R.R. train should display "Proceed".

(7) If the L.&N.E.R.R. home signal does not clear, trains may proceed over the crossing under flagging protection and the matter must be reported promptly to the General Superintendent.

Movement from East end of interchange siding to the main track is governed by the manually operated dwarf signal near the East end of the interchange siding. This signal will display "Proceed at restricted speed" after both switches of the lead out to the main track are reversed, the pull button in the small metal box located at the signal has been operated and the box door closed and locked. After the movement through the switches has been completed, both switches must be restored to normal position. The normal position of the switch to the East end of the interchange siding is for movement to the D.L.&W.R.R.

BANGOR.—Bangor Branch and Delaware, Lackawanna & Western R.R. (Interlocking signals).

The normal position of signals is stop for Lehigh & New England R.R. trains and proceed for Delaware, Lackawanna & Western R.R. trains. The signals must be set to proceed position for Lehigh and New England R.R. before movement over crossing commences and restored to normal position as soon as the train is clear of the derail.

BATH.—Martins Creek Branch and Delaware, Lackawanna & Western R.R. leading to Pennsylvania-Dixie Cement Corporation mill number 6 (Interlocking signals).

The normal position of the signals is proceed for Lehigh and New England R.R. trains.

NAZARETH.—Martins Creek Branch and Delaware, Lackawanna & Western R.R. leading to Pennsylvania-Dixie Cement Corporation mill number 4 (Interlocking signals).

The normal position of the signals is proceed for Lehigh and New England R.R. trains.

NAZARETH.—Martins Creek Branch and Delaware, Lackawanna & Western R.R. at Dexter Hill. (Interlocking signals operated by towermen when tower is open. When tower is closed signals are set for L.&N.E.R.R. Eastward. L.&N.E.R.R. Westward movements must be protected by flagging.)

STOCKERTOWN.—Martins Creek Branch and Lehigh Valley R.R. Trains must stop at least fifty (50) feet clear of the crossing. The signal must be set to proceed position before movement over the crossing commences.

22. Railroad crossings at grade not governed by fixed signals must be operated over as prescribed by Rule 98, of the Standard Code for the Government of the Operating Department, with the following qualifications:

HAUTO.—Main Line and track to Pennsylvania Power and Light Company Power Plant.

The use of this crossing is permitted only when authorized by Train Dispatcher.

ARLINGTON.—Tamaqua Colliery Mountain Branch and narrow gauge track of Lehigh Navigation Coal Company, Inc.

All L.&N.E.R.R. trains and engines must stop clear of the narrow gauge crossing and must not proceed until it is ascertained definitely that no L.N.C. Co., Inc., trains or engines are approaching or in possession of the crossing.

BATH (Cement Junction).—Bethlehem Branch and Shafer's Siding.

All trains and engines operating on Shafer's Siding must stop at least fifty (50) feet clear of the Bethlehem Branch crossing before proceeding over it.

23. Trains and engines may trail through a spring switch when in normal position without operating the switch stand, and when such a movement is made the switch will automatically return to normal position.

A spring switch that has been set by hand in other than normal position, must be restored to normal position by hand.

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

Trailing movement of entire train should be made through a spring switch before any reverse movement is made if practicable; if not practicable, trains trailing through and stopping on such a switch must not take up slack or move in reverse direction until the switch has been lined up properly for movement.

Unless otherwise restricted trailing movement through a spring switch must not exceed 25 miles per hour.

(a) The normal position of switch leading West to tunnel, at Lansford yard office, is for Eastward movement from Lansford Yard. Trains and engines moving West from Lansford tunnel to Lansford Yard may make a trailing movement through this switch.

(b) The normal position of the switch at the East end of No. 3 departure track, West of Broad St., Tamaqua, is for movement on the main track. Eastward trains and engines moving from No. 3 departure track may make a trailing movement through this switch.

(c) The normal position of the spring switch at the East end of the Eastbound departure yard at Pen Argyl is for Westward movement to the Westbound receiver yard. All Eastward trains and engines may make a trailing movement through this switch.

(d) The normal position of the switch leading to the concrete coal dump at Bangor is for movement from the main track to coal dump. A stop board is located one hundred (100) feet East of this switch. This switch must be set for main track movement before trains and engines proceed Westward towards Bangor and immediately after clearing the switch it must be restored to normal position. A main track trailing movement Eastward towards Bangor Junction may be made through this switch.

