



This TIME TABLE is not intended for the information of the public, nor an advertisement of the time or hours of any train.

The Company reserves the right to vary therefrom as circumstances may require.

It is for the information and government of employes only.

All Bulletins issued prior to date of this TIME TABLE conflicting with the instructions herein are cancelled.

SOUTHWARD OR EASTWARD TRAINS AS INDICATED BY TIME TABLE HEADING ARE (UNLESS OTHERWISE SPECIFIED) SUPERIOR TO TRAINS OF THE SAME CLASS RUNNING IN THE OPPOSITE DIRECTION.

READ RULES AND INSTRUCTIONS CAREFULLY

EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY.

"Today is Safety Day"

Reals



NORTHERN AND SOUTHERN
DIVISIONS

TIME TABLE

12

FOR EMPLOYEES ONLY
TAKING EFFECT
AT 12:01 A. M.

EASTERN STANDARD TIME

Sunday, April 30, 1939

SUPERSEDING TIME TABLE NO. 11

DATED JANUARY 8, 1939

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

H. A. CARSON
General Manager

M. E. BARNES
Ass't. General Manager

T. W. PRIOR
Superintendent

NORTHERN DIVISION

Page Subdivision

Page	Subdivision	Miles
2-3	St. Armand..... St. Albans to St. Johns	41.09
2-3	Roxbury..... White River Jct. to St. Albans	117.23
7	Alburgh..... Rouses Point to North Switch Italy Yard	21.46
8	Richford..... Richford to St. Albans	27.78
8	Winooski..... Burlington to Essex Jct.	7.85
10	Barre..... Barre to Montpelier Jct.	7.96
11	Williamstown..... Williamstown to Barre Jct.	7.29
18	General Special Instructions	230.66

T. W. PRIOR, Superintendent, St. Albans, Vt.
 C. C. CLARKE, Assistant Superintendent, St. Albans-White River Jct.
 J. E. SIMPSON, Transportation Inspector, St. Albans, Vt.
 C. L. EARLE, Rules Examiner, St. Albans, Vt.
 Dispatchers Office at St. Albans, Vt. Telephone call "DS".
 R. J. SWEENEY, Chief Dispatcher.
 H. W. Lyons J. N. O'Connell } Dispatchers
 H. L. Thompson I. P. Stevens }
 G. A. Jackson } Relief Dispatcher
 S. M. Pyer, C. E. Sabins, F. J. Brennan. } Spare Dispatchers

SOUTHERN DIVISION

Page

Page	Subdivision	Miles
14	Willimantic..... New London to Palmer	64.05
14	Amherst..... Palmer to Brattleboro	56.14
17	Windsor..... Windsor to White River Jct.	14.08
	Joint Track C. V. - B. & M. Brattleboro to Windsor	48.81
18	General Special Instructions	183.98

T. W. PRIOR, Superintendent, St. Albans, Vt.
 R. E. CHESNEY, Assistant Superintendent, East New London, Conn.
 Dispatcher's Office at East New London, Conn. Telephone call "DI"
 A. E. BOND, Chief Dispatcher
 D. A. Graham, C. E. Hurley, G. L. Howard } Dispatchers
 T. C. Sullivan, } Relief Dispatcher
 L. J. Audette, } Spare Dispatcher

LIST OF SURGEONS

Name	Location	Telephone	Name	Location	Telephone
Dr. L. E. Sample, Regional Medical Officer	St. Albans, Vt.	82c	Dr. Homer B. Wilson	White River Jct., Vt.	148R or 148W
Dr. H. L. Pierce	Swanton, Vt.	143	Dr. T. F. Gartland	White River Jct., Vt.	58W
Dr. F. J. Lawlis	Richford, Vt.	132	Dr. W. H. Wright	Waterbury, Vt.	100
Dr. A. J. Crandall	Essex Jct., Vt.	303	Dr. Wilmer W. Angell	Randolph, Vt.	70-4
Dr. E. D. McSweeney	Burlington, Vt.	496W	Dr. W. J. Kaine	Brattleboro, Vt.	420W
Dr. Keith Traux	Burlington, Vt.	20W	Dr. Geo. K. Gould	Millers Falls Mass.	71
Dr. W. O. Hutchison	Richmond, Vt.	16c	Dr. Joseph Slowick	Palmer, Mass.	654W or 61R
Dr. C. H. Burr	Montpelier, Vt.	220R or 220W	Dr. M. D. Riordon	Willimantic, Conn.	
Dr. J. A. Wark	Barre, Vt.	740	Dr. David Sussler	Norwich, Conn.	202
			Dr. Geo. P. Cheney, Div. Surgeon	New London, Conn.	5442

INSTRUCTIONS IN CASE OF ACCIDENT

In the event of a person being injured, such as having an arm or leg run over by car, or any severe injury to an extremity, attended by loss of blood, the following instructions should be observed in order to arrest bleeding, and support strength, until the assistance of a surgeon can be procured. In the absence of a proper instrument called a "Tourniquet" a small strap or rope about the size of a clothes line, should be tied loosely around the limb, if possible, about a foot above the injury, and then, by placing a short stick beneath the ligatures sufficient pressure can be easily made to prevent the loss of blood by twisting the stick, care being taken not to tighten the rope too much, as it might injure the soft parts, but merely twist the stick enough to prevent bleeding, and thereby place the man out of immediate danger. An injured person should be placed upon the back, and if weak from the effects of the shock and loss of blood, pillows should be removed and the head put on a level with the body. Should there be coldness and shivering, warm drinks, such as tea, should be given. All station agents, trainmen, or other employes, having occasion to call a physician or surgeon to attend a passenger, employe, or other person injured while in train or on premises of the railroad, will act promptly to notify the railroad's surgeon. If not available, and a local surgeon must be called, the railroad will be responsible only for such primary treatment as is necessary for the proper transportation of injured person to residence or hospital. In all cases where further treatment is required the Railroad's surgeon will take charge. If the injured person is a trespasser, the railroad will take such action as may be humane for first aid and further treatment is required, the hospital should be immediately notified that the railroad will not be responsible for the expense. The railroad will not be responsible for bills of any surgeons other than the Railroad's surgeons, except as above, or such as are specially authorized by the Claim Department.

WATCH INSPECTORS

Name	Location	Name	Location
M. D. Armstrong	St. Albans	Brown and Hackwell	Montpelier
F. J. Preston & Son	Burlington	L. O. Covey	Brattleboro
E. O. Holmes	Barre	James Marshall, Jr.	New London
Bogle Brothers	White River Jct.		

WATCH COMPARISON SEMI-MONTHLY PERIODS

Each employe coming under Watch Inspection Regulations must submit his watch to any one of the Official Watch Inspectors for comparison with standards between the 1st and 7th inclusive and 14th and 21st inclusive of each month. To prevent error or dispute Inspectors must enter the rating comparison of each employe's watch on Weekly Comparison Slip, and employees are required to sign their full names and occupations against such entries in ink, and to indicate in column provided a purpose their order of examination number as shown on rating or repair card. Inspectors will at the same time enter and initial record on employe's rating or repair card. Comparison must be refused if rating card not presented with watch, also if the number of the movement fails to correspond with that on rating card. To ascertain if such is the case Inspectors must make a rule of opening the back of each watch presented for comparison to verify movement number.

Watch Inspection Regulations require that watches must be cleaned at least once in eighteen (18) months.

CENTRAL VERMONT RAILWAY INC.,
St. Albans, Vt.,
April 30, 1939

CIRCULAR 70 - S

ALL CONCERNED:

CANCELLATION OF:
Bulletin No. 1, of January 1, 1933.
Circular No. 29 of March 6, 1936.
Circular No. 40 of April 28, 1936.

The above three noted documents are presently carried in all Rule Books. In the time-table which becomes effective Sunday, April 30, 1939, we have incorporated into the General Special Instructions, the contents of Bulletin No. 1, dated January 1, 1933, and also Circular No. 40 dated April 28, 1936. As regards Circular No. 29, of March 6, 1936, which has to do with an interpretation of Rule 91, it is felt that this particular Circular has served its purpose and there shall be no need of continuing it henceforth. It will be satisfactory therefore, to withdraw from all Books of Rules, the three above noted documents.

T. W. Prior
Superintendent.

ALL BULLETIN BOOKS:

NORTHWARD

ROXBURY AND ST. ARMAND SUBDIVISIONS

INFERIOR DIRECTION

				TIME TABLE NO. 12 Effective April 30, 1939					FIRST CLASS					SECOND CLASS		
Miles from end of track, Windsor	Car Capacity of Sliding	Symbols	Train Order and Telephone Offices	STATIONS		325	21	409	305	307					605	607
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
						Daily	Daily	Sunday Only	Daily Ex. Sunday	Daily					Daily Ex. Sunday	Daily Ex. Sunday
						AM	AM	AM	PM	PM						
14.81	Yard	CKW	T	Jct. with B & M. R. R. WHITE RIVER, JCT.	L	3.30	3.05	6.15	12.55	3.10						
22.09	83		T	WEST HARTFORD		s 3.45	3.16	s 6.29	s 1.10	3.22						
27.64	54		P	SHARON		s 3.55	3.23	s 6.38	s 1.27	3.29						
32.49	87	W	T	SOUTH ROYALTON		s 4.04	3.29	s 6.46	s 1.37	3.35						
34.31	22		T	ROYALTON		s 4.09		s 6.50	s 1.42							
39.35	86	W	T	BETHEL		s 4.19	3.38	s 6.58	s 1.52	3.44						
46.40	E 100 W 78		T	RANDOLPH		s 4.32	3.47	s 7.10	s 2.06	3.53						
52.08	74	W	P	BRAINTREE		4.41	3.54	s 7.19	s 2.16	4.00						
55.10	46		P	EAST GRANVILLE		4.46		s 7.24	s 2.23	4.04						
60.56	110	W	T	ROXBURY		s 4.55	4.06	s 7.33	s 2.36	4.11						
67.73	E 75 W 40	W	T	NORTHFIELD		s 5.07	4.15	s 7.44	s 2.49	4.19						
71.68	62		P	RIVERTON		5.13		s 7.49	s 2.55	4.24						
76.39	113	CK W Y	T	MONTPELIER JCT. Jct. with Barre Sub	A L	5.20		7.56	3.02	4.30						
						5.32	s 4.29	7.58	3.14	4.35						
81.10	68		T	MIDDLESEX		s 5.41	4.36	s 8.06	s 3.22	4.41						
85.93	E 47 W 75	W	T	WATERBURY		A 5.49 L 6.01	4.42	s 8.15	s 3.32	4.47						
93.10	105-30		P	BOLTON		6.11	4.51	s 8.26	s 3.45	4.57						
95.92	55	W	P	JONESVILLE		6.16		8.31	s 3.51							
99.11	114		T	RICHMOND		s 6.22	4.58	s 8.36	s 3.58	5.04						
104.24	80		T	WILLISTON		6.29		s 8.44	s 4.07	5.10						
108.25	115	W Y	T	ESSEX JCT. Jct. with Winookki Sub.	A L	6.34		8.50	4.14	5.15						
111.92	77		T	COLCHESTER		6.41	s 5.13	8.52	4.24	5.20						
119.11	96		T	MILTON		6.47		s 8.58	s 4.31	5.24						
122.35	E 31 W 45		T	GEORGIA		s 6.57	5.26	s 9.09	s 4.44	5.32						
126.82	E 53 W 48		P	OAKLAND		7.02	5.30	9.14	s 4.50	5.36						
132.04	Yard	CKW	T	ST. ALBANS Jct. with Richford Sub.	A L	7.08	5.35	9.21	4.57	5.42						
133.55			T	NORTH SWITCH ITALY YARD Jct. Albung Sub.		7.15	5.41	9.30	5.05	5.48						
137.44				FONDA		AM	5.47	AM	PM	5.53						
140.19	62		P	EAST SWANTON						5.56						
144.31	32		P	HIGHGATE SPRINGS			6.00			s 6.05						
149.12	86	W	T	ST. ARMAND,			6.05			s 6.11						
155.50	57		T	STANBRIDGE			s 6.16			s 6.19						
158.04	36	W	T	DES RIVIERES			6.26			s 6.29						
164.74	54		T	ST. ALEXANDER			6.30			s 6.33						
172.47	63	*R	T	IBERVILLE Jct. with C. N. R. Lemoyne Sub.			6.40			s 6.44						
173.13	Yard	KWY	T	ST. JOHNS, Jct. with C. N. R. Rouses Pt. Sub.	A		Sunday Only			6.55						
						6.54				7.00						
						AM				PM						
						Daily	Daily	Sunday Only	Except Sunday	Daily					AM 6.27	PM 3.02
						325	21	409	305	307					605	607

