

Lehigh & Hudson River Railway Co.

TIME TABLE No. 103

EFFECTIVE AT 12:01 A. M.

SUNDAY, OCTOBER 1, 1916

This Time Table is for the exclusive use and guidance of the employees concerned.

M. RUTHERFURD,
VICE-PRESIDENT AND GENERAL MANAGER.

C. F. MERRILL,
SUPERINTENDENT.

WESTWARD

SECOND CLASS				FIRST CLASS													
Daily Ex Sunday	Connections	Distance from Maybrook	STATIONS	Capacity in Cars of Passenger Trucks	Capacity in Cars of Storage Trucks	Daily Ex Sunday	Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday	Sunday Only	Sunday Only	
No. 25						No. 9	No. 3	No. 31	No. 5	No. 7	No. 95	No. 33	No. 93	No. 11	No. 51	No. 53	
A. M.						A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	C. N. E. N. Y. O. & W.		MAYBROOK	80	59			L 10 30				L 2 45	L 3 50	L 4 50			L 2 45
		1.5	BURNSIDE		37							s 2 55					s 2 48
		5.1	HAMPTONBURGH	82	3			10 40				s 3 10	4 00	5 05			s 3 00
		6.9	FARMINGDALE		5							f 3 25					s 3 10
	Erie	10.0	GREYCOURT		94	L 7 30	L 7 35		L 11 38			s 3 40				L 6 25	s 3 20
		10.7	HUDSON JUNCTION	106	6		7 32	7 37	11 06	11 40		3 35	4 20	5 30		6 26	3 49
		11.2	EAST CHESTER		8		7 33	s 7 38		f 11 41		s 4 34				s 6 28	f 3 51
		13.6	SUGAR LOAF	14			7 37	s 7 44		f 11 46		s 4 39		5 37		s 6 33	f 3 56
		15.4	LAKE	80	7		7 41	s 7 49	11 16	f 11 50		s 4 43	4 35	5 42		s 6 37	f 4 00
		18.2	WISNER		10		7 46	s 7 55		f 11 56		s 4 48				s 6 43	f 4 06
L 5 45		20.1	WARWICK	105	592	Ar. 7 50		s 8 05	11 28	11 36	Ar 12 00	s 4 52	4 45	6 05	L 4 47	Ar 6 47	Ar 4 10
5 50		23.0	NEW MILFORD	8	10			s 8 15	11 42			s 5 03	5 26	6 12			Ar 5 45
6 00		25.1	DEKAYS	48	4			f 8 19	11 47			f 5 07	5 31	6 17			
6 09		27.8	VERNON	65	15			s 8 33	11 53			s 5 13	5 38	6 23			
7 45		31.4	McAFEE	65	45			s 8 46	12 01			s 5 20	5 45	6 31			
8 05		34.4	HAMBURG	23	5			s 8 53	12 09			s 5 26	5 52	6 38			
8 15	N. Y. S. & W.	36.3	FRANKLIN	173	106			s 8 59	12 16			s 5 33	5 59	6 47			5 28
9 15	D. L. & W.	38.9	MONROE		12			s 9 09				f 5 38					6 10
9 47		39.9	LAKE GRINNELL	33	37			s 9 14	12 26			s 5 43	6 10	6 57			
		41.5	WOODRUFF'S GAP		6			s 9 23				f 5 45					
10 10	N. Y. S. & W.	43.0	SPARTA JUNCTION	151	18			s 9 27	12 37			s 5 51	6 20	7 07			6 45
10 40		45.1	MULFORD		3			s 9 37				f 5 56					
11 15	D. L. & W.	49.1	ANDOVER	232	65			s 9 45	Ar 1 00			s 6 05	6 45	Ar 7 30			7 15
		51.2	HUNTSVILLE		5			s 9 52				f 6 19					
11 30		53.6	TRANQUILITY		16			s 9 58				f 6 23					
11 40		55.2	ALLAMUCHY	83	10			s 10 06				s 6 27	7 03				7 35
		56.4	LONG BRIDGE		4			f 10 09				f 6 29					
12 05		61.3	GREAT MEADOWS	138	59			s 10 19				s 6 39	7 15				7 55
		63.4	TOWNSBURY		6			s 10 24				f 6 43					
		66.4	PEQUEST		44			f 10 29				f 6 48					
12 30		68.0	BUTZVILLE		42			s 10 33				s 6 51	7 33				8 15
12 50		72.5	BELVIDERE--Mansfield St.	72	195			s 10 41				s 6 59	7 45				8 30
	P. R. R.	73.0	BELVIDERE					Ar. 10 44									
1 15	P. R. R.	73.0	L. & H. JUNCTION					10 57					7 04	7 50			8 45
Ar. 1 55	P. R. R. C. R. R. L. V.	84.7	HUDSON YARD												Ar 9 25		
		86.7	EASTON					Ar. 11 30				Ar 7 32	Ar 8 30				
P. M.						A. M.	A. M.	P. M.	NOON	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily Ex Sunday						Daily Ex Sunday	Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday	Sunday Only	Sunday Only	Sunday Only
No. 25						No. 9	No. 3	No. 31	No. 5	No. 7	No. 95	No. 33	No. 93	No. 11	No. 51	No. 53	No. 53
8 hrs. 10 min.			Schedule Time			20 min.	3 hrs 55 min.	2 hrs. 30 min.	22 min.	3 hrs. 2 min.	4 hrs. 40 min.	2 hrs. 40 min.	4 hrs. 38 min.	22 min.	1 hr. 25 min.	23 min.	
7.9			Average Miles Per Hour			30.0	19.6	19.6	27.5	25.2	18.6	18.4	13.9	27.5	14.2	26.3	

