Lehigh Valley Rail Road—New Jersey Division.

TIME TABLE No. 6.—To take effect at 12 o'c., noon, on Sunday, November 21st, 1875.

This Table is for the information and government of employees only — The Company reserving the right to change it as circumstances may require.

☞ All previous Time Tables and Supplements thereto will be superseded by this time table.

Down Trains Eastward.									Distances between Stations.	STATIONS.	Distances from PERTH AMBOY.	Up Trains Westward.								
COAL.			Freight.		PASSENGER.							PASSENGER.				Freight.		COAL.		
73	71	67	49	41	7	3	1	15				2	6	14	8	42	50	72	52	54
A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
3 20	12 35	9 50	9 35	6 45	6 35 6 55	12 40 1 00	9 30	5 20 5 35	0.5	EASTON,	60.5	10 05 10 00	3 50	7 05	9 25	6 05	11 20	5 40	10 55	1 15
3 30	12 45	10 00	9 45	7 00	**7 00**	1 03	9 35	5 38	4.6	Phillipsburg, E. D. T.	60.0	9 55	3 45	**7 00**	**9 20**	6 00	11 15	5 35	10 45	1 05
3 57	1 12	10 31	10 14	7 30	*7 10	*1 12	F**9 45**	*5 47	2.1	Kennedy,	55.4	F**9 45**	*3 36	F6 50	*9 10	5 35	11 00	5 12	10 18	12 42
4 10	1 25	10 45	10 26	7 44	*7 15	*1 16	*9 50	*5 52	1.2	MUSCONETCONG,	53.3	*9 40	*3 31	*6 45	*9 05	5 25	10 53	5 02	10 06	12 32
4 17	1 35	10 54	10 35	7 51	F7 18	F1 18	F9 53	5 54	2.8	Bloomsbury,	52.1	F9 37	F3 29	6 42	F9 02	5 18	10 50	4 56	10 00	12 26
4 34	1 50	11 14	10 52	8 10	7 24	1 23	9 59	6 00	2.2	WEST END,	49.3	9 31	*3 23	6 36	8 56	5 02	10 41	4 42	9 44	12 12
4 47	2 05	11 28	11 06	8 23	7 32	F1 30	10 07	F6 07	2.8	PATTENBURG,	47.1	F9 23	*3 16	6 28	*8 48	4 50	10 35	4 30	9 32	12 00
5 05	2 22	11 48	**11 25**	8 42	*7 37	*1 35	F10 12	*6 12	3.1	MIDVALE, E. D. T.	44.3	F9 18	*3 11	F6 23	*8 43	4 36	10 26	4 16	9 15	**11 25**
5 24	2 42	12 10	11 39	9 02 **9 12**	7 43	1 41	10 19	6 18	3.5	LANDSDOWN, [Clinton,]	41.2	**9 12**	3 05	6 17	8 37	4 20	10 16	4 00	8 57	11 06
5 46	3 03	12 35	11 55	9 41	*7 50	*1 48	F10 27	F6 25	2.0	Stanton,	37.7	F9 05	*2 58	F6 10	*8 30	4 00	10 06	3 43	8 37	10 47
5 59	3 16	12 49	12 03	9 58	***7 54**	*1 52	*10 31	*6 29	1.2	FLAX MILL,	35.7	*9 00	*2 53	*6 05	* **8 25**	3 43	10 00	3 33	**8 25** **7 54**	10 36
6 31	3 23	12 57	12 09	10 07	F7 56	*1 54	F10 34	**F6 31**	2.5	Barton's Bridge, E. D. T.	34.5	F8 57	*2 50	F6 02	F8 22	3 37	9 56	3 27	7 25	10 30