(e) The normal position of switch at W.E. two main tracks, Tadmor Yard, is for Eastward movement. All Westward trains and engines may trail through this switch.

24. L.&N.E.R.R. crews will be governed by current time-tables, rules and regulations of foreign roads while operating on their tracks.

Crews of foreign roads will be governed by current time-table, rules and regulations of the L.&N.E.R.R. while operating on its tracks, except that all crews will be governed by Central Railroad of Pennsylvania current time-table, rules and regulations while on the

tracks at Nesquehoning over which the Central Railroad Company of Pennsylvania operates.

The normal position of the switch at the L.&N.E.R.R. connection in the Pottsville Branch near Lizard Creek Junction is for L.&N.E.R.R. L.&N.E.R.R. trains have the right to use the Pottsville Branch of the Lehigh Valley Railroad between this connection switch and Lizard Creek Junction without train running orders between the hours of 6:00 p.m. and 6:00 a.m. Between the hours of 6:00 a.m. and 6:00 p.m. all L.&N.E.R.R. movements between these points of the Pottsville Branch of the Lehigh Valley Railroad must be protected.

25. Conductors leaving cars at, and moving cars from junction points after the office is closed must leave a consist for the agent, showing the initials and number of each car, contents, date, time, originating point and destination. Conductors leaving cars at outlying sidings must leave way-bills with agent having jurisdiction, on which must be shown engine or train number and conductor's name.

26. Cars must not be placed on individual sidings for unloading by consignees without first obtaining permission from the agent under whose jurisdiction the sidings are located.

When way-bills bear notations indicating that cars must be weighed which have not been weighed, the agent's attention must be directed to such notations before cars are placed.

27. Cars placed on any siding must be coupled with other cars on that siding and bunched to facilitate uncoupling.

Crews assembling trains are required to make all couplings and will be held responsible for delays to other trains for their failure to comply with this requirement.

28. Cars left on sidings must be secured by a sufficient number of hand brakes.

29. Conductors must not move cars from sidings outside of car inspectors' jurisdiction which in their opinion are improperly loaded and not safe for handling, but must report the facts to the Train Dispatcher.

30. Cars improperly billed or with initials or numbers which do not correspond with tickets or way-bills, must not be moved and the facts must be reported promptly to the Train Dispatcher.

Tank cars which are reported empty but have not had placards removed or reversed, indicating they are empty, must not be moved and the facts must be reported promptly to the Train Dispatcher.

31. In moving cars from sidings, oldest billed cars must be given preference unless otherwise ordered.

32. The moving of cars loaded with explosives and cars loaded with inflammable materials coupled together is prohibited.

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

When coupling engine or engine with cars to balance of train, before connecting air hose reverse move must be made to make sure that couplers are properly locked.

34. Doors must be kept closed on loaded and empty box cars.

35. When an emergency knuckle is applied to or removed from a car, initials and number of car, where taken from and where left, must be reported to the Train Dispatcher by message.

36. Crews removing equipment from cars in yards or on sidings to repair cars in train, must make out Form M.E. 34 and forward to General Car Foreman.

37. The normal position of derails is set and locked for derailing. Employes using sidings must look for derails and must know that they are in proper position before and after using them.

38. Employes must report promptly defects in equipment or any other condition which in their opinion is unsafe.

Conductors discovering defects in their trains must report all such defects to the yardmaster and inspector and in addition report them to the General Superintendent, Assistant General Superintendent, the Train Master and the General Car Foreman at the earliest practicable time.

39. When practicable, employes must observe all passing trains and note whether they are complete and in order, and conductors or rear trainmen of freight trains must stand on rear of trains and exchange signals with other passing trains and open telegraph or telephone offices and look for signals from agents, operators, trackmen or other employes as they pass. Should there be any indication of conditions endangering the train the conductor or rear trainman must take such measures for the protection of train as may be necessary.

Stop signal should be given when the following conditions are observed: broken wheels, defective truck, dragging brake connection, swinging car door or any other dangerous condition.

The following signals should be given to direct the train crews' attention to:

Hot Journals:

By day— Nose held with one hand with other hand pointed to track.

By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

Brakes sticking:

By day— Placing palms of hands together in horizontal position.

By night—Lamp raised and held stationary.

