

RARITAN RIVER RAILROAD

MAIN LINE

TIME TABLE No. 107

In Effect 12.01 A. M., April 29, 1929

DESTROY ALL PREVIOUS TIME TABLES

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

Conductors must ask for orders before leaving terminals
and register where required.

T. FILSKOV,
Superintendent

H. FILSKOV,
Asst. Superintendent

Westward

RARITAN RIVER RAILROAD CO.

Westward

STATIONS	Train Order Office	Miles from N. Y. & L. B. Jct.	1	11	13	3	5	7									
			1st Class	3rd Class	3rd Class	3rd Class	3rd Class	1st Class									
			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat. and Sun.									
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.									
SOUTH AMBOY.....	D	0.0	5.40	5.55		8.10	12.20	3.09									
STEVENS AVENUE.....		0.3	s 5.48	5.58	6.02	8.12	12.25	s 3.38									
BERGEN HILL.....	D	1.1	s 5.51	6.01	s 6.35	f 8.15	12.30	f 3.42									
SAYREVILLE JCT.....		3.6	5.56	6.08	6.42	8.20	12.38	3.48									
PARLIN.....	D	4.0	s 6.00	s 6.24	s 6.58	s 8.22	s 12.48	s 3.50									
GILLESPIE.....		5.1	6.02	f 6.32	f 7.07	f 8.25	f 12.55	3.52									
VANDEVENTERS.....		5.8	f 6.04	6.35	7.10	8.27	12.58	3.54									
SOUTH RIVER.....	D	6.4	s 6.10	s 7.00	s 7.40	s 8.30	s 1.05	s 3.56									
SERVISS JCT.....		7.9	6.13	7.08	f 7.55	8.34	f 1.10	4.00									
MILLTOWN.....	D	9.9	s 6.20		s 8.07	f 8.38	f 1.20	s 4.04									
NEW BRUNSWICK.....	D	12.3	6.28		8.20	8.45	1.30	4.11									
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.									

No. 1 will make "s" stop at Duck's Nest Road Crossing.

No. 7 will make "f" stop at Duck's Nest Road Crossing.

Nos. 3 and 5 will carry Express.

Nos. 11 and 13 will run Track 2 Parlin to Meadows.

No. 5 has Right over No. 6.

Eastward

RARITAN RIVER RAILROAD CO.

Eastward

STATIONS	Train Order Office	Miles from New Brunswick	12	2	4	10	6	8											
			3rd Class	1st Class	3rd Class	1st Class	1st Class	1st Class											
			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sat. and Sun.	Saturday Only	Daily Ex. Sun.	Daily Ex. Sat. and Sun.											
LEAVE			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.											
NEW BRUNSWICK.....	D	0.0		6.40	10.00	11.01	2.32	4.20											
MILLTOWN.....	D	2.4		s 6.46	f10.06	s11.07	s 2.39	s 4.29											
SERVISS JCT.....		4.4		6.50	f10.12	11.11	2.43	4.33											
SOUTH RIVER.....	D	5.9		s 6.54	s10.18	s11.15	s 2.47	s 4.39											
VANDEVENTERS.....		6.5		6.56	10.20	f11.17	2.49	f 4.41											
GILLESPIE.....		7.2		6.58	10.21	f11.19	f 2.52	4.43											
PARLIN.....	D	8.3		s 7.01	s10.23	s11.22	s 2.57	s 4.48											
SAYREVILLE JCT.....		8.7	6.27	7.02	f10.26	11.23	2.58	4.49											
BERGEN HILL.....	D	11.2	6.33	f 7.07	f10.31	s11.29	s 3.03	s 4.55											
STEVENS AVENUE.....		12.0	6.36	7.09	10.33	s11.32	s 3.06	s 4.58											
SOUTH AMBOY.....	D	12.3	6.39		10.37	11.34	3.08	5.02											
ARRIVE			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.											

Nos. 2 & 6 will make "f" stop at Duck's Nest Road Crossing.
 No. 4 will carry Express.

No. 8 will not carry passengers east of Stevens Ave.

SPECIAL INSTRUCTIONS

1. Eastern Standard time is indicated by the Clock in the Dispatcher's office at South Amboy. Conductors will compare their watches with the Standard Clock and register before starting work for the day. Enginemen will compare time with Conductors before leaving South Amboy.