6 46	3 38	1 15	12 20	10 29 **10 39**	F8 01	*1 58	F**1039**	F6 36	4.4	Three Bridges,	32.0	F8 52	*2 45	5 57	*8 17	3 25	9 50	3 15	7 14	10 16
7 12	4 05	1 45	12 41	10 58	**8 09**	2 06	10 48	6 45	2.1	NESHANIC, E. D. T.	27.6	8 44	2 37	5 49	**8 09**	3 03	9 36	2 53	6 52	9 52
7 25	4 20	2 00	12 51	11 06	F8 14	*2 10	F10 53	*6 50	3.9	Flagtown,	25.5	F8 39	*2 32	*5 44	*8 04	2 52	9 30	2 42	6 40	9 40
7 48	4 43	2 27	1 10	11 22	F8 21	***2 17**	F11 00	F6 57	2.4	South Somerville,	21.6	F8 32	***2 25**	F5 37	*7 57	**2 25** **2 17**	**9 18**	**2 25** **2 17**	6 22	**9 18** 9 00
8 03	4 58	2 45	1 21	11 33	*8 25	***2 21**	*11 04	*7 01	2.7	Raritan Siding, E. D. T.	19.2	*8 27	***2 21**	*5 33	*7 53	1 35	9 11	1 50	6 10	8 45
8 21	5 15	3 04	1 34	11 45 12 05	**8 31**	2 26	11 10	7 06	4.0	BOUND BROOK,	16.5	**8 21**	2 15	5 28	7 48	1 22 12 55	9 03	1 37	5 56	**8 31**
8 47	5 40	3 31	1 53	12 28	8 39	2 34	11 18	7 14	2.6	New Market,	12.5	8 13	2 07	5 20	7 40	12 37	8 51	1 15	5 36	8 06
9 05	5 57	3 50	2 05	12 42	*8 44	*2 39	F11 23	*7 19	3 1	New Brooklyn,	9.9	F8 07	*2 02	F5 14	*7 34	12 27	8 44	1 00	5 22	7 49
9 25	6 18	4 11	2 20	1 00	8 52	2 47	11 32	7 27	3.1	METUCHEN TANK, E. D. T.	6.8	8 00	1 57	**5 07**	7 27	12 15	8 35	12 40	**5 07**	7 30
9 45	6 37	4 32							3.7	Fords,	3.7							12 23	4 51	7 16
10 10	7 00	5 00							0	PERTH AMBOY,	0							12 05	4 30	7 00
A. M.	A. M.	A. M.																P. M.	P. M.	P. M.
										P. R. R. Stations.										
			2 25		8 55	2 50	11 35	7 30		METUCHEN,		7 55	1 55	5 05	7 25		8 30			
					9 06	3 01	11 45	7 41		RAHWAY,		7 43	1 43	4 52	7 14					
					9 18	3 10	11 56	7 50		ELIZABETH,		7 34	1 34	4 41	7 04					
						3 18	12 05	7 58		NEWARK (Chestnut Street)		7 26	1 26	4 31	6 56					
					9 31	3 20	12 08	8 00		NEWARK (Market Street)		7 24	1 24	4 28	6 54		7 15			
						3 23	12 11	8 03		NEWARK, (Centre Street)		7 21	1 21		6 51					
			4 30		9 50	3 40	12 30	8 19		JERSEY CITY,		7 05	1 05	4 08	6 35		6 45			
					10 00	3 50	12 40	8 29		New York,		6 55	12 55	3 55	6 25					
			A. M.	P. M.	P. M.	P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	P. M.	A. M.	P. M.			
			290		**270**	**230**	**210**	**250**		P. R. R. Numbers.		**221**	**261**	**271**	**281**		**291**			