40. All engine and steam failures and cause thereof must be reported to Train Dispatcher by telegraph or telephone.

41. Conductors and enginemen are required to know before starting on a trip that their trains and engines have a complete flagging signal equipment.

42. Caboose cars are equipped with fire extinguishers, to be used only for emergency, and after use prompt report must be made by conductor to the Train Master, giving all facts in connection therewith.

43. Upon departure from home terminal on any day or run all road conductors must have a fully equipped First Aid Cabinet. Each assigned road conductor is furnished with and is responsible for a First Aid Cabinet No. 6. Each extra road conductor must secure a fully equipped First Aid Cabinet from the yardmaster, signing for same and returning it at end of day or run at home terminal. If any First Aid Cabinet is not fully equipped report in connection therewith must be made to the yardmaster.

44. To prevent forest and grass fires, and avoid damage from this source, enginemen must not permit burning waste, hot cinders, or other inflammables to be thrown or dropped from engines; must prevent cleaning of ash pans and front ends except at points where facilities are provided; and must report promptly to the Superintendent of Motive Power any observed defects in the devices to arrest sparks, and to prevent leakage from ash pans.

When fires on or near the right-of-way are observed from passing trains, and it is not known that they were previously discovered and reported, conductors must report them to the General Superintendent from the nearest telephone or telegraph station and notify the first section gang encountered of the location and extent of fires. Wherever practicable, trains must stop and the crew must extinguish small fires. Vigilance and activity must be exercised by all employes to prevent or extinguish fires on or near the Company's property.

Fuses must not be placed where there is any danger of resulting fire.

45. Two or more engines must not be coupled together on trains operating between Hainesburg Junction and Maybrook.

When two or more engines used in road service are coupled together, they must be placed on the head end or rear end of the train according to weight with the heaviest engine nearest to the cars.

For the purposes of this instruction when coupled together the Class F-1 and I-5 engines will be considered to have the same weight; the Class E-12, E-13, I-2, I-3 and I-4 will be considered to have the same weight; the Class E-8, E-9, B-4 and B-5 will be considered to have the same weight.

46. In trains descending Johnsonville and Chapman grades, when practicable, all loaded cars must be placed ahead of all empty cars except that in trains descending Johnsonville grade, not to exceed ten empty cars may be placed on the head end of the train. Engineman must be notified of the makeup of train as between loads and empties.

47. Engines must not run over weighing rails on any track scale.

48. Class F-1 engines must not operate over the Lehigh Valley Railroad bridge at West End of connection with the Lehigh Valley Railroad at Stockertown.

SPEED REGULATIONS

49. The following speed regulations do not abrogate or modify in any way any rules in the Standard Code for the Government of the Operating Department.

Maximum speed, unless otherwise restricted, is fixed at 45 miles per hour on the main line main tracks, including those within yard limits.

Maximum speeds, unless otherwise restricted, on the main tracks of the following branches including main tracks within yard limits are fixed as follows:

BRANCH	MAXIMUM SPEED
Nesquehoning	25 miles per hour.
Summit Hill	8 miles per hour, Eastward, except 5 miles per hour at Mile Post 2.5;
	20 miles per hour, Westward.
Palmerton	25 miles per hour.
Bushkill	10 miles per hour.
Bangor	20 miles per hour except Westward with train 10 miles per hour.
Sussex	25 miles per hour.
Bethlehem	45 miles per hour.
Martins Creek	45 miles per hour.
Catasauqua	30 miles per hour.
Allentown	30 miles per hour.

Maximum speed, unless otherwise restricted, is fixed at 25 miles per hour on all yard tracks.

Maximum speed, unless otherwise restricted, is fixed at 15 miles per hour on all other tracks.

When rules, signals, instructions or any conditions require lower speeds, such lower speeds must not be exceeded.

Main Line

The running time between Hauto and Lansford is five (5) minutes for all trains and engines.

Maximum speed between Lansford and Greenwood St., Tamaqua, is fixed at 25 miles per hour.

Maximum speed on all tracks, with the exception of the main track, over private road crossing to Tamaqua Colliery at Arlington, is fixed at 5 miles per hour.

Maximum speed over grade crossings at East Broad St. and Greenwood St., Tamaqua, is fixed at 6 miles per hour.

Maximum speed between Shellhamer's siding and Pioneer siding, Mile Posts 6.8 to 7.4, is fixed at 30 miles per hour.

Maximum speed at Hell's Mountain, Mile Posts 9.7 to 10.7, is fixed at 30 miles per hour.