See Pages 4, 5 and 6 for footnotes and references

Loose right and schedule at 8.00 A. M.

Loose right and schedule at 4.00 P. M.

Mile end of Ck. Windsor	Car Capacity of Sidings	Symbols	Traffic Color and Telephone Offices	TIME TABLE NO. 12 Effective April 30, 1939.				FIRST CLASS				SECOND CLASS	
				STATIONS				3:20 Passenger Daily Ex. Sunday	3:32 Passenger Daily	3:02 Passenger Daily	2:0 Passenger Daily	6:06 C.N. Ry. Passenger Daily Ex. Sunday	6:08 C.N. Ry. Passenger Daily Ex. Sunday
173.13	Yard	KWY	T	Jct. with C. N. R. Rouses Pt. Sub. ST. JOHNS	L	AM 9.55		PM 9.46				AM 10.15	PM 5.25
172.47	63	*R	T	IBERVILLE .66 Jct. with C. N. R., Lemoyne Sub. 7.73			9.58					A 10.20 AM	A 5.30 PM
164.74	54		T	ST. ALEXANDER 6.70		s 10.09		10.00					
158.04	36	W	T	DES RIVIERES 2.54		s 10.19		10.08					
155.50	57		T	STANBRIDGE 6.38		s 10.24		10.12					
149.12	86	W	T	ST. ARMAND 4.81		s 10.34		s 10.22					
144.31	32		P	HIGHGATE SPRINGS 4.12		s 10.41							
140.19	62		P	EAST SWANTON 2.75		s 10.48		s 10.36					
137.44			T	FONDA 3.89			10.57		10.47				
133.55			T	NORTH SWITCH ITALY YARD Jct. with Alburgh Sub. 1.51									
132.04	Yard	CKW	T	ST. ALBANS Jct. with Richford Sub. 5.22	A L	AM 6.45	11.01	PM 8.30	10.51				
126.82	53 W		P	OAKLAND 4.47		6.54	11.14	8.38	11.02				
122.35	41 W		T	GEORGIA 3.24		s 7.02	11.19	8.44	11.07				
119.11	96		T	MILTON 7.19		s 7.09	11.23	s 8.50	11.11				
111.92	77		T	COLCHESTER 3.67		s 7.23	11.32	8.59	11.20				
108.25	115	WY	T	ESSEX JCT. Jct. with Winoski Sub. 4.01	A L	7.31 7.37	11.37 11.40	9.04 9.16		s 11.27			
101.11	80		T	WILLISTON 5.13		s 7.45	11.46	9.23	11.33				
95.92	55	W	P	RICHMOND 3.19		s 7.54	11.52	s 9.32	11.40				
93.10	105-30		P	JONESVILLE 2.82		s 8.01		9.37					
85.93	47 W		P	BOLTON 7.17		s 8.07	11.59	9.42	11.47				
81.10	68	W	T	WATERBURY 4.83		s 8.21	12.09	s 9.55	11.57				
76.39	113	C K W Y	T	MIDDLESEX 4.71		s 8.31	12.15	s 10.05	12.04				
71.68	62		T	MONTPELIER JCT. Jct. with Barre Sub. 4.71	A L	8.39 8.44	12.21	10.12					
67.73	78 W		T	RIVERTON 3.95		f 8.53	12.32	10.32	12.22				
60.56	110	W	T	NORTHFIELD 7.17		s 9.02	12.37	s 10.40	12.28				
55.10	46		P	ROXBURY 5.46		s 9.20	12.47	s 10.53	12.41				
52.08	74	W	P	EAST GRANVILLE 3.92		s 9.29	12.53	11.01	12.48				
46.40	100 W		P	BRAINTREE 5.68		s 9.35	12.57	11.06	12.52				
39.35	86	W	T	RANDOLPH 7.05		s 9.45	1.04	s 11.17	12.59				
34.31	22		T	BETHEL 5.04		s 9.59	1.13	s 11.29	1.07				
32.49	87	W	T	ROYALTON 1.82		s 10.09		s 11.39					
27.64	54		T	SOUTH ROYALTON 4.85		s 10.15	1.21	s 11.46	1.15				
22.09	83		P	SHARON 5.55		s 10.25	1.27	s 11.55	1.21				
14.81	Yard	WCK	T	WEST HARTFORD 7.28		s 10.36	1.34	s 12.05	1.28				
			T	WHITE RIVER JCT. Jct. with B. & M. R. R.	A	10.50 AM	1.45	12.20	1.38				
						Except Sunday	Daily	Daily	Daily			Except Sunday	Except Sunday
						3:20	3:32	3:02	2:0			6:06	6:08

See pages 4, 5, and 6 for footnotes and references:

PASSENGER STOP REFERENCES

- No. 332 DAILY will stop at Milton, Waterbury, Northfield, Randolph, Bethel, and South Royalton to discharge revenue passengers holding tickets from stations St. Johns and beyond.
Will stop at Milton, Randolph, Bethel, and South Royalton to pick up revenue passengers holding tickets for Concord, Springfield, or beyond and will stop at Waterbury and Northfield to pick up revenue passengers holding tickets for White River Jct. and beyond.
- No. 307 DAILY will stop at South Royalton, Bethel, Randolph, and Milton to discharge revenue passengers holding tickets from stations Concord, Springfield, and beyond and will stop at Northfield and Waterbury to discharge revenue passengers holding tickets from White River Jct. and beyond.
Will stop at South Royalton, Bethel, Randolph, Northfield, Waterbury and Milton to pick up revenue passengers holding tickets for St. Johns and beyond.
- No. 21 DAILY will stop at Waterbury to discharge revenue sleeping car passengers from Boston, New York or beyond.
- No. 29 DAILY will stop on signal at Waterbury to take revenue sleeping car passengers for Boston, New York or beyond.
- No. 305 Will make regular stops at North Duxbury, mileage 90.22 and Hartford, mileage 16.29.
- No. 409 Will make a regular stop at Hartford, Mileage 16.29, and stop to discharge passengers at Jonesville, and Georgia.
- No. 302 DAILY will stop at Georgia, Jonesville, Bolton, Riverton, East Granville and Braintree to discharge revenue passengers.
- No. 325 DAILY will stop to discharge revenue passengers at Braintree, East Granville, Riverton, Bolton, Jonesville and Georgia.

ST. ARMAND SUBDIVISION FOOTNOTES

SPEED RESTRICTIONS

Passenger Trains, except as otherwise directed, fifty five (55) miles an hour. Rounding Curves, fifty (50) miles an hour.
Gas Electric Cars, 146, 147, 148, fifty (50) miles an hour. Car 149, forty (40) miles an hour.
Engines of the 400 class in Passenger Service fifty five (55) miles an hour and the 450 class forty five (45) miles an hour.
Engines of the 400 class in Freight Service fifty five (55) miles an hour and the 450 class forty five (45) miles an hour.
Freight Trains, engines with caboose or light engine, except as otherwise directed, thirty (30) miles an hour.
C. V. Engines of the 700 class and C. N. Engines of the 3700-3714-6000 and 6100 class, between St. Johns and St. Armand, twenty five (25) miles an hour.

Bridge Restrictions

Bridge No.	Mileage	Location	Engines						
			No. 600	No. 450	No. 400	No. 418	No. 218	C. N. 6000	No. 700
1	172.9	St. Johns Bridge (engine and train)	10	10	10	10	10	5	10
3	155.7	Pike River Bridge (engine only)	15	10	20	30	10	10	10
21	135.2	Jewetts Bridge (engine only)	20	20	20	20	10	10	15

The speed over any bridge, for the engines specified, must not be exceeded by other engines of the same type that are not specified.

FIXED SIGNALS

St. Johns, Draw Bridge over Richelieu River, Not Interlocked, STOP BOARDS are located on either side of draw bridge, 400 feet from the center. All trains must come to a full stop at the stop board and will not proceed until proper signal is given. DRAWBRIDGE TARGET SIGNALS are located on either side of draw bridge 310 feet from center. After stopping at the stop board, trains may proceed upon receiving a clear indication from the signal. It will be understood that even though draw bridge target signal may show clear indication, all trains are, nonetheless, required to come to a full stop at the stop board.

East Swanton, Railway Crossing at Grade with the St. J. & L. C. R. R. Not Interlocked. All trains must stop one thousand (1000) feet from the end of track and sound whistle signal 14-M, before proceeding.

North Switch Italy Yard—Southward Movements:—Governed by the easterly of two semaphores located on right side of Alburgh Subdivision main track 1050 feet north of North Switch.

Northward Main Track Movements:—Governed by semaphore on right side of main track 1000 feet south of crossover.

Northward Movements out of Italy Yard:—Governed by ball signal located at switchman's cabin. Indication: One ball or one red light—Trains moving from freight yard may proceed.

YARD LIMIT BOARDS ARE LOCATED

St. Johns Yard:—884 feet south of outer main track switch Ibberville. North switch Italy Yard: 6155 feet north of Cabin No. 1.

MAIN TRACK CONNECTIONS BETWEEN STATIONS

East Swanton: Gravel pit, mileage 141.52. Remington Plant, mileage 139.91.

SPECIAL INSTRUCTIONS

St. Johns: Operator will register No. 332 and conductors need not leave a register ticket. Conductors of trains No. 21 and No. 307 need not register but will deliver a register ticket to the operator.

Ibberville—Lemoine: Lemoine, so designated by sign board, is C. N. R. station located at O.M.'s connection switch on siding at Ibberville 0.33 miles south of Ibberville station. Lemoine Subdivision trains will use "SIDING" between Ibberville and Lemoine, but have no time table authority. This siding must be kept clear for these trains.