The meeting point for No. 4 and No. 3 is "Sparta Junction West Siding" at 9.32 a. m., No. 4 takes siding

The meeting point for No. 7 and No. 8 is Warwick East Siding No. 2 at 4:50 p. m.

FIRST CLASS							Coal and Water Stations	Distance from Easton	STATIONS	Telegraph Office calls	Telegraph Office	SECOND CLASS							
Sunday Only	Sunday Only	Daily Ex Sunday	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday						Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily	
No. 52	No. 50	No. 12	No. 8	No. 6	No. 4	No. 2						No. 94	No. 98	No. 30	No. 24	No. 96	No. 32	No. 92	
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
	Ar 2 00				Ar 12 45		Water	86.7	MAYBROOK	BK	Day & Night		Ar 6 50	Ar 7 30		Ar 2 25	Ar 3 30		
	f 1 55				s 12 40			85.2	1.5 BURNSIDE	RX	Day & Night								
	s 1 49				s 12 15			81.6	3.6 HAMPTONBURGH	HB			6 35	7 10		2 05	3 10 3 00		
	s 1 39				f 12 05			79.8	1.8 FARMINGDALE										
Ar. 5 07	f 1 27 f 1 22	Ar 3 44	Ar 5 30	Ar 8 41	s 11 43 s 11 08	Ar 7 21		76.7	3.1 GREYCOURT	GC	Day								
5 04	f 1 29 f 1 20	3 41	5 24	8 38	f 11 50 f 11 06	7 18	Water	76.0	0.7 HUDSON JUNCTION	SC	Day & Night		6 25	6 55		1 50	2 45		
s 5 03	f 1 19	s 3 40	s 5 20	f 8 37	f 11 05	s 7 17		75.5	0.5 EAST CHESTER	K	Day								
s 4 59	f 1 14	s 3 36	5 14	f 8 33	f 11 00	s 7 13		73.1	2.4 SUGAR LOAF	RF	Day								
s 4 55	f 1 10	s 3 32	s 5 08	f 8 29	f 10 56	s 7 09		71.3	1.8 LAKE	AK	Day		6 15	6 40		1 30	2 30		
s 4 49	f 1 04	s 3 27	s 4 59 s 4 48	f 8 24	f 10 50	s 7 04	Coal & Water	68.5	2.8 WISNER	SB	Day								
L 4 45	L 1 00	L 3 23	L 4 42	L 8 20	s 10 46	L 7 00		66.6	1.9 WARWICK	Q	Day & Night	Ar 4 35	6 00 5 45	6 25	Ar 1 00	L 1 15	2 15	Ar 6 05	
			s 4 37		s 10 29			63.7	2.9 NEW MILFORD	MD	Day			6 05	12 50				
			f 4 26		f 10 23			61.6	2.1 DEKAYS			4 14	5 32	6 00	12 40		1 40	5 45	
			s 4 16		s 10 18			58.9	2.7 VERNON	RN	Day & Night	4 07	5 27	5 54	12 30		1 32	5 38 5 20 5 10	
			s 4 06		s 10 10			55.3	3.6 McAFEE	MC	Day	3 57	5 20	5 46	12 20		1 20	5 10	
			s 3 54		s 10 04			52.3	3.0 HAMBURG	RA	Day			5 38	12 09		1 13		
			s 3 49		s 9 59		Water	50.4	1.9 FRANKLIN	FJ	Day & Night	3 45	5 10	5 32	11 55		1 05	4 55	
			s 3 42		f 9 52			47.8	2.6 MONROE						11 20				
			s 3 36		s 9 47		Water	46.8	1.0 LAKE GRINNELL			3 30	4 50	5 20	11 15		12 50	4 38	
			s 3 31		f 9 39			45.2	1.6 WOODRUFF'S GAP						11 05				
			s 3 25		s 9 36			43.7	1.5 SPARTA JUNCTION	SJ	Day & Night	3 20	4 40	5 10	11 00 10 40		12 37	4 30	
			s 3 20		f 9 28			41.6	2.1 MULFORD										
			s 3 10		s 9 20 s 9 15		Water	37.6	4.0 ANDOVER	AD	Day & Night	2 50	4 15	L 4 50	9 45		L 12 05	4 10	
			s 3 04		f 9 10			35.5	2.1 HUNTSVILLE						9 20				
			s 2 56		s 9 05			33.1	2.4 TRANQUILITY						9 15				
			s 2 48		s 9 02			31.5	1.6 ALLAMUCHY	HY	Day	2 28	3 50		9 10			3 40	
			f 2 41		f 8 59			30.3	1.2 LONG BRIDGE										
			s 2 30		s 8 51		Water	25.4	4.9 GREAT MEADOWS	MO	Day & Night	2 10	3 30		8 56 8 30			3 20	
			s 2 22		f 8 46			23.3	2.1 TOWNSBURY						8 05				
			f 2 17		f 8 41			20.3	3.0 PEQUEST						7 55				
			s 2 14		s 8 39			18.7	1.6 BUTZVILLE	B	Day	1 35	3 00		7 50			2 45	
			s 2 04		s 8 31		Water	14.2	4.5 BELVIDERE—Mansfield St.	N	Day & Night	1 15	2 45		7 30			2 25	
			s 2 00					14.7	0.5 BELVIDERE	BI									
			1 53		8 26			13.7	L. & H. JUNCTION	G	Day & Night	1 00	2 35		6 58			2 10	
							Coal & Water	2.0	HUDSON YARD	HU	Day & Night	L 12 15			L 6 22			L 1 30	
									EASTON				L 1 30						
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.							A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Sunday Only	Sunday Only	Daily Ex Sunday	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday							Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily
No. 52	No. 50	No. 12	No. 8	No. 6	No. 4	No. 2							No. 94	No. 98	No. 30	No. 24	No. 96	No. 32	No. 92
22 min.	1 hr.	21 min.	4 hrs 5 min.	21 min.	3 hrs 18 min.	21 min.							4 hrs 20 min.	5 hrs 20 min.	2 hrs 40 min.	6 hrs 38 min.	1 hr 10 min.	3 hrs 25 min.	4 hrs 35 min.
27.5	20.0	28.8	18.7	28.8	23.2	28.8							15.3	16.3	18.4	9.7	17.3	14.4	14