Maximum speed West of West Penn, Mile Posts 16.7 to 17.2, is fixed at 30 miles per hour.

Maximum speed over Lehigh River Bridge at Gap Junction, Mile Posts 31.9 to 32.3, is fixed at 20 miles per hour.

Maximum speed over grade crossing at Broadway, Wind Gap, Mile Post 51.6, is fixed at 10 miles per hour.

Maximum speed on the Albion Siding over the crossing at grade at Gravel Hill Road is fixed at 10 miles per hour.

Maximum speed on the Albion Siding over the crossing at grade at Main and E Streets is fixed at 5 miles per hour.

Maximum speed Eastward from Quarry Junction siding to Portland, Mile Posts 59.5 to 63.6, is fixed at 15 miles per hour.

Maximum speed over Delaware River Bridge between Portland and Columbia, Mile Posts 63.6 to 64.5, is fixed at 15 miles per hour.

Maximum speed East of Baleville, Mile Posts 87.5 to 88.3, is fixed at 30 miles per hour.

Maximum speed across the Delaware, Lackawanna and Western Railroad track at Augusta, New Jersey, is fixed at 15 miles per hour.

Maximum speed around curves at Pelletstown, Mile Posts 93.3 to 93.7, is fixed at 30 miles per hour.

Maximum speed around curves 1.4 miles East of Pelletstown, Mile Posts 95 to 96, is fixed at 30 miles per hour.

Sussex Branch

Maximum speed on the siding over Brookside Avenue, Sussex, is fixed at 6 miles per hour.

Bethlehem Branch

Maximum speed of freight trains Westward from Summit to Chapman Quarries siding, Mile Posts 2 to 4.6, is fixed at 15 miles per hour, and freight trains must reduce speed to 5 miles per hour over the grade at Summit, Mile Post 2.

Maximum speed around the curves East of National siding, Mile Posts 10.2 to 11.0, is fixed at 25 miles per hour.

Maximum speed around curves between East end of Hummel's Curve and Peters Mill, Mile Posts 15.5 to 17.0, is fixed at 15 miles per hour.

Martins Creek Branch

Maximum speed on Shafer's Siding is fixed at 15 miles per hour.

Maximum speed over grade crossings at South Green St. and South Main St., Nazareth, Pa., is fixed at 15 miles per hour.

Maximum speed around Werkheiser's Curve West of Stockertown, 1,000 ft. West of Mile Post 9, is fixed at 30 miles per hour.

Maximum speed around curves West of Uhlers, 1,000 ft. West of Mile Post 11, is fixed at 30 miles per hour.

Maximum speed around curves between Mud Run Bridge, Mile Post 15.0 and a point .2 mile East of concrete trestle, Mile Post 13.8, is fixed at 30 miles per hour.

Catasauqua Branch

Maximum speed between Reading Company depot, Catasauqua, and Central Railroad Company of Pennsylvania crossing, Catasauqua, is fixed at 10 miles per hour.

Maximum speed between Central Railroad Company of Pennsylvania crossing, Catasauqua, and West end of tunnel, Catasauqua, is fixed at 8 miles per hour.

General

Maximum speed under conditions specified is fixed as follows, unless further restricted herein on main line or branches:

Trains pushed without engine ahead.....	20 miles per hour
Engines running tender foremost, light or with train.....	20 miles per hour
Engines having no engine truck.....	20 miles per hour
Trains hauling steam wrecking crane or loco- motive crane.....	25 miles per hour
Trains handling dead engines.....	25 miles per hour
Class F-1 engines operating over self-guarded frogs	4 miles per hour

When slides or washouts are liable to be encountered due to storms or any other cause, all trains must be operated cautiously.

50. For movement of loaded cars down Summit Hill Grade:

1. Air brake on each car must be checked and adjusted when necessary at Summit Hill.
2. The number of loaded cars per train not to exceed 20.
3. The lading in each car not to exceed:
 - (a) 46 gross tons for hopper cars LNE 13251-13350
 - (b) 43 gross tons for hopper cars LNE 4724-4873 and LNE 13001-13250
4. All retainers must be turned to high pressure position.
5. 100-pound brake pipe pressure must be carried.
6. Trainmen must be stationed on the train.

51. Trainmen shall put up retainers on 60% of all cars in trains descending Johnsonville grade, retainers to be applied at Pen Argyl after the air brake test has been made.

