

**The
Lehigh and Hudson River
Railway Company**



TIME TABLE No. 162

Effective 2:00 A. M. September 26, 1954



For the Government of Employes Only



EASTERN STANDARD TIME

S. F. MACKAY
President and General Manager

PAUL W. EARLY
Superintendent

THE LEHIGH AND HUDSON RIVER RAILROAD COMPANY

Date 195 ..

I hereby acknowledge receipt of copies of TIME TABLE NO. 162.

Name

Employed as

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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	Capacity
2.0	HUDSON YARD				
13.8	G TOWER Belvidere	DN	G		
14.5	MANSFIELD ST.				
16.2	OXFORD			Oxford	83
19.4	PEQUEST			Pequest	112
25.2	GREAT MEADOWS	DX	MO		
26.0	VIENNA			Vienna	112
31.3	ALLAMUCHY				
37.2	ANDOVER	DN	AD	Andover 1	70
				Andover 2	123
43.5	SPARTA JUNCTION			Sparta 1	68
				Sparta 2	57
50.1	FRANKLIN	D	FJ	Franklin 1	112
				Franklin 2	75
55.0	McAFEE				
58.6	VERNON	DX	RN	Vernon	83
66.3	WARWICK	DN	Q		
71.3	LAKE			Lake	109
72.8	SUGAR LOAF				
75.2	CHESTER	DX	K		
75.7	HUDSON JUNCTION			Hudson 1	116
76.5	GREYCOURT				
82.1	GIRARDE			Girarde	112
84.7	BURNSIDE				
85.8	MAYBROOK	D	BK		

TRAIN ORDER OFFICES OPEN

D—Day

DN—Day and Night

DX—Day, except Saturdays, Sundays
and Holidays

SPECIAL INSTRUCTIONS

STANDARD CLOCKS

- 1—Warwick: Dispatcher's Office
Maybrook: Engine House
Crew Dispatcher's Office

BULLETIN BOARDS AND BOOKS

- 2—Maybrook: BK Telegraph Office
Engine House
Warwick: Dispatcher's Office
Franklin: Telegraph Office
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 780 feet west thereof.
Warwick: From Bridge 18.6 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 492 feet east of Mile Post 48 to a point 1000 feet west of D. L. & W. Crossing.
Belvidere: From Bridge 68.8, 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 "G" Tower. The normal position of switch at Mansfield Street is for eastward track.
7—The Hours of Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than 16 consecutive hours; nor permitted to be on duty more than 16 hours in the aggregate in any 24 hour period, except in the case of casualty, unavoidable accident or act of God. Report must be made to the Superintendent at least 2 hours in advance of the expiration of 16 hours' 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 report.

- 8—Absolute-permissive automatic block signals are in use between "G" Tower and Maybrook.
- 9—When it is necessary to couple an engine on a freight train as a pusher, the air brakes will be cut through the pushing engine, the engineer of which will place the three position brake cutout cock in dead position and the automatic brake valve in running position so that the air will apply on the engine from the head end to avoid damage to the train.

If an engine of another railroad is used as a helper, and coupled ahead, the three position brake cutout cock will be placed in dead position and the automatic brake in running position on the lead unit of the train. The three position brake cutout cock of the trailing unit will be put in trail position and the automatic brake valve in lap position.

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 stormy weather trains must be operated carefully, particularly at points where slides or washouts are liable to occur.
- 11—Diesel locomotives must not be operated through water higher than the top of rail.
- 12—Diesel locomotives must not be stopped over burning fuses, burning switch heaters or other open flame lights or fires.
- 13—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.
- 14—Two or more steam engines coupled must not be moved over Delaware River Bridge but must be separated by not less than 5 cars.
- 15—The display of classification signals will be omitted.
- 16—Locomotives must not be operated on any coal trestles.
- 17—Enginemen and Conductors must provide themselves with and carry with them when on duty copies of all General Orders in effect.
- 18—The normal position of derails is on the rail. After use, all derails must be left set and locked in normal position.
- 19—All locomotives will display the headlight facing the direction of movement, when running, by day as well as by night. The headlight on end coupled to cars may be extinguished.

HIGHWAY CROSSINGS

- 20—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.
- 21—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.
- 22—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 member of the crew 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.

N. Y. O. & W. CROSSING AT BURNSIDE

- 23—An automatic interlocker is in service governing the crossing with the N. Y. O. & W. at Burnside.

Should a train find the signal governing movement over this crossing at stop, a member of the crew must obtain permission from the N. Y. O. & W. train dispatcher, observe that no train is approaching on the N. Y. O. & W. crossing in either direction, then operate the push button located at the crossing. After three(3) minutes, the signal should clear. If the signal does not then clear, it must not be passed until authorized by both the N. Y. O. & W. and the L. & H. R. train dispatchers, and then only on hand signal from the trainman standing on the crossing.

Trains must not enter the main track of the N. Y. O. & W. without permission from the N. Y. O. & W. train dispatcher.

INSPECTION OF TRAINS

- 24—Conductors will give their trains a running inspection whenever opportunity offers.
- 25—The following instructions shall be observed as far as practicable and other duties will permit:
- (a) The Conductor or a 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, 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 --	{ Nose held with one hand, with other hand pointed toward tracks.
		By Night..	{ Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

(f) BRAKES STICKING	}	By day --	{ Place palms of hands together in horizontal position.
		By Night..	{ 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
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OVERHEAD CLEARANCES IN NEW YORK

26—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

Bridge 1.0 mile west of Burnside, N. Y.
Bridge 0.5 mile west of Hamptonburgh, N. Y.
Bridge 2.0 miles east of Greycourt, N. Y.