Normal position of junction switch to siding at Lemoine is for Lemoine Subdivision.

Ibberville is a registering station for Lemoine Subdivision trains only.

Operator Ibberville will register all Lemoine Subdivision trains.

Highgate Springs: Siding may be found at any time blocked with cars.

Italy Yard Office: T. K.: Regular trains are not required to deliver register ticket at this point. Operator will register all regular trains.

ST. ALBANS TERMINAL FOOTNOTES

YARD LIMIT BOARDS ARE LOCATED

Richford Subdivision: 6200 feet north of Wye switch north of Aldis Street. North: 6100 feet north of Cabin No. 1. South: 5832 feet south of outer main track switch.

FIXED SIGNALS

Elm Street Cabin No. 2 Four Ball Signal: Governs movement of trains on Main track and freight lead; the confines are defined by signboards as follows: 200 feet north of Junction switch, Richford Subdivision. 150 feet north of Elm Street, West side of Main Track. 200 feet south of Gas Brook Bridge on west side of yard track.

Indication: One ball or one red light: Freight trains to or from Italy yard may proceed. Two balls or two red lights: Trains moving on main track from the north may proceed.

Three balls or three red lights: Trains from the South on Passenger tracks 1 and 2 may proceed. Four balls or four red lights: Trains to or from Richford Subdivision, may proceed.

All trains will approach this point under control prepared to stop clear of signboards unless proper signals are displayed. When no ball or light is displayed yard and engines moving to and from the engine house tracks will have right of track. Trains using the freight route at a time when ball signal is displayed for Passenger train, proceed via the freight route on a hand signal from the switchtender.

Semaphore Located 700 Feet North of Elm Street, West Side Main Track: Semaphore in clear position, Southward trains may pass. Semaphore in stop position, Southward trains must stop and not proceed until signal is clear; trains and engines may cross to and from freight yard and switching at Lipe's may be performed.

See page 5 for additional footnotes

ST. ALBANS TERMINAL FOOTNOTES

(Continued from Page 4)

Lake Street Crossing, Cabin No. 4. Three Ball Signal: One ball or one red light, northward freight trains will have right to freight lead between Lake Street and the Gas Brook Bridge. Three balls or three red lights, southward freight trains will have right to freight lead between Gas Brook Bridge and Lake Street Crossing. No ball or light is displayed switch engines may use the freight lead between Lake Street Crossing and the Gas Brook Bridge. Enginemen of southward freight trains will sound whistle, Signal 14-J, at Gas Brook Bridge for signals at Lake and Welden Street Crossings; should proper signals not be displayed, they will again sound whistle, Signal 14-J, at north end of passenger station.

Welden Street Crossing, Cabin No. 5. Three Ball Signal: One ball or one red light, trains from the south may proceed to Passenger Station or Lake Street. Two balls or two red lights, passenger trains from the north may proceed. Three balls or three red lights, freight trains from the north may proceed. When no ball or light is displayed switch engines may use the track between Lake Street and Welden Street crossings.

Semaphore at South End of Yard: Mileage 131.01 One arm upper quadrant two position blade governs movement of Northward trains. Rule 453 applies.

SPEED RESTRICTIONS

Trains in either direction must not exceed speed of twenty (20) miles an hour through crossovers at North Switch Italy Yard. Trains entering St. Albans station from the north on tracks Nos. 3 and 4 must not exceed speed of five (5) miles an hour over switches and into the train shed.

SPECIAL INSTRUCTIONS

St. Albans: Conductor of train No. 29 need not register at "SA" office, but will deliver a register ticket to the operator.

Elm Street, St. Albans: Switchtenders at Elm Street, St. Albans, will maintain a ten (10) minute interval between all southward freight-milk trains leaving Italy Yard. This interval shall be based on the time that rear of the preceding train passes Elm Street. Switchtenders will keep a book record of the times of such trains. This arrangement does not in any way modify the requirement of road cross maintaining the ten (10) minute interval at Italy Yard as between freight-milk trains leaving that point.

When trains are to pull through Coal Hole, switchtenders at Elm Street will position themselves in proper place and give enginemen "reduce speed motion", Rule 12-B, using a yellow flag by day and a yellow light by night.

Spacing of Passenger trains between Cabin No. 2 Elm Street and Passenger Station: Switchtenders at Elm Street must not permit any train to follow southward passenger trains until such preceding train has left the passenger station.

North Switch Italy Yard, Cabin No. 1—Main Track Elm Street, Cabin No. 2: All concerned will understand that irregular movements are not to be permitted over main track between Elm Street and North Switch Italy yard without a clear understanding is first had with and between the switchmen at these points.

Southward Movements: Switchtender north switch must not permit such movement southward until he has first personally arranged with switchtender at Elm Street to not permit any northward movement on this track until the southward movement arranged for is completed.

Northward Movements: Switchtender Elm Street must not permit such movement northward until he has first personally arranged with switchtender at North Switch that he will not permit any southward movement on this track until the northward movement arranged for is completed. Only one movement of any kind will be permitted at one time in either direction between Elm Street and North Switch.

Train and Yard Movements between Gas Brook and Welden Street; Cabins No. 2 and 4. The physical conditions through this portion of the yard are such that at times it is difficult to see and know what signals are displayed. Owing to this condition move with extreme caution through this locality and particularly around curve north of trainshed and opposite engine house to prevent any possibility of accident.

Engine bell must be sounded continuously by all movements on main track between North Switch Italy Yard and Naam Street.

Welden Street, Flashing Light Crossing Signal: Switching movements must not be permitted over this crossing except under the protection of the Flashing signal or by a member of the crew performing such movements.

Pusher Engines assisting trains from Italy Yard must be detached before passing over Lake Street crossing unless otherwise directed.

ROXBURY SUBDIVISION FOOTNOTES

ENGINE RESTRICTIONS

Locomotives must not use the following tracks: Richmond, Borden Company. Bethel, Bethel Granite Ry., 500 feet beyond the frog.

SPEED RESTRICTIONS

Passenger trains, except as otherwise directed, fifty-five (55) miles an hour, **Rounding Curves**, fifty (50) miles an hour.

Gas-Electric Cars, 145-147 748, fifty (50) miles an hour. Car 140, forty (40) miles an hour.

Engines of the 452 class in Passenger Service, fifty-five miles an hour and the 450 class forty-five (45) miles an hour.

Milk trains, forty-five (45) miles an hour.

Freight Trains, Engines with Caboose or Light Engine, except as otherwise directed, forty (40) miles an hour.

Essex Jct.: Trains in either direction must proceed with extreme care between first highway crossing north and first highway crossing south of Passenger Station.

Twenty (20) miles per hour at Junction switch connecting straight track and main track south end of yard.

Between Mileage 84 and Mileage 102, New Ballast Section, Passenger trains sixty (60) miles an hour ON STRAIGHT TRACK ONLY.

North Duxbury Detour: Forty-five (45) miles an hour.

North Duxbury: Mileage 00.4, curve north end of Bridge No. 74. Passenger trains forty five (45) miles an hour, freight trains thirty (30) miles an hour.

Bridge 39 Curve, North of East Granville: Between mileage 50.97 and 57.25. Passenger trains forty-five (45) miles an hour, freight trains thirty (30) miles an hour.

Blue Hill, South of Bethel: Thirty-five miles an hour.

BRIDGE RESTRICTIONS

Bridge No.	Mileage	Location	Engines				No. 700 C. N. 6000 C. N. 6100
			No. 600	No. 450 No. 460	No. 400 No. 418	No. 218 No. 230	
40	62	Roxbury Road Bridge (engine only)					
48	62.6	Randall's Bridge (engine only)	30	20			20

The speed over any bridge, for the engines specified, must not be exceeded by other engines of the same type that are not specified.

YARD LIMIT BOARDS ARE LOCATED

St. Albans: 583.5 feet south of outer main track switch. Essex Jct.: 543.1 feet north of outer main track switch and 542.6 feet south of outer main track switch. Montpelier Jct.: 575.0 feet north of outer main track switch and 329.9 feet south of outer main track switch. White River Jct.: 4000 feet north of entering switch.

MAIN TRACK CONNECTIONS BETWEEN STATIONS

Essex Jct.: Creamery track, Mileage 108.52. Waterbury: O'Clair and Anair Spur, Mileage 86.58. Riverton: Granite Co. track, Mileage 71.74.
Vermont Marble Co. track, Mileage 60.05. Northfield: Cross Bros. track, Mileage 67.93. Creamery track, Mileage 67.82.

SPECIAL INSTRUCTIONS

Terminal Clearance, must be obtained by first and second class trains at Essex Jct. and by all trains at Montpelier Jct.

Sounding Whistle: Trains must sound whistle, Signal 14-L, approaching Slip Hill, Blue Hill and Rocky Mountain to warn trackmen.

See Page 6 for additional footnotes

Westward Inferior Direction		ALBURGH SUBDIVISION		Eastward Superior Direction	
			TIME TABLE No. 12 Effective April 30, 1939		
			STATIONS		
			Jet. with St. Armand Sub.		
			NORTH SWITCH ITALY YARD		
			3.89		
			FONDA		
			3.62		
			SWANTON	T	W
			6.69		
			EAST ALBURGH	T	B W Y
			Jet. with C. N. R. Alexandria Sub.		
			3.56		
			ALBURGH	T	
			2.74		
			WEST ALBURGH		
			1.35		
			ROUSES POINT	T	W Y
			Jet. with C. N. R. Rouses Point Sub.		

ALBURGH SUBDIVISION FOOTNOTES

Alburgh Subdivision mile post 0.00 is located 136 feet east of Fonda Station.

Engine Restrictions

C. V. 700 and C. N. 6000 and 6100 class engines must not operate between East Alburgh and Rouses Point, excepting that these engines may operate between junction switch at East Alburgh and to a point one mile west thereof at a speed of ten (10) miles an hour when necessary for the purpose of meeting trains.

Speed Restrictions

Passenger trains between North Switch Italy Yard and Lakewood, Mileage 9.43; fifty-five (55) miles an hour on straight track and fifty (50) miles an hour rounding curves. Between East Alburgh and West Alburgh; thirty-five (35) miles an hour.

Freight trains, engines with caboose, or light engines thirty (30) miles an hour.

Jewett Bridge No. 21 MP 19.81. Engines of the 400 to 600 class inclusive twenty (20) miles an hour. C. N. 3200 to 3524, 3700 class inclusive fifteen (15) miles an hour and C. V. 700 and C. N. 6000 and 6100 class ten (10) miles an hour.

Trestle Bridge between Lakewood and East Alburgh. C. V. 700 and C. N. 6000 and 6100 class engines ten (10) miles an hour. All other trains fifteen (15) miles an hour.

Trestle Bridge between West Alburgh and Rouses Point, ten (10) miles an hour.

Fixed Signals

North Switch Italy Yard—Eastward Movements:—Governed by the westerly of two semaphores located on right side of Alburgh Subdivision main track 1000 feet north of switchman's cabin.

Movements out of Italy Yard:—Governed by signals as shown under St. Armand Subdivision footnotes.