Trainmen shall put up retainers on 60% of all loaded cars in trains descending Chapman grade, the retainers shall be applied between Benders Junction and Summit.

Trainmen shall put up retainers on all cars in trains descending the grade on the Bangor Branch.

The retaining valves on loaded cars must be applied in the high pressure position, that is, with the valve handle at an angle of 45° and the retaining valves on empty cars must be applied in the low pressure position, that is, with the valve handle horizontal.

YARD LIMITS

52. Yards are designated and yard limits are defined by yard limit boards.

Within yard limits the main track may be used, protecting against first-class and second-class trains.

Third-class and extra trains and engines must move within yard limits prepared to stop unless the track is seen or known to be clear.

TELEPHONES

53. When telephone booths, pole boxes or box shelters are not being used wall switches must be open and doors locked.

Telephones Connected Direct to the Dispatchers' Line Main Line

Lansford Tunnel,
Switch at W.E., pole box
Switch at E.E., pole box
Lansford, yard office
Lansford, W.E. two main tracks,
pole box
Tunnel Junction, booth
Coaldale, loaded yard, booth
Coaldale Crossing, booth
Bull Run Junction, booth
Rock Cut, E.E. two main tracks,
booth
Arlington, scale office
Mountain Junction, booth
Arlington, Dispatchers' office
Tamaqua Colliery, booth
Greenwood Junction, booth
Tamaqua (Greenwood St.), office
Snyders, box in shelter
Knapp siding, booth
Andreas siding, booth
Lizard Creek Connection, box
shelter
Semmel, office

Semmel, booth
Gap Junction, booth
Danielsville siding, booth
Benders Junction, office
Pen Argyl shops, yard office
Pen Argyl shops, enginehouse
Bangor Junction, booth
Quarry Junction siding, booth
D.L. & W. R.R. connection, booth
Portland, Agent's office
Portland, waiting room
Columbia siding, pole box
Hainesburg Junction, office
Swartswood Junction, office
Augusta, box shelter
Pelletstown, booth
Sussex Junction, office
Mile Post 107.5, booth
Pine Island Junction, booth
Goshen, Erie R.R. tower
Campbell Hall, waiting room
Campbell Hall, Train Master's
office
Maybrook, BK office

Branches

Nesquehoning
Hauto, office
W.E. two main tracks
(SC booth)
Hauto Scale, C.R.P. crossover,
booth
Hauto Scale, office
Summit Hill
Lansford, No. 6 loaded yard,
booth
Palmerton
Palmerton, C.R.Ry. station
Palmerton, C.R.Ry. connection
Sussex
Sussex, station
Bethlehem
Summit siding, booth
Bath (Cement Junction),
station
Bath (Cement Junction),
pole box
Crane Junction, booth
National siding, booth
Brodhead, booth

Stoke Park siding, booth
Paint Mill crossing, booth
Allen Junction, booth
Bethlehem, station
Bethlehem Junction, C.R.P.
yard office
Martins Creek
Tadmor, engine house
Tadmor, yard office
Dexter Hill, tower
Nazareth, station
Stockertown, station
Stockertown, booth
Sandts Eddy, station
Sandts Eddy, pole box
Martins Creek, station
Martins Creek, box outside
station
Catasauqua
Catasauqua, East end of yard,
booth
Catasauqua, Davies & Thomas
siding, booth
Catasauqua, station

TELEGRAPH OFFICES

Pen Argyl shops, yard office
Portland, station
Hainesburg Junction, office
Swartswood Junction, office

Sussex, station
Goshen, Erie R.R. tower
Campbell Hall, Agent's office

WATER STATIONS

54. Location of Water Stations

Main Line

Seek (3.4 miles from Hauto)	Portland (D.L.&W.R.R. connection)
Arlington	
Millers (19.5 miles from Hauto)	Swartswood (N.Y.S.&W.R.R.)
Semmel	Sussex Junction
Horn Springs	Florida (Erie R.R.)
Pen Argyl shops	Maybrook (N.Y.N.H.&H.R.R.)

Branches

Summit Hill	Martins Creek
Lansford	Tadmor
Bethlehem	Nazareth
Bath (Cement Junction)	Sandts Eddy
Bethlehem Junction (C.R.P.)	Martins Creek (Alpha Portland)
	Catasauqua
	Catasauqua (Reading Co.)