The meeting point for No. 4 and No. 3 is "Sparta Junction West Siding" at 9.32 a. m., No. 4 takes siding

The meeting point for No. 7 and No. 8 is Warwick East Siding No. 2 at 4:50 p. m.

SPECIAL INSTRUCTIONS.

1--STANDARD CLOCKS.

(See General Rules 3 and 3 (a).)

Greycourt, Warwick, Hudson Yard,	Telegraph Office. Train Dispatcher's Office. Yard Master's Office.
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2--BULLETIN BOARDS AND BOOKS.

(See General Rules 110 and 110 (a).)

Greycourt, Warwick, Franklin, Pt. Morris, Mansfield Street, Hudson Yard,	Telegraph Office. Train Dispatcher's Office. Telegraph Office. Yard Master's Office. Telegraph Office. Yard Master's Office.
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3--REGISTER STATIONS.

(See General Rule 1008)

Maybrook, Mansfield Street, Andover,	{ For all trains.
Hudson Junction,	{ Operators to register all trains
Warwick,	{ Station for First Class trains, except 31, 33, 93, 95. Train Dispatcher's Office for all trains; train dispatchers to register all First Class trains which do not stop.

4--CLEARANCE CARDS.

Trains as shown will not leave following points without Clearance Card, Form 234.

Maybrook,	All Regular Trains.
Greycourt,	All Regular Trains.
Warwick,	All Trains.
Andover,	{ All Regular Trains coming from D. L. & W. R. R.
Mansfield Street,	{ All Regular Trains coming from P. R. R.

W. C. MUTH,
TRAIN MASTER.

5--YARD LIMITS.

(See General Rule 107.)