Lakewood and East Alburgh Draw Bridge over Missisquoi Bay: Not interlocked. Distance semaphores located each end trestle. Home semaphores each end of Draw.

Alburgh. Semaphores Located 1000 feet West and 1000 feet East of Alburgh Station for the Protection of Rutland Trains while Occupying Central Main Track at the Station: Semaphore arm horizontal by day and in addition a red light by night, gives Rut. R. K. trains right to use C. V. Ry. main track at station east to the east switch of the passing track. When stop signal is displayed C. V. Ry. trains will stop and must not proceed until signal is clear.

Alburgh: Railway Crossing at Grade with the Rutland Railway, Not Interlocked. Pole Target Signal 200 feet west of the passenger station. Arm in diagonal position and two red lights C. V. Ry. trains have the right to cross; arm in a horizontal position and two red lights Rut. R. K. trains have the right to cross.

West End of Alburgh Yard: Semaphore located 700 feet west and 700 feet east of the crossover, arm in horizontal position by day, and in addition a red light by night indicates stop. Trains must stop and not proceed until signal is clear.

West Alburgh and Rouses Point Draw Bridge over Lake Champlain: interlocked. Semaphores located 480 feet east and 530 feet west of drawbridge. A red arm in horizontal position, and in addition, a red light by night, indicates "Stop". A red arm at an angle of forty five (45) degrees or more below horizontal position, and in addition at green light by night, indicates "Proceed". Trains must proceed at a restricted speed approaching drawbridge and engineers must sound whistle fifteen hundred (1500) feet before reaching drawbridge, work as little steam as possible while crossing. During period navigation is open green light will be shown at top of drawbridge when draw is in position for train to cross. Red lights will be shown at top of drawbridge when draw is open.

Rouses Point Trestle Gauntlet Track: The operation of trains over the Central Vermont Railway main track between the north yard limit board, Alburgh, and the south yard limit board, Rouses Point, is under the control of the Rutland Railroad Superintendent. Central Vermont Railway trains must not move over this territory without first receiving train orders and Clearance Form "A" of Rutland Railroad issuance, with information that the block is clear and authorizing the movement.

Train orders will be issued to Central Vermont Railway trains by Rutland Railroad train dispatchers, giving exclusive right over all trains between Alburgh and Rouses Point. Central Vermont Railway trains must register, and also check bulletin boards and books, at Rutland Railroad station, Rouses Point, and joint station, Alburgh.

Yard Limit Boards are Located

North Switch Italy Yard: 6100 feet north of Cabin No. 1.

Swanton: 5384 feet east of outer main track switch and 5312 feet west of outer main track switch.

East Alburgh: 5575 feet east of outer main track switch and 4079 feet west of outer main track switch.

Alburgh: 2033 feet east of switch to freight house track and 177 feet west of outer main track switch.

Rouses Point: 1812 feet east of C. N. R. connection.

Main Track Connections Between Stations

Fonda: Lime Kiln spur, mileage 136.71

Lakewood: spur, mileage 8.68

East Rouses Point: trestle track, mileage 15.78, capacity 33 cars.

Special Instructions

Alburgh Subdivision trains in either direction will not be required to obtain terminal clearance at North Switch Italy Yard.

Rouses Point: Lake Street Crossing: Crossing must be protected by a member of the crew performing movements over the crossing, except first class trains. All movements must be made at restricted speed. Lake Street is the first grade crossing east of the Rutland R. R. passenger station.

Swanton: St. J. & L. C. Railroad, for the purpose of taking cars from or placing cars on the Central Vermont Railway tracks, may use Central Vermont Railway tracks from the connection with the St. J. & L. C. Railroad east of the passenger station to the freight house track under protection of yard Rule No. 93.

Central Vermont Railway, Inc., for the purpose of taking cars from or placing cars on interchange track and industrial sidings, may use the St. J. & L. C. Railroad tracks east switch to siding to the passenger station, under protection of Yard Rule No. 93.

East Alburgh: Junction switch with the C. N. R. Alexandria Subdivision is located at the west end of the trestle, operated by the telegraph operators when on duty. Normal position of the switch is for that subdivision. C. V. Ry. trains from the west must stop 100 feet west of the junction switch. Passing siding East Alburgh blocked with cars.

NORTHWARD

RICHFORD SUBDIVISION

SOUTHWARD

Inferior Direction

TIME TABLE NO. 12

Effective April 30, 1939

Superior Direction

Inferior Direction		Miles from St. Albans	Car Capacity of Sidings	STATIONS		Train Order and Telephone Office	Symbols	Superior Direction		
					Jer. with St. Armand and Roxbury Subs.					
				Yard	ST. ALBANS	T	CKW			
		4.22	10		GREENS CORNERS					
		8.59	5		SHELDON SPRINGS		W			
		10.11	8		SHELDON JCT.					
		12.47	14		NORTH SHELDON					
		17.67	14		ENOSBURG FALLS	T				
		22.89	9		EAST BERKSHIRE					
		27.35	Yard		RICHFORD	T	RYW			

RICHFORD SUBDIVISION FOOTNOTES

Mile post 0.00 is junction with main line near Elm St., St. Albans.

Rule 42 is applicable:

Rule 27; Lights will not be displayed on switches and train order signals from Sunset to Sunrise.

Engine Restrictions

Engines heavier than the 460 class must not operate.

Speed Restrictions

Passenger trains twenty-five (25) miles an hour. Freight trains twenty (20) miles an hour. Engines of 400, 410, 450, and 460 class, twenty (20) miles an hour. Classes of engines ten (10) miles an hour over Bridge 44 C. P. R. connection Richford, 450 and 460 class engines ten (10) miles per hour on reverse curves between mile post and mile post 21.36 near Samsonville.

Yard Limit Boards are Located

St. Albans—6200 feet north of wye switch north of Aldis Street. Richford—1160 feet south of the south wye switch.

Main Track Connections Between Stations

Greens Corners: Chadwick Hill passing track, mileage 5.59, capacity 11 cars. Enosburg Falls: Oil Tank spur, mileage 17.02. East Berkshire: Loading Siding, mileage 22.43. Richford: spur track, mileage 26.68. C. P. Railway connection, mileage 26.94. C. P. Railway connection, mileage 27.13.

Special Instructions

Sheldon Junction, Railway Crossing at Grade with St. Johnsbury and Lake Champlain R. R. Not Interlocked. Trains must stop 100 feet from crossing and sound whistle, Signal 14-M before proceeding.

For Movement Through St. Albans Terminal See Foot notes Pages 4 and 5

WESTWARD		WINOOSKI SUBDIVISION		EASTWARD	
Inferior Direction		TIME TABLE NO. 12		Superior Direction	
		Effective April 30, 1939			
		STATIONS			
			Jer. with Roxbury Sub.		
		7.07	ESSEX JCT.	T	WY
		5.85	FORT ETHAN ALLEN		
		3.93	WINOOSKI	T	
		0.12	BURLINGTON	T	CKW

WINOOSKI SUBDIVISION FOOTNOTES

Engine Restrictions

700 class must not operate.

Special Instructions

Terminal Clearance must be obtained by all trains at Burlington and Essex Junction.

Speed Restrictions

Passenger trains twenty-five (25) miles an hour. Freight trains twenty (20) miles an hour. 400-450-460-500 and 600 class engines twenty (20) miles an hour and fifteen (15) miles an hour crossing Bridge No. 5, old bridge, Winooski Gorge.

Movements through Winooski, either direction twenty (20) miles an hour between Hood's Highway crossing east of the station and the highway crossing immediately west of the station.

Miles post 0.00 is southerly limit of joint section, located west of Burlington passenger station.

Crews having occasion to use the Rutland Main Line at Burlington must first check the Rutland Register against the current Rutland time table in order to make sure that such Rutland Railroad trains as may be due are properly cleared in accordance with the rules.

WINOOSKI SUBDIVISION FOOTNOTES

(Continued from Page 8)

Interlocking, Special and Fixed Signals

BURLINGTON-INTERLOCKED. Governs the movement of C. V. Ry. and Rut. R. R. trains through Burlington Yard. Signal station located south of the C. V. Ry. tank east of the main tracks. Interlocking rules as contained in C. V. Ry. operating code are applicable.

Westward or Southward Caution Signals, governing C. V. Ry. and Rut. R. R. trains, are located approximately 2056 feet north of the Signal Station on masts west of the respective main tracks.

Indications—A yellow arm with forked end in horizontal position and in addition a yellow light by night: "Proceed with caution prepared to stop at next signal."

Color-Light Westward or Southward Home Signals, governing movements of C. V. Ry. and Rutland R. R. trains are located directly over the main tracks on a bridge 400 feet north of the Signal station.

Rutland Railroad Indications—A red light over a red light—"Stop." A green light over a red light—"Proceed Track 2." A red light over a yellow light—"Proceed at restricted speed prepared to stop; any route."

Central Vermont Railway Indications—A red light over a red light—"Stop." A red light over a green light—"Proceed at slow speed, track 2." A red light over a yellow light—"Proceed at restricted speed prepared to stop; any route."

Color-Light, Eastward or Northward Home Signals, governing movements of C. V. Ry. and Rutland R. R. trains, is located 380 feet south of Signal Station on a mast east of the main tracks.

Indications—A red light over a red light—"Stop." A green light over a red light—"Proceed C. V. Ry. Main Track." A red light over a green light—"Proceed at restricted speed, Rut. R. R. Main Track." A red light over a yellow light—"Proceed at restricted speed, prepared to stop; any route."

Dwarf Signals, governing movements of C. V. Ry. and Rut. R. R. trains, against the current of traffic on main track No. 2 north of the second crossover between track Nos. 1 and 2 north of College Street, are located between tracks No. 1 and No. 2 south of the Signal Station.

Dwarf Signals, governing Yard movements and movements from the yard to the main tracks, are located at various points within the limits of the Interlocking Plant.

Indications—A red arm in horizontal position, and in addition, a purple light by night, "Stop." A red arm 45 degrees above horizontal, and in addition a yellow light by night, "Proceed at restricted speed, prepared to stop; any route."

BURLINGTON—Signal Protecting Movement of Trains Through Tunnel—one arm upper quadrant semaphore, track circuit, located 1400 feet west and 1130 feet east of Tunnel. Blade in horizontal position or red light, "Stop." Perpendicular or green light, "proceed."

Yard Limit Boards are Located

Burlington—1636 feet east of east switch to east crossover in track No. 1. Essex Junction 1038 feet west of Winooski Subdivision Wye switch.

Main Track Connections Between Stations

Winooski: Lime Kiln track, mileage 4.43. Screen Co. track, mileage 3.24. Fort Ethan Allen: Fort track, Mileage 6.09.