55. Special Instruction 55 relative to procuring services of surgeon or physician appears on page 18.

STANDARD CLOCKS

Arlington	{ Train Dispatchers' office
	{ Enginehouse
Pen Argyl shops	{ Yardmasters' office
	{ Enginehouse
Bethlehem	Train Dispatchers' office
Tadmor	{ Yardmasters' office
	{ Enginehouse
Martins Creek	Station

BULLETIN STATIONS

Arlington	{ Trainmen's room, Trainmaster's building
	{ Enginehouse
Pen Argyl shops	{ Trainmen's room, yard office
	{ Enginehouse
Campbell Hall	Waiting room, N.Y.O. & W. R.R.
Bethlehem	Train Dispatchers' office
Tadmor	Enginehouse
Martins Creek	Station

REGISTERING STATIONS

Hainesburg Junction	All Westward trains
Swartswood Junction	All Eastward trains

TONNAGE RATING FOR ENGINES EASTWARD

NET TONS, BEHIND TENDER.

FROM	TO	E-8&9	I-2&3	I-4	I-5	E12&13	B-4	B-5	E-14	F-1	G-1						
		Engines 27-29	Engines 111-119	Engines 120-122	Engines 131-136	Engines 151-154	Engines 206	Engines 207	*Engines 301-307	*Engines 401-404	Engines 501-504						
Hauto	Lansford	940	1220	1350	1860	1320	1040	1180	2190	2920	1620						
Lansford	Arlington	1960	2560	2800	3840	2750	2120	2470	4560	6000	3400						
Arlington	Knapp siding	1790	2330	2550	3500	2500	1940	2250	4160	5470	3100						
Knapp siding	Gap Junction	2240	2920	3190	4380	3130	2420	2810	5190	6830	3890						
Gap Junction	Benders Junction	1000	1300	1430	1970	1400	1090	1260	2330	3100	2000						
Benders Junction	Pen Argyl shops	1080	1410	1590	2190	1530	1230	1380	3000	4000	2200						
Pen Argyl shops	Bangor Junction	1340	1750	1910	2630	2500	1460	1690	5000	5500	4000						
Bangor Junction	Hainesburg Junction	2690	3500	3820	5250	3760	2900	3370	6230	7000	4660						
Hainesburg Junction	Augusta	1340	1750	1910	2630	1880	1460	1690	3700	4800	3000						
Augusta	Pine Island Junction	2780	3620	3950	5430	3890	3000	3490	6440	7000	4830						
Pine Island Junction	Florida	3340	4340	4730	6500	4660	3580	4180	7000	7000	5780						
Florida	Maybrook	1670	2180	2200	3030	2340	1680	2100	4500	5200	3400						
Nesquehoning Colliery	Hauto	760	1000	1100	1520	1070	840	960	1780	2390	1310						
Lizard Creek Jct	Main Line	720	940	1040	1440	800	800	910	1690	2270	1240						
Palmerton	Gap Junction	720	940	1040	1440	800	800	910	1690	2270	1250						
Bangor	Bangor Junction	230	300	350	490	430	270	300	550	790	390						
Bethlehem	National siding	1100	1430	1570	2160	1540	1200	1380	3300	4000	2300						
National siding	Bath	1810	2300	2580	3550	2540	1960	2280	4210	5550	3140						
Bath	Chapman Quarries siding	820	1080	1000	1380	1160	770	880	1620	2180	1200						
Chapman Quarries siding	Summit	360	470	530	730	510	410	460	850	1100	600						
Summit	Benders Junction	2480	3230	3530	4840	3470	2670	3110	4790	7550	4300						
Martins Creek	Paxinosa siding	630	820	910	1250	880	690	800	1470	1980	1080						
Paxinosa siding	Stockertown	1250	1630	1790	2470	1760	1360	1580	2920	3860	2170						
Stockertown	Tadmor	600	790	870	1210	850	670	770	1420	1910	1040						
E. End Catasauqua Yard	Bath	1000	1300	1430	1970	1400	1090	1260	2330	3100	1730						
Allentown	Allen Junction	1820	2380	2600	3570	2550	1970	2290	4240	5580	3160						

Yardmasters are authorized to make following reductions on all trains:
 5% when temperature is from 25 to 35 degrees above zero.
 7% " " " " " " " " " " " "
 10% " " " " " " " " " " " "
 15% " " " " " " " " " " " "
 20% " " " " " " " " " " " "
 * Tonnage rating is for engine including booster. Reduce tonnage rating 1/8th for engine excluding booster. Below " "

TONNAGE RATING FOR ENGINES

WESTWARD

NET TONS, BEHIND TENDER.