SPECIAL RULES.

1. The time kept in the office of Dispatcher at Easton is standard time. All watches must be daily compared therewith and must be kept to the standard.
2. The figures in heavy type indicate the regular passing places. Telegraph stations in black letters. Where there is no Star (*) Trains stop regularly. * Indicates that Trains do not stop. F Flag Stations.
3. Trains are always to be accounted as being of the day on which they are due to commence their trip on this Division.
4. In case of accident to a train by which the road is obstructed or which calls for help, the Conductor or Engineer must go at once to the most convenient office and telegraph to Easton, Bound Brook, Metuchen Tank and Perth Amboy, giving a full account on the blank prepared for the purpose, and asking for such help as is needed.
5. Run slowly and with train under control through the Tunnel; and also when approaching Perth Amboy, Metuchen, Phillipsburg and Easton. All engines and trains must be run under control between Glendon and Phillipsburg.
6. All Conductors and Engineers who run to Easton and Perth Amboy must daily examine the Bulletin Boards in Dispatchers' offices.
7. Water stations are at Metuchen, Bound Brook, Neshanic, Landsdown, Flaxmill, Pattenburg and Bloomsbury.
8. Double track will be run from Metuchen Tank to Raritan Siding, from Neshanic to Barton's Bridge, and from Midvale to Phillipsburg, [except across the embankment at Musconetcong.] All trains on these three pieces of double track will keep to the right, and will open and close for themselves the switches at end of double track, leaving the switches right for the East bound track. All trains will approach both ends of double track under full control.
9. All Lamps must be lighted when passing through the Tunnel—the same by day as by night.
10. This Time Table is no authority at or between Jersey City and Metuchen on the Penna. R. R. Trains must be run on Penna. Rail Road by the Time Tables, Rules and Directions of that Road and the Signals of that Road must be used instead of the L. V. R. R. Signals.
11. Ring the Bell continuously from every Post marked "R" until the Road Crossing is passed.
12. The Dispatcher at Perth Amboy has charge of the movement of trains.
13. Brakemen must always be at their post on Eastward Passenger Trains from Pattenburg to Stanton; on Westward Passenger Trains from West End to Easton; and on all Passenger Trains between Metuchen and Jersey City, and must keep the train stretched out on all curves.
14. All trains will approach the two R. R. Crossings at Perth Amboy with great care and at reduced speed. Engineers must have their trains under control to stop should tne red signal be against them or should they not be safe to cross.
15. Freight Train No. 50 and Coal Trains Nos. 52 and 54 have the unlimited right of road to Midvale regardless of Freight Train No. 49 and regardless of Coal Train No. 67.
16. Trains Nos. 8 and 15 will run daily; Nos. 71 and 73 daily except on Monday; all other trains will start on their trips daily except on Sunday.
17. The second track will be used as a siding for passing trains from Raritan Siding to South Somerville, and from Barton's Bridge to Flaxmill.
18. South Somerville is a flag station for Train No. 8 on Sunday only.
19. Freight train No. 50 shall have the unlimited right of road over all coal trains in both directions.
20. All Engines and trains must approach and pass the embankment at Musconetcong under absolute control and must flag themselves across, unless they receive signals from the Flagman stationed there.
21. Coal Train No. 73 will run through Siding from Flaxmill to Barton's Bridge to pass Passenger Train No. 15.
22. Easton Pushing Engines on return trip will "run irregular" from Pattenburg to Phillipsburg without special orders.
23. All Engines and Trains must approach both ends of yard at Bound Brook with great caution and under full control.

LIST OF TELEGRAPH OFFICES.

Easton,	Day and Night.
Musconetcong,	Night.
West End,	Day and Night.
Pattenburg	Day
Midvale,	Night.
Landsdown,	Day
Flaxmill,	Day and Night.
Neshanic,	Day
Bound Brook,	Day and Night.
Metuchen Tank,	Day and Night.
Perth Amboy	Day and Night.

General description of Grades on New Jersey Division.

FROM PHILLIPSBURG EASTWARD.

Ascend	22	feet per mile for	11	5-10	miles to	West End of Tunnel.
"	10	" " " "		5-10	"	" middle " "
Descend	8	" " " "		9-10	"	" Pattenburg.
"	42	" " " "		7-10	"	
"	37	" " " "	1	2-10	"	
"	47	" " " "	4	6-10	"	" South Branch Bridge East of Landsdown.
"	11	" " " "	4		"	
"	5	" " " "	2	9-10	"	" Barton's Bridge.
Level		"	7	2-10	"	" 1 2-10 miles west of Flagtown.
Ascend	4	" " " "	1	2-10	"	" Flagtown.
Descend	13	" " " "	7	8-10	"	" 1 mile west of Bound Brook.
Ascend	4	" " " "	14	5-10	"	" 7-10 mile East of Ford's.
Descend	13	" " " "	1		"	
"	29	" " " "	2		"	" Perth Amboy.

ROBERT H. SAYRE, Supt. and Eng'r.

H. STANLEY GOODWIN, Asst. Gen. Supt.

H. E. PACKER, Supt. New Jersey Division.

Metuchen, N. J., November 21st, 1875.