Special Instructions

Burlington Station Joint Section—600 feet north of College Street to a point just north of slip switch at King Street; There are six (6) tracks at the station, designated as follows:—Nos. 1-2-3-4 and North and South Spurs, No. 1 being the through track nearest station, No. 2 first track west of No. 1, No. 3 first track west of No. 2, and No. 4 first track west of No. 3, North spur, the track east of No. 1 track, north station, and South spur east of No. 1 track south of the station. Tracks 1 and 2 are main tracks, and will be operated as double track between Junction of these tracks at switch just south of King Street and junction of the C. V. Ry. and Rut. R. R. at crossovers operated by interlocking tower. The current of traffic on No. 1 track is northward and on No. 2 track is southward. Freight trains in both directions will use yard track No. 4 between slip switch south of King Street and the junction with yard track 3 at College St., yard track 3 between there and junction with main track 2; track 2 between there and first crossover north. Freight trains must not use tracks 1 and 2 through passenger station without special instructions on account of overhead bridge. Southward Rut. R. R. passenger trains will use No. 2 track and northward passenger trains will use No. 1 track unless otherwise directed. Normal position of switch at junction between tracks 1 and 2 at south end of station will be for track 1. C. V. Ry. northward passenger trains will depart from track 1, or the north spur, and southward passenger trains will enter station on track 2 unless otherwise directed by station master—as for instance will be the case with the C. V. Ry. trains being put on yard track 3 when making connection with Rut. R. R. southward trains, so that passengers and baggage may be transferred directly across the island platform. If the north spur is used to receive C. V. Ry. southward trains the movement from track 2 to track 1 must be made through crossover just north of College Street, protecting while crossing No. 1 track. When track 2 is occupied at Union station, crews of inbound trains will let themselves in on No. 3 track using No. 2 track from the tower to that switch. C. V. Ry. and Rutland R. R. mixed trains will use track 3 at station. Normal position of switch connecting tracks 3 and 4 at College Street will be for track 4. All trains will enter and move through the station joint section under control. Before entering on or following the Rut. R. R. main track at King Street the first highway crossing south of the Union Station, conductors will check the Rut. R. R. train register to know that all due or overline first class Rut. R. R. trains have arrived and left and ascertain from the telegraph operator on duty whether the line is clear to make move and notify the operator when the movement has been completed.

Winooski—Passing siding may be found, at any time, blocked with cars.

Fort Ethan Allen—Switching movements over main highway crossing on Fort track must be protected by a member of the train crew performing such movements.

Essex Junction—The Winooski Subdivision end of the so-called "Straight Track" will be considered the entering switch for trains arriving on Winooski Subdivision.

ESSEX JCT.: FOR MOVEMENT THROUGH ESSEX JCT. SEE ROXBURY SUBDIVISION FOOTNOTES, PAGE 6.

ENGINE RATINGS WINOOSKI SUBDIVISION

Westward	Between	Car Adj.	Rating	Eastward	
				460-475 without booster 450-455	460-475 with booster
	BURLINGTON and ESSEX JCT.	5	A	1300	1525
CAR LIMIT				When Assisted Thru Burlington Tunnel	
				1700	1990

In making up trains, add the adjustments to the actual weight of each car in tons as the car weights are added up until the sum of the actual car weights and the adjustment equals the adjusted rating that applies. For example, 20 ton cars should be counted as 25 tons, 30 ton cars as 35 tons, etc. until the required tonnage is obtained.

BARRE SUBDIVISION FOOTNOTES

(Continued from Page 10)

Montpelier Interchange of Cars, Etc., by the Montpelier and Wells River R. R. to the Central Vermont Ry.

The M. & W. R. R. switcher may use the C. V. Ry. main track between the M. & W. R. R. and C. V. Ry. passenger stations under protection of yard rule No. 93. Before making such movement the M. and W. R. R. switching crew must ascertain from the C. V. Ry. operator at Montpelier whether all due or overdue first and second class C. V. Ry. trains have arrived and left and the line is clear to make the move. They must have a copy of the C. V. Ry. current timetable and be amendable to other rules and regulations while on C. V. Ry. territory.

Irregular Movements Between Montpelier and Montpelier Junction.

Permission card must be obtained by the Conductor or Engineman in charge from the operator in the direction they are to move before any irregular movements may be made northward or southward between Montpelier and Montpelier Junction and will be governed by yard rule No. 93.

NORTHWARD INFERIOR DIRECTION		WILLIAMSTOWN SUBDIVISION				SOUTHWARD SUPERIOR DIRECTION	
		Miles from Montpelier Jct.	Car Capacity of Stalling	TIME TABLE NO. 12 Effective April 30, 1939		Train Order and Telephone Office	Symbols
				STATIONS			
		13.93		WILLIAMSTOWN	4.24	P	
		9.69		SOUTH BARRE	3.04		
		6.65		BARRE JCT. Jct. with Barre Sub.			

WILLIAMSTOWN SUBDIVISION FOOTNOTES

Rule 27, lights will not be displayed on switches and train order signals from sunset to sunrise. Rule No. 42 is applicable.

Engine Restrictions

Engines heavier than 18% (209 class) must not operate except that the 387 class may operate between Barre Jct. and South Barre.

Speed Restrictions

Trains must not exceed fifteen (15) miles an hour.

Yard Limit Boards Are Located

Barre, 1154 feet south of Barre Junction Switch.

TRAIN ORDER OFFICES ASSIGNED HOURS

ST. ARMAND AND ROXBURY SUBDIVISIONS

STATIONS	WEEK DAYS	SUNDAYS
St. Johns	Continuous	Continuous
Iberville	6.15 A. M. to 4.15 P. M.	Closed
St. Alexander	8.00 A. M. to 5.00 P. M.	Closed
Des Rivieres	6.15 A. M. to 3.15 P. M.	Closed
Stanbridge	8.00 A. M. to 5.00 P. M.	Closed
St. Armand	{6.00 A. M. to 2.00 P. M.} {2.45 P. M. to 10.45 P. M.}	{6.00 A. M. to 2.00 P. M.} {2.45 P. M. to 10.45 P. M.}
North Switch, Italy Yard	3.00 P. M. to 11.00 P. M.	3.00 P. M. to 11.00 P. M.
St. Albans { Italy Yard Passenger Station	Continuous	Continuous
Milton	{6.30 A. M. to 3.15 P. M.} {3.15 P. M. to 12.00 Night}	{6.30 A. M. to 3.15 P. M.} {3.15 P. M. to 12.00 Night}
Essex Jct.	Continuous	Continuous
Richmond	7.00 A. M. to 10.00 P. M.	7.00 A. M. to 10.00 P. M.
Waterbury	Continuous	Continuous
Middlesex	8.00 A. M. to 5.00 P. M.	Closed
Montpelier Jct.	Continuous	Continuous
Northfield	{6.00 A. M. to 5.00 P. M.} {9.30 P. M. to 5.30 A. M.}	{6.00 A. M. to 5.00 P. M.} {9.30 P. M. to 5.30 A. M.}
Roxbury	Continuous	Continuous
Randolph	Continuous	Continuous
Bethel	{8.00 A. M. to 5.00 P. M.} {9.00 P. M. to 5.00 A. M.}	{8.00 A. M. to 5.00 P. M.} {9.00 P. M. to 5.00 A. M.}
South Royalton	Continuous	Continuous
West Hartford	9.00 A. M. to 6.00 P. M.	Closed
White River Jct. { Yard Passenger Station	Continuous	Continuous

ALBURGH SUBDIVISION

Swanton	7.00 A. M. to 4.00 P. M.	Closed
East Alburgh	{8.00 A. M. to 4.00 P. M.} {12.00 Night to 8.00 A. M.}	{8.00 A. M. to 4.00 P. M.} {12.00 Night to 8.00 A. M.}
Alburgh	Continuous	Continuous
Rouses Point	9.00 A. M. to 5.00 P. M.	9.00 A. M. to 5.00 P. M.

RICHFORD SUBDIVISION

Enosburg Falls	8.00 A. M. to 5.00 P. M.	Closed
Richford	8.00 A. M. to 5.00 P. M.	Closed

BARRE AND WILLIAMSTOWN SUBDIVISION

Montpelier Junction	Continuous	Continuous
Montpelier	7.30 A. M. to 12.30 A. M.	4.30 P. M. to 12.30 A. M.
Barre	7.40 A. M. to 11.40 P. M.	3.40 P. M. to 11.40 P. M.

WINOOSKI AND CAMBRIDGE SUBDIVISION

Burlington	Continuous	Continuous
Winooski	7.00 A. M. to 4.00 P. M.	Closed
Essex Jct.	Continuous	Continuous

Dispatcher's emergency phones have been installed on telegraph poles at locations indicated below. These may be used as occasion requires.

1.	Located at M. P.	3.62 Swanton
2.	" " "	137.44 Fonda
3.	" " "	114.5 South of Milton
4.	" " "	112.01 North Switch, Colchester
5.	" " "	104.24 Williston Station
6.	" " "	89.46 South end of North Duxbury Detour
7.	" " "	83 South of High Ledges, south of Waterbury
8.	" " "	64 South of Northfield
9.	" " "	57 South of Roxbury
10.	" " "	25 South of overhead bridge No. 15, south of Sharon.
11.	" " "	20.33 South of West Hartford.

TRACK ASSIGNMENTS—EFFECTIVE SUNDAY, APRIL 30, 1939

ST. ALBANS PASSENGER STATION

Occupy Track No. 1	Occupy Track No. 2	Occupy Track No. 3
No. 21 No. 332 No. 307 No. 409 (Gas Equipment) No. 20 +	No. 325 No. 302	No. 320 No. 409 (Steam Equipment) No. 305

No. 4 Track used as "Storage Track"

FIRST CLASS				Miles from New London	Car Capacity or Bldings	SYMBOLS	Train Order Office Telephone	TIME TABLE NO. 12		STATIONS	FIRST CLASS			
Mixed								Effective April 30, 1939			Mixed			
Daily Ex. Sun.								Daily Ex. Sun.						
										L NEW LONDON				
								1.00		EAST NEW LONDON				
				1.09	Yard	CKW	T	5.09		MONTVILLE				
								6.07		THAMESVILLE				
				12.07	42		P	1.13		NORWICH				
				13.20	46	W	T	3.71		YANTIC				
				16.91			T	.45		FITGHVILLE JCT.				
				17.36			P	5.53		LEBANON				
				22.89	28		T	3.21		SOUTH WINDHAM				
				25.10	29		T	3.54		WILLIMANTIC				
				29.64	29	W	T	5.12		SOUTH COVENTRY				
				34.76	56		T	1.56		EAGLEVILLE				
				36.32				2.09		MANSFIELD				
				38.32	27	W	T	1.65		MERROW				
				39.97	11			2.27		SOUTH WILLINGTON				
				42.24			P	1.75		WEST WILLINGTON				
				43.99	45		T	5.67		STAFFORD				
				49.66	33	W	T	5.26		STATE LINE				
				55.92	49		P	5.88		MONSON				
				61.00	49			3.95		L PALMER				
				64.95	Yard	CKW	T	2.71		THREE RIVERS				
				67.69			P	1.71		BARRETT'S				
				69.40	44		P	3.86		CANAL JCT.				
				73.26			R	1.75		Belchertown				
				75.01	45		T	6.61		NORWOTTUCK				
				81.62			R	3.13		Amherst				
				84.75	63	W	T	2.88		CUSHMAN				
				87.63	3			2.69		LEVERETT				
				90.32	62		P	5.67		MONTAGUE				
				95.99	44			3.68		MILLERS FALLS				
				99.67	34		T	2.86		NORTHFIELD FARMS				
				102.53				5.83		NORTHFIELD				
				108.36	41		T	2.19		EAST NORTHFIELD				
				110.55	44	KW	T	5.17		VERNON				
				115.72	30		CK	5.37		BRATTLEBORO				
				121.09	Yard	WY	T			Amherst				

All train movements handled by B. & M. Railway, B. & M. timetables and train rules govern.