FROM	TO	E-8&9	I-2&3	I-4	I-5	E12&13	B-4	B-5	E-14	F-1	G-1				
		Engines 27-29	Engines 111-119	Engines 120-122	Engines 131-136	Engines 151-154	Engine 206	Engine 207	*Engines 301-307	*Engines 401-404	Engines 501-504				
Maybrook	Goshen	1340	1750	1910	2630	1880	1460	1690	3120	4120	2320	....	....	....	....
Goshen	Pine Island Junction..	1230	1600	1760	2420	1720	1340	1550	2860	3790	2130	....	....	....	....
Pine Island Junction..	Sussex Junction.....	3330	4330	4720	6480	4650	3580	4170	7000	7000	5770	....	....	....	....
Sussex Junction.....	Swartswood Junction..	900	1170	1290	1780	1260	980	1130	2090	2790	1550	....	....	....	....
Swartswood Junction..	Hainesburg Junction..	1850	2410	2630	3620	2580	2000	2320	4280	5650	3200	....	....	....	....
Hainesburg Junction..	D.L. & W. R.R. Connection	580	760	840	1160	810	640	730	1360	1840	1000	....	....	....	....
D.L. & W. R.R. Connection	Quarry Jct. siding....	410	670	740	1030	720	570	650	1200	1630	870	....	....	....	....
Quarry Jct. siding....	Pen Argyl shops.....	890	1160	1280	1760	1250	980	1120	2080	2770	1540	....	....	....	....
Pen Argyl shops.....	Danielsville	1040	1360	1490	2050	1460	1130	1310	2420	3220	1800	....	....	....	....
Danielsville	Knapp siding	1650	2150	2350	3230	2300	1780	2070	3820	5040	2850	....	....	....	....
Knapp siding	Hauto	890	1160	1280	1770	1250	980	1130	2140	2780	1540	....	....	....	....
Lansford, W. leg of wye	Hauto	1420	1860	2040	2800	2000	1550	1790	3420	4380	2720	....	....	....	....
Lansford	Lansford Colliery.....	550	720	800	1110	770	610	700	1300	1750	950	....	....	....	....
Lansford Colliery.....	Summit Hill	120	220	250	460	170	150	160	300	460	200	....	....	....	....
Benders Junction.....	Bath	1180	1540	1690	2320	1650	1280	1480	2740	3640	2040	....	....	....	....
Bath	Bethlehem	3170	4120	4490	6170	4430	3400	3970	7000	7000	5490	....	....	....	....
Bath	Tadmor, E. leg of wye.	1460	1900	2080	2870	2040	1580	1840	3400	4480	2530	....	....	....	....
Bath	Tadmor, W. leg of wye	1000	1300	1430	1970	1400	1090	1260	2330	3100	1730	....	....	....	....
Tadmor	Nazareth	740	960	1060	1470	1040	810	930	1730	2310	1270	....	....	....	....
Nazareth	Stockertown	950	1240	1370	1880	1330	1040	1200	2220	2960	1640	....	....	....	....
Stockertown	Paxinosa siding	1080	1420	1550	2140	1520	1180	1370	2530	3360	1880	....	....	....	....
Paxinosa siding	Martins Creek.....	5760	6000	6000	6000	6000	6000	6000	6000	6000	6000	....	....	....	....
Bath	E. End Catawauqua Yard	1000	1300	1430	1970	1400	1090	1260	2330	3100	1730	....	....	....	....
Allen Junction.....	Allentown	840	1100	1210	1670	1180	920	1060	1970	2630	1450	....	....	....	....

Yardmasters are authorized to make following reductions on all trains:
 5% when temperature is from 25 to 35 degrees above zero.
 7 1/2% " " " " " " " " " " " "
 10% " " " " " " " " " " " "
 15% " " " " " " " " " " " "
 20% " " " " " " " " " " " "
 *Tonnage rating is for engine including booster. Reduce tonnage rating 1/4th for engine excluding booster.