Indicated by Yard Limit boards at following points:

Maybrook:	From connection with C. N. E. Ry., to Bridge 08, 300 feet west of west switch of track No. 3.
Greycourt:	From connection with Erie R. R. to junction switch at Hudson Junction.
Hudson Junction:	From Bridge 9.9 over Erie R. R. tracks to west switch of west passing siding.
Warwick:	From Bridge 19.2, 100 feet east of east switch of east passing siding to a point 300 feet west of entrance to Pelton's switch.
Franklin:	From a point 1350 feet west of east switch of east passing siding to a point 305 feet east of east switch of Sink Hole siding.
Sparta Junction:	From a point 100 feet east of east switch of passing siding to a point 1400 feet west of entrance to Hart's Switch.
Andover:	From west switch of Hewitt's siding to a point 1000 feet west of D. L. & W. crossing.
Great Meadows:	From a point 300 feet east of west switch of North Vienna passing siding to a point 300 feet west of west switch of new creamery siding.
Belvidere:	From Bridge 69.5, 3000 feet east of east switch of New Oxford sidings, to connection with P. R. R.

6--TRAIN MOVEMENTS.

A—Eastward trains are superior to westward trains of same class, except as follows:

No. 7 is superior by direction to No. 8.

No. 9 is superior by direction to No. 6.

Nos. 7 and 51 are superior to westward trains in making backup movements Hudson Junction to Greycourt, L. & H. R. Ry.

B—Rule 92 (a) of Book of Rules will not be in effect until otherwise advised.

C—Extra trains may pass and run ahead of second class trains.

Extra passenger trains may run ahead of trains of any class. Trains 30, 31, 32, 33, 93 and 98 must not be detained and must be given every opportunity to make their schedule time.

D—A train must never be backed or a flying switch made over a public crossing without a man on the car to warn travelers.

E—Second class, extra trains and Nos. 31, 33, 93 and 95, will pass through yard limits completely under control.

The responsibility for accident within yard limits rests with approaching train.

Trains occupying main track in yard limits must protect against following trains.

F—All first class trains, except Nos. 93, 95, will stop at Alphano on signal to receive or discharge passengers.

Nos. 2, 6, 4, 12, 8, 50, 52, 3, 5, 7, 11, 51 and 53 will stop at Durlands on signal to receive or discharge passengers.

G—All trains will come to full stop and know track is clear before crossing N. Y. S. & W. tracks at Franklin and Sparta Junction, D. L. & W. tracks at Franklin and Andover, and P. R. R. tracks at S. E. & P. crossing, Phillipsburg.

H—The rules and regulations of the P. R. R. Co. will govern all trains of this company between L. & H. Junction and Hudson Yard or Phillipsburg.

Conductors and enginemen will provide themselves with time table and book of rules of that road.

7--MAXIMUM SPEED RESTRICTIONS

A—Passenger trains will not exceed a speed of 60 miles per hour, and on curves of 4 degrees or over, will not exceed a speed of 40 miles per hour.

B—Freight trains will not exceed a speed of 40 miles per hour, and on curves of 4 degrees or over, will not exceed a speed of 25 miles per hour.

C—Yellow marker posts are located 500 feet from the point of curve of all "4 degree or over" curves.

D—All trains will not exceed a speed of 10 miles per hour through passing sidings.

E—All trains handling ore, stone, or steam derrick will not exceed a speed of 20 miles an hour.

8--NOTES.

A—The normal position of connecting switch of O. C. R. R. and L. & H. R. Ry. at Hudson Junction will be for O. C. R. R.; operator at Hudson Junction will handle this switch for first class trains.

B—The wye tracks between Mansfield Street and L. & H. Junction will be used as double track. Westward trains will use low or old wye and eastward trains high or new wye.

C—The normal position of the switch between old and new wye at Mansfield Street will be for old wye.

D—The normal position of switch between old wye and track to Belvidere will be for old wye.

E—Telephones are located at Maybrook yard master's office, and B K Office, east and west ends of West Gerard, Hamptonburgh, Sugar Loaf, Warwick train dispatcher's office, New Milford, DeKays, Bethlehem Quarry Switch, McAfee, Hamburg, Lake Grinnell pump house, Andover pump house, Mansfield St., and Hudson Yard yard master's office.

9--COMPANY SURGEONS.

PLACE	NAME	PHONE
Chester, N. Y.	C. P. Smith	9
Warwick, N. Y.	H. K. Bradner	21
" "	G. F. Pitts	39
" "	J. S. Cummins	64-L
" "	Bernard Krug	21
Hamburg, N. J.	J. B. Pellet	9 F-221
" "	J. G. Coleman	4 F-212
Franklin, N. J.	C. M. Dunning	1
Belvidere, N. J.	W. C. Albertson	54-2
Phillipsburg, N. J.	J. M. Reese	1307

F. S. WORK,
CHIEF DISPATCHER.