All train movements handled by B. & M. Railway, B. & M. time tables and train rules govern.

ADDITIONAL STATIONS

No. 1 will stop on signal at Norwichtown mileage 14.07, to exchange U. S. Mail.

See pages 15 and 16 for additional footnotes.

WILLIMANTIC SUBDIVISION FOOT NOTES

ENGINE RESTRICTIONS

Engines of the 700 class must not operate.

SPEED RESTRICTIONS

PASSENGER TRAINS, except as otherwise directed forty-five (45) miles an hour.

GAS-ELECTRIC CARS, 146, 147, 148 fifty (50) miles an hour. Car 149 forty (40) miles an hour.

FREIGHT TRAINS, Engine with caboose or light engine, New London and Stafford thirty-five miles an hour; Stafford and Palmer thirty (30) miles an hour.

NEW LONDON, Ten (10) miles and hour, between Fourth Street Crossing and Union Passenger Station.

PALMERTOWN BRANCH, Eight (8) miles and hour, and six (6) miles an hour around curves.

NORWICH DOCK WALL between mileage 12.86 and 13.14: All trains twenty (20) miles and hour.

FITCHVILLE BRANCH, Eight (8) miles an hour.

WILLIMANTIC: Ten miles an hour thru crossovers at Bridge Street.

MANSFIELD, eight (8) miles an hour, and six (6) miles an hour around curves, on Colony track.

STAFFORD CURVE, in Stafford Yard, Mileage 49.43 to 49.96: All trains twenty (20) miles an hour. Southward trains must not exceed 40 miles an hour from Rhode Island mill crossing to Converse Street, mileage 49.96.

PALMER YARD, Passenger Trains twenty (20) miles an hour. Freight Trains ten (10) miles an hour.

BRIDGE RESTRICTIONS

Bridge No.	Mileage	ALL ENGINES		Bridge No.	Mileage	ENGINES	
		450-460	400-418			450-460	400-418
8	5.2	10		43	42.1	15	15
20	14.0		20	64	59.9	10	15

The speed over any bridge, for the engine specified, must not be exceeded by other engines of the same type that are not specified.

FIXED SIGNALS

East New London: One Arm Upper Quadrant Semaphore Two Position Blade North End of Yard, governs movement of Southward Trains Normal position 45° or yellow light, proceed with caution.

Willimantic: Railway Crossing at Grade with the N. Y. N. & H. R. R. Not interlocked. Double Arm Mast Signal. Signal Located North of Bridge Street Crossing One Half Mile North of Station: Trains must stop not less than 200 feet and not more than 800 feet from signal. C. V. Ry. movements and movements to or from Hartford Division route, must sound whistle signal 14-M. Movements to or from New Haven Division route, must sound whistle signal 14-Q. The Upper arm in a perpendicular position, or two green and two red lights, Central Vermont Ry. movements may proceed. Upper arm in a diagonal position or two green lights Hartford Division movements may proceed. The lower arm in a diagonal position or two red lights, and the Upper arm in a horizontal position or two green and one red light, New Haven Division movements may proceed. Both arms in a diagonal position or two green and one red light on upper arm and two red, lights on lower arm, all movements must stop.

Palmer: Railway Crossing at Grade with the B. & A. R. R. Not Interlocked. One arm lower quadrant two position blade semaphores. One located south of the B. & A. Main tracks governing northward movements for the C. V. Railway. The other located north of the B. & A. Main tracks governing southward movements for the C. V. Railway. Trains must stop within 500 feet of the crossing. The arm in a diagonal position or a green light Central Vermont movements may proceed. The Arm in a horizontal position or a red light, Boston & Albany movements may proceed.

YARD LIMIT BOARDS ARE LOCATED

East New London: at mileage 1.33 or 184.8 feet north of north switch to Thames Lumber Company. Willimantic: 4202 feet north of north switch C. V. Yard (gas track) and 2577 feet south of Bridge No. 33. Palmer: 4501 feet north of M. P. No. 63 and 2207 feet south of entering switch.

MAIN TRACK CONNECTIONS BETWEEN STATIONS

Mileage		Mileage		Mileage	
2.0	Thames River Marine Shipyard Co.	10.8	Morse's Pit.	24.5	Farm Supply, Spur 4 cars
3.4	Tidewater Oil Co., West.	12.6	Yantic Grain Co. Spur.	31.3	Columbia Siding, So. N. E. Tel & Tel Co.
7	Doyle's Pit.	12.8	Yantic Grain Co. Spur.	38.4	Colony Track, Conn. State School, 1 mile.
7	Dart & Bogue Spur.	14.2	Falls Mfg. Co. Spur, 9 cars.	50.35	Rhode Island Worsted.
14	Eastern Conn. Power Co.	16.5	Yantic Grain Co., Spur 2 cars.	59.9	So. Monson Depot track.
6.0	Palmertown Branch, 2.62 miles.	17.4	Fitchville Branch, 1.64 miles.	60.5	Squires Coal Co., 8 cars.

See Page 16 for additional footnotes

WILLIMANTIC SUBDIVISION FOOTNOTES

Continued from page 15

SPECIAL INSTRUCTIONS

New London: The N. Y. N. H. & H. R. R. switcher may operate between Atlantic St. and Hallam St. under C. V. Ry. Rule 93.

Montville Switcher: The conductor holding a work order between $\frac{1}{2}$ mile north of Montville and East New London, must leave a message in writing with the operator at Montville stating where he will be working after leaving Montville, which will be the only authority for the operator to give "proceed" signal to any train coming within the working limits.

Palmetown and Fitchville Branch: Switching movements over all highway crossings must be protected by a member of the crew performing such movements.

Yantic, Main Highway Crossing, Mileage 16.88: Flashing light signal automatically locks when rear of train proceeding on main track, passes the signal remaining locked until rear of train has passed end of block sign 1240 feet north and 2000 feet north of the signal. Rear of train having passed the crossing, entire train must first clear the end of block sign before reverse movement can be made, except crossing may be protected by a member of the crew performing such movement.

Trains taking siding to meet trains, must not back out onto main track until rear of the train to be met, has passed clear of the signal circuit, except crossing may be protected by a member of the crew performing such movement. Switching movements over crossing on main or passing track must be protected by a member of the crew performing such movements.

Willimantic: Trains must obtain a terminal clearance at Bridge St.

Mansfield: Colony track switching movements over all highway crossings must be protected by a member of the crew performing such movements. Northward trains using Colony track as a passing track, must either protect crossing by a member of the crew or wait until southward train clears block, before proceeding. Trains performing work must cut off train on either side of block to prevent crossing signal from flashing continuously.

Palmer: Dublin St. Crossing: Switching movements over crossing must be protected by a member of the crew performing such movements.

AMHERST SUBDIVISION FOOTNOTES

ENGINE RESTRICTIONS

Engines of the 700 class must not operate.

SPEED RESTRICTIONS

PASSENGER TRAINS, except as otherwise directed between East Northfield and Palmer forty five (45) miles an hour.

GAS ELECTRIC CARS 146-147-148 fifty (50) miles an hour. Car 149 forty (40) miles an hour.

FREIGHT TRAINS engine with caboose or light engine East Northfield and Palmer thirty-five (35) miles an hour.

THREE RIVERS fifteen (15) miles an hour around first curve north of station.

BARRETT'S fifteen (15) miles an hour over Diamond.

BRIDGE RESTRICTIONS

Bridge No.	Mileage	All Engines	ENGINES		Bridge No.	Mileage	ENGINES	
			450-460	400-418			450-460	400-418
731 $\frac{1}{2}$	65.0	10						
74	65.1		20	20	86	95.1	20	20
74 $\frac{1}{2}$	65.9		20	20	90	99.0	10	10
83	87.0	10			95	109.1	25	25

The speed over any bridge, for the engines specified, must not be exceeded by other engines of the same type that are not specified.

FIXED SIGNALS

East Northfield: Railway Crossing at Grade with the B. & M. R. R.; Interlocked. Movements through the interlocking Zone are governed by B. & M. R. R. interlocking and Signal Control Signal Rules.

YARD LIMIT BOARDS ARE LOCATED

Palmer 4501 feet north of M. P. 65 and 2207 feet south of entering switch. Millers Falls: 1575 feet north of entering switch and 2361 feet south of entering switch. East Northfield: 1163 feet north of entering switch and 1033 feet south of entering switch.

MAIN TRACK CONNECTIONS BETWEEN STATIONS

Mileage 66.3—Wickwire Spencer Wire Co. Mill Yard. Mileage 69.40 Boston Duck Co. Industrial Spur. Mileage 75.3 State Asylum, Belchertown.

SPECIAL INSTRUCTIONS

B. & M. Trains may operate between Canal Jct. and Norwottuck: governed by C. V. Ry. operating rules, special instructions and train orders issued at East New London, Conn. Southward trains must receive train orders at B. & M. station Amherst and Northward trains at Bondsville, or other stations. Dispatchers telegraph boxes are located at Canal Jct. and Norwottuck and B. & M. trains must register at these points and must call Central Vermont Railway dispatcher before entering any Central Vermont tracks. Before entering upon or fouling the Central Vermont track at Canal Jct. or Norwottuck B. & M. crews must protect such movement by flag. Outlined in Central Vermont Railway operating rule No. 99. A supply of C. V. Ry. ten minute red fuses are available at the agent's office, Belchertown, Mass. and the B. & M. crews will secure their supply from this source.

Millers Falls: Switching movements over highway crossing at freight house must be protected by a member of the crew performing such movements.

NORTHWARD

WINDSOR SUBDIVISION

Miles from end of track, Windsor	Car Copy of Sdgs.	SYMBOLS	Train Order and Telephone Offices	TIME TABLE NO. 12		FIRST CLASS												
				Effective April 30, 1939		733	703	7051	73	77	7055	717	79	7059				
				Jct. with B. & M. R. R.														
				WINDSOR														
0.73	N50 S48		T	HARTLAND 4.37														
5.09	104		T	EVARTS 4.76														
9.85	105		T	WHITE RIV. JCT., YD. OFFICE (B&M) 4.23														
14.08	Yard	CKW	T	WHITE RIVER JCT., ⁷²														
14.81	Yard	CKW	T	Jct. with B. & M. R. R.														
						733	703	7051	73	77	7055	717	79	7059				

All train movements handled by B. & M. Railway
B. & M. time tables and train rules govern

SOUTHWARD

Miles from end of track, Windsor	Car Copy of Sdgs.	SYMBOLS	Train Order and Telephone Offices	TIME TABLE NO. 12		FIRST CLASS												
				Effective April 30, 1939		732	7052	78	712	70	72	74	728	7060				
				WHITE RIVER JCT.														
				Jct. with B. & M. R. R.														
14.81	Yard	CKW	T	WHITE RIV. JCT., YD. OFFICE (B&M) 4.23														
14.08	Yard	CKW	T	EVARTS 4.76														
9.85	105		T	HARTLAND 4.37														
5.09	104		T	WINDSOR														
0.73	S48 N50		T	Jct. with B. & M. R. R.														
						732	7052	78	712	70	72	74	728	7060				

All train movements handled by B. & M. Railway
B. & M. time tables and train rules govern

One mile post 0.00 is the beginning of line at North end of Connecticut River Bridge, south of Windsor.