COMPANY SURGEONS

Location	Name	Address	Telephone Number
Chief Surgeon			
Bethlehem, Pa.	Dr. H. F. Leibert	St. Luke's Hospital Creek Road, R.D. No. 4	7-3991 6-2024
Surgeons			
Allentown, Pa.	Dr. R. F. Merkle	219 N. Seventh St.	6676
Andreas, Pa.	Dr. E. E. Wiesner	Mantzville, Pa.	5
Bath, Pa.	Dr. G. C. Brong	E. Main St.	2701
Catasauqua, Pa.	Dr. C. J. Adamiak	616 Second St.	187
Danielsville, Pa.	Dr. E. I. Geller	Danielsville, Pa., Slatington	437
Goshen, N. Y.	Dr. R. L. Lippincott	12 N. Church St.	165
Lansford, Pa.	Dr. S. F. Druckenmiller	35 Ridge St.	197
Martins Creek, Pa.	Dr. B. J. Reaser	Martins Creek, Pa., Easton	7732
Nazareth, Pa.	Dr. H. C. Pohl	200 W. Center St.	45-J
Palmerton, Pa.	Dr. R. P. Batchelor	Palmerton Hospital Palmerton Hospital	2222 3838
Pen Argyl, Pa.	Dr. J. A. Turtzo Dr. C. F. Stofflet	38 Penna. Ave. 114 S. Robinson Ave.	217 29-L
Portland, Pa.	Dr. C. E. Beck	Delaware Ave.	14-B-8
Sussex, N. J.	Dr. D. F. Hill	31 Bank St.	151
Tamaqua, Pa.	Dr. T. F. McLaughlin Dr. H. W. Bally	221 E. Broad St. 131 W. Broad St.	1076 254
Wind Gap, Pa.	Dr. R. H. Dreher	Broadway	Pen Argyl 147

55. In case of injury to persons, procure the services of a company surgeon if possible; otherwise call the nearest surgeon or physician and give full information to Chief Train Dispatcher or Train Dispatcher from nearest telephone station or booth; then fill out form CT. 4, sign in ink, and mail to General Superintendent, Assistant General Superintendent, Trainmaster and Chief Claim Agent. In case of injury to Maintenance of Equipment or Maintenance of Way employe, also mail copy to Superintendent of Motive Power or Engineer Maintenance of Way, as the case may be.

WATCH INSPECTORS

Bethlehem, Pa.	C. E. Hinkle	62 W. Broad St.
Catasauqua, Pa.	Robert J. Beitel	431 Front St.
Easton, Pa.	James N. Larsen	106 N. Third St.
Lansford, Pa.	G. S. Shindel	36 W. Ridge St.
Newton, N. J.	W. W. Rutan	270 Spring St.
Pen Argyl, Pa.	R. G. Lobb	109 S. Robinson Ave.

Assistant General Superintendent

W. B. Adams.....Pen Argyl shops, Pa.

Train Masters

J. F. West.....Arlington, Pa.
C. P. Cross.....Campbell Hall, N. Y.
L. H. Beam.....Tadmor, Pa.

Road Foreman of Engines

E. T. Hampton.....Pen Argyl shops, Pa.

Asst. Road Foreman of Engines

H. F. Weaver.....Pen Argyl shops, Pa.

Day Chief Train Dispatcher

J. H. Cann.....Bethlehem, Pa.

Chief Train Dispatchers

W. L. Godkin.....Bethlehem, Pa.
R. J. Thomas.....Bethlehem, Pa.

Trick Train Dispatchers

J. L. Peterson.....Bethlehem, Pa.
J. H. Williams.....Bethlehem, Pa.
R. A. Yost.....Bethlehem, Pa.
LeRoy West.....Arlington, Pa.
E. L. Yost.....Arlington, Pa.
F. W. Weaver.....Arlington, Pa.

Relief Train Dispatchers

N. C. Bonney.....Bethlehem, Pa.
L. L. Free.....Bethlehem, Pa.

Engineer Maintenance of Way

H. E. Jones.....Bethlehem, Pa.

Asst. Engineer Maintenance of Way

H. C. Tunison.....Bethlehem, Pa.

Superintendent of Motive Power

E. C. Kaiser.....Pen Argyl shops, Pa.

General Car Foreman

F. M. Manson, Jr.....Pen Argyl, Pa.

Chief Claim Agent

P. S. Bader.....Bethlehem, Pa.

Supervisor of Stations and Safety

W. F. Francis.....Bethlehem, Pa.