Bridge 0.07 mile east of Chester, N. Y.
Bridge 0.90 mile west of Sugar Loaf, N. Y.
Bridge 0.10 mile east of Wisner, N. Y.
Bridge 1.76 miles west of Warwick, N. Y.

CONNECTION TO ERIE R. R., GREYCOURT, N. Y.

Bridge 0.04 mile west of Greycourt, N. Y.

Yard Tracks at Warwick, N. Y.

Conklin & Strong—Coal Shed Doorway
Quackenbush—Coal Shed Doorway
Machine Shop—Doorways.

- 27—Employees are prohibited from being on top of moving box cars, locomotives, or other high equipment while on the bridge over the Delaware River between Phillipsburg, N. J., and Easton, Pa.

SPRING SWITCHES

- 28—A spring switch is indicated by letters 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.

Trains passing over trailing or facing point spring switches set in normal position on main track, protected by automatic signals and where spring points do not move, speed is to be governed by permissible speed of that location.

WARWICK:

The switch west of Bridge 19.9 is a spring switch set for main line.

ANDOVER:

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

MAXIMUM SPEED RESTRICTIONS

- 29—Passenger trains must not exceed a speed of 50 miles per hour.
- 30—Freight trains must not exceed a speed of 45 miles per hour.
- 31—Trains hauling cars loaded with zinc ore must not exceed a speed of 30 miles per hour.
- 32—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.
- 33—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.
- 34—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.
- 35—Trains handling steam derrick will not exceed a speed of 20 miles per hour.
- 36—Trains must not exceed a speed of 20 miles per hour upon the bridge over the Delaware River between Phillipsburg, N. J., and Easton, Pa.
- 37—Trains crossing from one track to another, entering or leaving main tracks or sidings, or taking diverging routes, must not exceed a speed of 15 miles per hour.
- 38—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.

MAXIMUM SPEEDS ON CURVES

Unless Otherwise Restricted

Location	Mile Post		Miles Per Hour
	From	To	
West of Maybrook	0.6	0.8	40
West of E. & J. Bridge	2.4	2.6	40
East & West of Craigville ..	7.0	7.8	35
West of Greycourt	9.3	10.3	35
West of Chester	11.4	11.6	40
West of Sugar Loaf	13.3	13.8	40
East end Lake Siding	14.1	14.3	40
West of Warwick	21.4	22.0	40
West of New Milford	22.6	23.1	40
East & West of Hamburg ..	33.3	34.2	35
Lake Grinnell	39.3	40.2	35
West of Great Meadows ...	61.5	61.6	40
East & West of Townsbury ..	62.6	63.1	30
West of Pequest Crossing ...	66.1	66.3	30

COLOR LIGHT SIGNALS

39—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.

40—(a) If absent from all railroad duty for thirty days or more, conductors, enginemen, firemen, and trainmen before reporting to operate a train in road service must be examined by a proper officer or the person to whom they report for duty to ascertain his knowledge and understanding of any General Orders or changes in the operating rules which may have been issued during his absence.

(b) An engineman who has not made a trip in road service as such within a period of six months over the portion of railroad on which he is expected to operate, must not be used on such portion of the road until he has been reexamined and qualified by the proper officer.

(c) A fireman may not be permitted to operate an engine in road service except under the direct supervision and responsibility of an engineer and unless he has qualified on the physical characteristics of the portion of the road to be used, in the same manner as prescribed for an engineman.

(d) If absent from all railroad duty for more than thirty days because of their own sickness or personal injury, conductors, enginemen, firemen, and trainmen must be subjected to physical re-examination and approved by a Company physician before resuming work.

COMPANY SURGEON

Place	Name	Phone
Warwick, N. Y.	M. Renfrew Bradner	55-2244

TELEPHONES FOR USE OF EMPLOYEES

Maybrook—East of Bridge 0.7.
Burnside.
Erie & Jersey bridge.
Girarde—East and West end.
Farmingdale.
Greycourt.
Hudson Jct.
Hudson 1—East and West end.
Sugar Loaf.
Lake—East and West end.
State School.
East of Forester Avenue.
Elm Street.
Signal 20.4.
Warwick—West end of yard.
New Milford.
DeKays—Signal 25.0.
Vernon—East and West end.
McAfee—West of Highway Crossing.
Hamburg—East End of Siding.
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.
Limecrest.
Iliffs.
Andover 2—East end.
Andover 2—Opposite middle crossover.
Andover Yard Tracks—West end.
Andover 1—West end.
Tranquility.
Allamuchy.
Vienna—East and West end.
Townsbury.
Pequest—East and West end.
Oxford—East and West end passing siding and
East end yard track.
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
Chester—		
Grange and Fuel Gas Co.		10
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
Price's Creamery		2
Vernon Station		7
McAfee — Team Track		8
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
Miller's	5
Tranquility — Station	5
Allamuchy—	
Station	8
Creamery	4
Freight House	10
Long Bridge	3
Great Meadows—	
Gamma Chemical	3
Station	31
Pequest — Commercial	21
Belvidere—	
Oxford 1	65
No. 1	27
No. 2	30
No. 3	26
Hudson Yard—	
No. 1	72
No. 2	70
No. 3	52
No. 4	50
Tail Track	69