TRAIN ORDER OFFICES ASSIGNED HOURS

WILLIMANTIC AND AMHERST SUBDIVISIONS

STATIONS	WEEK DAYS	SUNDAYS
East New London	Continuous	Continuous
Montville	8.00 A. M. to 5.00 P. M. 5.00 A. M. to 1.00 P. M.	Closed
Norwich	7.00 P. M. to 9.00 P. M.	Closed
Yantic	8.00 A. M. to 5.00 P. M.	Closed
Lebanon	5.30 A. M. to 2.30 P. M.	Closed
Willimantic, Bridge Street	Continuous	Continuous
South Coventry	7.00 A. M. to 4.00 P. M.	Closed
Mansfield	6.10 A. M. to 3.10 P. M.	Closed
West Willington	6.20 A. M. to 3.20 P. M.	Closed
Stafford	7.00 A. M. to 6.00 P. M.	Closed
Palmer	Continuous	Continuous
Belchertown	7.30 A. M. to 4.30 P. M.	Closed
Amherst	6.00 A. M. to 4.00 P. M.	Closed
Millers Falls	Continuous	Continuous
Northfield	6.00 A. M. to 3.00 P. M.	Closed
East Northfield	Continuous	Continuous
Brattleboro	Continuous	Continuous

Dispatchers emergency telephones are available at locations indicated below. These may be used as occasion requires.

M.	M. P.	1.	East New London Yard	9.	At M. P.	36.32	Eagleville Station	17.	At M. P.	79.73	Dwight
"	"	6.	Montville	10.	"	41.	One Mile North of Merrow	18.	"	84.75	Amherst
"	"	7.56	Massapeag Station	11.	"	49.66	Stafford Freight House	19.	"	92.00	Mount Toby
"	"	13.20	Norwich Freight House	12.	"	51.95	Orcuts	20.	"	95.99	Montague
"	"	20.07	Franklin	13.	"	59.88	South Monson	21.	"	102.53	Northfield Farms
"	"	26.10	South Windham	14.	"	61.00	Monson	22.	"	105.18	Gill Station
"	"	29.64	Willimantic Station	15.	"	65.1	B&A-Transfer, Palmer	23.	"	115.72	Vernon
"	"	34.76	South Coventry	16.	"	75.01	Belchertown				

GENERAL SPECIAL INSTRUCTIONS

1. The rules of the Transportation Department issued in book form dated July 1, 1929, govern.

2. **General Speed Restrictions:**—

	Do not exceed		Do not exceed
Trains handling steam derricks with boom trailing	30 miles an hour	Engines not equipped with lead truck (Branch lines)	20 miles an hour
Trains handling steam derricks with boom pointing forward	25 " " "	Trains entering or leaving siding	10 " " "
Engines running tender first (Main line)	30 " " "	Trains handling deadhead Gas-Elect. equip., 146, 147 and 148	50 " " "
Engines handling Pile Drivers, steam shovels, and hoist cranes	25 " " "	Trains handling deadhead Gas-Elect. equip., 149,	40 " " "
Engines running tender first (Branch lines)	20 " " "	Engines with side rods removed	15 " " "
Engines not equipped with lead truck (Main line)	25 " " "	Engines with only main rods removed	25 " " "

3. **Standard Time** will be transmitted at 11.00 A. M., daily except Sunday.

4. **Engine Whistle 14K** must be sounded by a train displaying green signals for following sections, when passing sectionmen, bridge men and other workmen.

5. **In the Application of Rule 91**, the restriction on a train following a train carrying passengers will also apply to a train following a light engine without flagman, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only.

6. **Fouling Sidings.** No car or dead engine shall be placed on or foul of track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.

7. **Handling of Dead Engines:**—Dead engines with side rods removed from one side must not be handled in a train except in case of extreme emergency and then for only a short distance at a very reduced speed. Unless otherwise instructed dead engines handled in trains must be handled with the pilot end ahead and must be placed at least five cars from the train engine. If more than one dead engine is handled in train, they must be separated by at least five cars.

8. **Pile Drivers, Steam Shovels and Hoist Cranes** must not be moved in trains unless the travel mechanism under crane is put out of gear, and hoist engine and boiler blocked to lead of car and secured by safety chains, which must also be wired. This arrangement will not necessitate the taking off of cable, but ample slack must be allowed in cable between cars on which boom is loaded and crane car to allow for curvature or slack. Conductors will be held responsible for the strict observance of this rule. When possible at least three cars must be placed between this equipment and engine handling train. Speed must in all cases be regulated to safety limit rounding curves. Pile drivers, steam shovels, boarding, and advertising cars handled on freight trains must be placed immediately ahead of caboose, and immediately ahead of passenger equipment when handled on mixed trains.

9. **Switching Passenger Equipment.** Enginemn, trainmen and yard men must see that air brakes are in service while switching passenger equipment. Engine with or without cars must be stopped not less than six and not more than twelve feet before coupling to any occupied passenger car. Passenger equipment must not be detached while in motion when same is occupied or when such equipment will come in contact with equipment which is occupied.

10. **Vestibule Doors on Passenger Cars.**—All doors and platforms except those on rear of last car are to be kept closed when running. When rear car is observation car, side gates and platforms must be kept closed when running. **Tail Gates, Chain or Bar** at rear of last car must invariably be kept closed.

11. **Back Up Air Hose** equipped with air whistle must be in service on rear platform of all passenger trains moving backwards and sounded approaching public highways or where necessary to warn people crossing or approaching track.

12. **Double Heading and Helper Service.** When two engines in service are operated in a freight train eight (8) cars will be placed between the engines; except that on the Alburgh Subdivision, between East Alburgh and North Switch Italy Yard, St. Armand Subdivision and on Roxbury Subdivision two engines may be coupled. When double heading 700 class engines with engines of smaller types, the smaller type engine shall be coupled ahead. It is permissible for helper engines to push trains Amherst to Belchertown and Palmer to State Line, but air must be coupled between the caboose and helper engine.

13. **Wooden Passenger Equipment** when handled in trains with all steel or steel underframe equipment, must be on rear of train. Gas-electric, storage battery trailers, when handled by steam passenger train, must be on the rear of the train.

14. **Percentage of Operative Brakes and Cutting Out Brakes:** 100% of brakes operative on all trains when leaving initial terminals. Air brakes must not be cut out enroute on more than two (2) consecutive cars in any train. The car immediately behind the engine must always have its brakes operative. When necessary to cut out a defective brake while en-route Conductor must attach to cross-over pipe near triple valve an Air Brake Defect Card, Form No. T-519, properly filled out.

15. **Terminal Clearance:** When there are no orders to be delivered to a train to which it is necessary to deliver a clearance, the dispatcher's OK must be obtained; except when communication with the dispatcher is interrupted, the operator will deliver the clearance without obtaining OK and notify the dispatcher as soon as communication is restored.

Where Terminal Clearance Form "B" is used, the time to be shown at the top of the Clearance shall be as close as practicable to—and in no case later than—the time clearance is delivered to the Conductor, and that the information called for with respect to superior trains, and trains of the same class due to arrive and leave, shall show the situation as it actually is at the hour the clearance is so timed.

16. **Automobile Accidents:** When accidents to automobiles occur on grade crossings which are protected by electric signal, bell, wigwag or flashlight, after the accident and in the presence of witnesses, the crew should back the train over the bonded circuit and come on the circuit again so as to have witnesses to prove the electric signal was operating properly.

17. **Position of Switches.** Unless otherwise specified, the position of switches at Junction points with other subdivisions is normal when set for the main traffic subdivision, and unless otherwise specified the position of switch at the end of double track is normal when set for trains from single to double track.

18. **Bridge Restrictions For Wrecking Cranes.** When restrictions over certain bridges are for engine only, these will also apply to wrecking crane.

19. **Protecting Highway Crossings.**—When protecting a highway crossing over which switching operations are being performed or when necessary to protect the crossing against the approaching trains, the flagman will take up a position in the middle of the crossing to protect highway traffic against the movement of engine, or leading car, over the crossing. Whenever a siding is used over a highway crossing at which there is an automatic signal bonded for operation only for main line movements, the operation over crossing on siding must be protected by a flagman against the movement of engine or leading car over the crossing.

20. **Rule 99** requires that when the flagman has gone out the necessary distance under conditions existing he will place two torpedoes on the rail. It must be further understood that when the flagman goes BEYOND this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

21. **U. S. Mail Regulations:** Trains scheduled to catch mail pouch from cranes, must stop and pick up pouch, when passing the crane on other than main track.

22. **In The Application Of Rule 90-B,** Agents and Operators when not engaged on the wire, will from the station platform, observe the general condition of all passing trains and if any exceptions are noted, signal the train to stop. If no exceptions are noted, a proceed signal will be given. Sectionmen, drawtenders and bridgemen will also inspect passing trains and signal in like manner.

23. **Before Moving Or Coupling Onto Cars** being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snowplows, flangers, other units of work equipment and dead engines, persons in, on or about them must be warned to avoid injury.

24. **Bulletin Books:**—Central Vermont Railway Bulletin Books are located at the following off-line points—Bonaventure Station, Montreal; Turcot Yard Office, St. Charles; Engine House, Turcot; Yard Office, Brockville, Ont.; Engine House, Brockville, Ont.; "NO" Tower, Northampton, Mass.; Engine House, Northampton.

25. **Engine Whistle Signal:**—Rule 14-L (Two long and two short blasts of the whistle) is amended to read "Two long, one short and one long".

26. **Rule 103 Amended,** (Paragraph 1). When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossing at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car. (B. R. C.—G. O. 520).

See Page 19 for additional Footnotes

GENERAL SPECIAL INSTRUCTIONS

(Continued from page 18)

27. Sections Of A Scheduled Train Loses Authority To Operate as Such. (A) Where a schedule terminates at an intermediate station on that subdivision, authority is when the train reaches first switch in the direction in which it is moving, unless otherwise provided.

(B) When signals are displayed to an intermediate point of the schedule on that subdivision, authority ends and the section for which signals are so displayed is required to clear the main track at the first switch reached by that train in the direction of its movement, unless otherwise provided.

(C) When signals are displayed through to the final terminal on a subdivision (if the train using the schedule has superiority to the station) all sections are entitled to the main track to the station unless otherwise instructed.

In the cases of (A) and (B) if there are yard limit boards, advantage may be taken of them to remain on the main track if desirable but such movements beyond the first switch can only be made as prescribed for other than first or second class trains moving within yard limits.