2. Bulletin boards will be maintained in the Dispatcher's office, the Shop at South Amboy and in the Sayreville Jct. Scale House.

3. No person will be permitted to ride on an engine except employes in the discharge of their duties, without an order from the Superintendent.

4. At public crossings where watchmen are not provided, Conductors, when switching, will see that trainmen properly protect the public.

5. Enginemen and trainmen working on trestles will use necessary precaution to insure safety.

6. When an engine with or without cars is run over any portion of the road without a Conductor, the Engineman will be regarded as both Engineman and Conductor and will act accordingly.

7. The proper whistle signal must be given 300 yards from public crossings at grade. The engine bell will be used in accordance with rules 30, 31 and 32, Book of Rules.

8. Employees of this company, when on tracks of the New York & Long Branch Railroad, are under direction of its officers and subject to its rules.

9. Normal position of the slip switch at Sayreville Jct. is for the straight track.

10. The Switchman near Broadway Street crossing, South Amboy, will keep the main track derail switch open at all times except for the passage of trains. For eastbound trains it will not be closed until the engineman of the train approaching has signaled by four short blasts of the whistle. This signal must not be given unless the train is under full control.

11. As the tracks on the connection between the Raritan River Railroad and the Pennsylvania Railroad are used jointly by both companies, proper precaution must be taken to avoid accident.

12. When working at the different industrial plants, necessary care must be taken to prevent accident to persons working on or near the tracks. Whistle signals will be given and the use of the bell must be made when necessary. Enginemen and trainmen must pay particular attention to signals and enginemen must stop when not in position to see signals from trainmen.

13. When cars are pushed by an engine, except when shifting or making up a train in yard, a trainman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

14. When crossing Main Street, Milltown, on the Michelin Siding or road crossing on Jacquart's siding, conductors will see that a man properly protects the crossing.

15. All trains must come to a full stop before passing over Quade's Crossing, Sayreville or Main St., Milltown on the new spur, and movement over crossing must be protected by a member of the train crew.

16. All Sayreville Branch trains operating between midnight and noon will come to a full stop at Whitehead's Narrow-Gauge Railroad crossing at Brights, and will only proceed to cross after a flagman has been sent ahead to protect the movement.

17. All Serviss Branch trains when backing over public road crossings must be equipped with a back-up hose on the leading car and proper signals are to be sounded by a member of the train crew.

18. Track 2 extends from Crossover West of Sayreville Junction to Meadows. Movement over this track will be directed by train order.

19. SUPERIORITY OF TRAINS.—Eastward trains are superior by direction as between trains of the same class, except as otherwise specified.

No. 1 is superior by direction to No. 2

No. 3 " " No. 4

No. 7 " " No. 8

No. 11 " " No. 12

20. AUTOMATIC BLOCK SIGNALS.

All train movements on the main Line between South Amboy and New Brunswick, will be governed by Automatic Block Signal indications, in accordance with Rules Governing the Use of Automatic Block Signals effective August 15, 1922.

Automatic Block Signals at the leaving end of Passing Sidings (Signals Nos. 05; 10; 17; 34; 39; 60; 65; 78; 81; 96; 101; 120) are Absolute Signals and are designated by a marker lamp placed vertically below the signal mechanism. See Rule 3(b).

All other automatic block signals are permissive signals and are covered by Rule 3(a).

The upper signal mechanism on two mechanism permissive signals (Nos. 06; 33; 64) at entrance to passing sidings governs movements on the main track; the lower mechanism when showing yellow indicates that switch is set for train to take siding and may be passed without stopping.

Eastbound automatic signal No. 22 near Roberts and Westbound signal No. 29 near Such's are each equipped with two signal mechanisms. The lower mechanism when showing yellow indicates "Proceed with caution." When upper light is red and lower one yellow trains will not be required to stop, but may proceed cautiously through the block expecting to find a train moving in the same direction, open switch, broken rail or other obstruction in the block.

21. YARD LIMITS.

South Amboy, from Junction of N. Y. & L. B. R. R., tracks to Signal No. 6.

Bergen Hill, from Signal No. 11 to Signal No. 16.

Parlin, from Signal No. 33 to 500 ft. West of "C" Line Switch on Main Line, and to Whitehead No. 2 on Sayreville Branch.

South River, from Signal No. 61 to Signal No. 64, and to Wright's on South River Branch.

New Brunswick, from Signal 112 to Sanford St.

22. Inferior trains must clear the time of opposing superior trains not less than five minutes. When failing to do so, a flagman must be sent ahead a sufficient distance to insure full protection.

23. SPEED LIMITS.

- Raritan River R. R. Jct. to main track
- Bergen Hill 6 miles per hour.
- Crossing Washington Avenue, Milltown 6 miles per hour.
- Over drawbridge, South River.....15 miles per hour.
- Crossing Back Road, Serviss Branch..15 miles per hour.

24. MAXIMUM SPEED OF TRAINS.

- Ist Class trains.....40 miles per hour.
- Freight trains20 miles per hour.

25. LETTER NOTATIONS ON TIME TABLE.

- s Regular stop.
- f Stop to take on or let off passengers upon notice to Conductor or on signal.
- D Day Train Order Office.

26. SPECIAL AIR BRAKE TEST. A running test of the air brakes will be made on all passenger trains immediately after leaving initial station; that is as soon as the train leaves its initial station the engineman will make a service application of the brakes, slowing down the speed of the train to make sure, by properly observing the holding power of the brake and the discharge at the brake valve, that the brakes are in proper working order. This test will also be made in all cases where engines are changed or cut off for any purpose, cars picked up or set out (except when setting out cars from the rear portion of the train), an angle cock closed, or hose parted for any purpose; also when approaching the switch to the N. Y. & L. B. R. R., and the South River drawbridge.

27. Employes are forbidden to stand in front of an approaching engine or train and board it while it is in motion.

28. Employes are forbidden to adjust couplings with hand or foot when cars are moving; also from going between moving cars to uncouple them, or to connect or disconnect the air or steam hoses.

29. Employes of every grade are expected to see for themselves that the machinery or tools which they intend to use are in proper condition for the service required, and if not, to put them in proper condition, or see that they are so put, before using them. The Company does not wish, or expect, its employes to incur any risks whatever from which, by exercise of their own judgment and by personal care, they can protect themselves.

30. Telephones for communicating with the Train Dispatcher are located at the following points:

Old Turntable	Sayreville Jct.
Stevens Ave.	Gillespie
Pine Ave.	South River Draw
Penn Cut	Serviss Jct.
Such's	Commercial Ave.

31. Company Surgeons:

South Amboy	E. H. Eulner, M. D.
South River	A. L. Woods, M. D.
Milltown	N. N. Forney, M. D.

In cases of personal injury the nearest surgeon named will be called, and prompt report given to the Train Dispatcher by telephone followed by full written report to the Superintendent.

CONDUCTORS' CYPHER CODE FOR STATIONS.

South Amboy	A
South Amboy Terra Cotta Co.....	A 1
Shop	A 2
McDonoughs	A 3
Campions	A 4
Whiteheads No. 1.....	A 5
Bergen Hill	A 6
Pennsylvania Connection	CN
Penn Cut	P C
Phoenix	A 7
Suchs	A 9
Crossmans	A 10
Sayreville Jct.	S
Parlin	P
Gillespie	G
Furmans	F 1
Vandeventers	V
South River (All tracks except So. River Branch).....	SR
South River Branch	SR B
Serviss Jct. (All tracks)	S J
Jacquarts	J K
P & B F Brick Sdg.	R

Old Siding, Ryders Lane	R 1
New Siding, Ryders Lane	R 2
Milltown (All tracks)	M
Lumber Yard	M 3
Lawrence Siding	M 2
Elkins Lane	B 1
U. S. Nickel Works	B 2
Circle F Mfg. Co.	B 8
Musical String Co.	B 4
Ice House and Trestle	B 5
Aetna Tire Co.	B 6
Squibbs Chemical Co.	B 7
New Brunswick	B
Amclay	L
Serviss	L 1
Hendersons	L 2
Whiteheads No. 4	L 4
Pettits	L 5
Maurer	L 6
Reed Street	RS
Brights	S 2
Sayreville	S Y