HOURS OF SERVICE LAWS

Attention is called to the Act approved March 4, 1907, entitled *An Act to Promote the Safety of Employees and Travelers upon Railroads by limiting the Hours of Service thereon* as follows:—

TRAINMEN AND ENGINEMEN

Employees will be held personally responsible for accepting call in violation of the Hours of Service act.

(1) No conductor, engineer, fireman or trainman shall remain on duty for a longer period than 16 hours in any 24-hour period.

(2) Whenever any such employe shall have been continuously on duty for 16 hours, he shall be relieved and not required or permitted to again go on duty until he has had not less than 10 consecutive hours off duty.

(3) Any no such employe who has been on duty 16 hours in the aggregate (total) in any 24-hour period shall be required or permitted to continue or again go on duty without having had at least 8 consecutive hours of duty.

Notes:—“Twenty-four hour period” begins at the time the employe goes on duty after having had at least eight (8) consecutive hours off duty.

An employe goes “on duty” at the time he begins to perform service or at which he is required to be in readiness to perform service, and goes “off duty” at the time he is relieved from service and from responsibility for performance of service.

PROVIDED:—

(4) That the provisions of this Act shall not apply in any case of casualty, or unavoidable accident, or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe left a terminal, and could not have been foreseen; PROVIDED FURTHER, that the provisions of this Act shall not apply to the crews of wrecking or relief trains.

(5) The following causes and others of like nature must not be regarded as “casualties,” “unavoidable accidents,” “Acts of God,” or “causes which could not have been foreseen:”

Engines not steaming.

Clearing fires or ash pans.

Injectors failing.

Engines slipping on sand.

Hot boxes.

Drawheads pulled out.

Broken draft gear.

Burst air hose.

Broken couplers or knuckles.

Broken train line.

(6) Delays to trains due to causes or conditions known to exist before such trains leave a terminal or relay point will not be accepted as excuses for extending the hours of service of crews beyond the prescribed time. The following will not be accepted as excuses.

Side-tracking to give superior trains the right of way.

When trains are delayed by trains ahead, which in turn have been delayed by any of the causes above given.

(7) In computing the hours of service, no delay caused by casualty, unforeseen or unavoidable accident, occurring within the first 14 hours of service, will be considered as a reason for exceeding the limit of hours of service as prescribed by law, unless such delay exceeds one hour.

(8) A casualty or unforeseen or unavoidable accident occurring after 14 hours on duty, shall be considered as a reason for exceeding the hours of service for the time, and the time only of the delay as prescribed by the law.

(9) The above shall, in addition, apply to trains directly affected by accidents to other trains, but in such cases only the actual delay due solely to the period of actual obstruction shall be considered.

(10) It shall be the duty of dispatchers to tie up or call a train and engine crew off duty at any time after the expiration of 14 hours on duty, at a convenient place where the train and engine may be properly taken care of before the sixteen (16) hours have expired.

(11) They must make due allowance for the time such employes have been on duty before starting from their initial point and the time ordinarily consumed in securing release after arrival at a terminal.

(12) They must in directing the movement of a train at all times consider the efficiency of the locomotives or cars in train, characteristics of the road, weather conditions, tonnage of the train or run made in the earlier part of the trip, and all things which in their judgment might retard train movement.

(13) When the 16 hours of duty are not continuous, the period off duty must not be deducted unless the men have been notified in advance that they are released for a definite period. This must not be less than 3 hours.

(14) Should a train fail to make the expected run, the dispatcher must ascertain the cause, and if delayed by a “casualty,” “unavoidable accident,” “Act of God,” or “any occurrence which could not have been foreseen and guarded against,” the crew may continue on duty as intended to the next relay point or terminal; otherwise the crew must be relieved before the expiration of 16 hours on duty.

(15) When a train crew has been on duty 14 hours, the conductor and engineer must wire the superintendent to that effect. If no instructions are received and it is apparent that the trip cannot be completed within the 16 hours, the conductor and engineer must side-track their train and relieve the entire crew from duty before the 16 hours have expired, making the necessary arrangements for the protection of their train and care of engine.

(16) They are authorized to call upon any employe who may be qualified to care for the engine until other arrangements can be made. If no such other qualified employe can be found, either the engineer or fireman must remain in charge of the engine.

(17) Agents, yard masters, baggage masters, pumpan and other employes must co-operate with train crews to insure their being relieved within the 16 hours, and to avoid violations of the Hours of Service Law.

(18) Agents, yardmasters and engine-house foreman will be held individually and personally responsible for carrying out instructions in regard to relieving crews inside the time limit, and when trainmen and enginemen find themselves on short time on arrival at any station or yard, they must immediately take action or obtain proper relief in order to avoid violation of the law.

(19) When instructions cannot be obtained on account of no open telegraph offices, wires down, or other such causes, conductors and enginemen must reduce train load, or take such action as is necessary to insure reaching a terminal or relay point and obtaining relief before having been on duty 16 hours.

(20) Employes deadheading on passenger trains or on freight trains, and not required to perform, or held responsible for the performance of, any service or duty in connection with the movement of the train upon which they are deadheading, are not “on duty” as that term is used in the law regulating the hours of labor of such employes while so deadheading.

See Page 20 for additional footnotes

GENERAL SPECIAL INSTRUCTIONS

(Continued from page 19)

(21.) Should the crew of any train be on duty more than 16 hours in a 24-hour period, special report, Form T-552, must be made out and signed personally by the conductor and engineer.

(22.) A crew relieved on account of the 16-hour law must indicate on time slips the time relieved, where and by whom, and on what train deadheaded to terminal. A crew when put on rest at other than home terminal must indicate on time slip the time relieved for rest and the time they report back for duty.

TRAIN DISPATCHERS AND OPERATORS

(23.) No operator, train dispatcher, or other employee who by the use of the telegraph or telephone, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than: First, 9 hours in any 24-hour period in all towers, offices, places and stations continuously operated night and day. Second, 13 hours in any 24-hour period in all towers, offices, places and stations operated only during the day time, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for an additional hour in a 24-hour period on not exceeding three days in any week. Any tower, office or station will be considered continuously operated night and day if such place is open as a telegraph office more than 13 hours during any 24-hour period, regardless of time it opens and time it closes. Any tower, office or station will be considered operated only during the day time if such place is open as a telegraph office period, regardless of time it opens and time it closes.

(24.) These provisions apply to employees in towers, offices, places and stations, and do not include train employees who, by the terms of law, are permitted to be or remain on duty 16 hours consecutively or 16 hours in the aggregate in any 24-hour period, and who may occasionally use telegraph or telephone instruments for the receipt or transmission of orders effecting the movement of trains.

(25.) No operator employed in any office, operated continuously night and day must be allowed to do any work for the railroad in any capacity after nine (9) hours on duty have expired; and no operator employed in other offices must be allowed to do any work for the railroad in any capacity after thirteen (13) hours on duty have expired, until after the required hours of rest.

(26.) The phrase "tower, offices, places and stations", is interpreted to mean particular and definite locations. The purpose of the law and of the proviso for 9 hours of service may not be avoided by erecting offices, stations, depots, or buildings in close proximity to each other and operating from one a part of the day while the other is closed and vice versa.

(27.) The operator's duty need not be continuous but he must not be considered off duty unless there has been an interruption of at least one hour.

(28.) The act provides that operators employed at night and day stations or at day-time stations may, in case of emergency, be required to work 4 additional hours on not exceeding three days in any week. Manifestly the emergency must be real.

(29.) The service of operators is limited to an aggregate of nine (9) hours or thirteen (13) hours, as the case may be, in any 24-hour period. Therefore, an operator who has performed the full duty permitted by the law must not return to any work for the railroad until the balance of the 24-hour period has expired.

(30.) If an employee receives instructions which will require him to exceed the hours of service permitted by the statute, or to report for duty without the period of rest required by the law, he must immediately call that fact to the attention of the person who has given the instructions.

(31.) Employees in service for two or more Railroads at joint stations, cannot work a portion of the time for one Railroad, and a portion for another, if the combined hours exceed the hours of service permitted by hours of service laws.

(32.) Any employee coming under the provisions of the hours of service law, cannot perform any work in any capacity for the Railroad Company in excess of the legal hours of service, permitted by such law.

BOARD OF RAILWAY COMMISSIONERS OF CANADA

GENERAL ORDER 361

(1.) That in the case of, (A) derailments, collisions, failure of locomotive boiler, highway crossing accidents, when the same are attended with personal injury to any person using the railway, or to any employee of the company, and in which accidents the movement of trains, engines, or cars is involved (but not in the case of accidents occurring in the railway shops, manufacturing establishments, or other places of the railway company in which the movement of train, engines, or cars is not involved in the accident). (C) Any damaged or unit for immediate use and (whether attended by personal injury caused by any accident to any bridge, culvert, viaduct, or tunnel on the railway, rendering the same impassable or unfit for immediate use and (whether attended by personal injury caused by any accident to any person or employee of the Company or not), the conductor or other employee of the railway company who is in charge of the train, place, or structure in connection with which the accident occurred shall, at the expense of the company, and at the same time as he reports to the company, send a telegram, addressed to the Chief Operating Officer of the Board at Ottawa, containing the following information: (A) Date and place. (B) Name of Railway. (C) Number and description of train or trains, engine or engines concerned. (D) Number of passengers, employees or others killed and injured. (E) Statement of any damage to any bridge, culvert, viaduct, or tunnel. (F) A short and concise statement of the apparent cause of the accident. (G) Name and title of person sending report.

Instructions have been received from the Board of Railway Commissioners that the strict compliance of this paragraph is expected, and all employees in Canada should be governed by this clause No. 2. For the information of those concerned, Section 414 of the Railway Act is quoted below:

(1.) Every railway company which wilfully or negligently omits to give immediate notice as by this act required, with full particulars, to the board of the occurrence upon the railway belonging to such company, of any accident attended with serious personal injury to any person using the railway, or to any employee of the Company or whereby any bridge, culvert, viaduct, or tunnel on or of the railway has been broken, or so damaged as to be impassable or unfit for immediate use, shall forfeit to his Majesty the sum of two hundred dollars for every day during which the omission to give such notice continues.

(2.) Every conductor or other employee who makes a report to the company of the occurrence of any such accident and fails, wilfully or negligently, to notify the Board of the same by telegraph as soon as possible after such accident, is guilty of an offense and liable, on summary conviction, to a penalty not exceeding one hundred dollars.

GENERAL ORDER 509

Rule 93 (amended), Paragraph 5. By night or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within yard limits.

GENERAL ORDER 522

In the event of a headlight failure between sunset and sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engine man will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any public highway crossing not specially protected by watchman, gates or automatic signal until the first station with passing track, or siding, as shown in the time-table is reached where an examination must be made and, if possible the headlight put in good working condition.

In case repairs cannot be made at the station referred to, the train may proceed to the first repair point, displaying such light as may be available and provided at such station, passing over all public highway crossings not specially protected by watchman, gates or automatic signal at a speed not exceeding twenty miles an hour, provided that in the event a light cannot be furnished the engine must be replaced or assisted by an engine displaying a power light.

While proceeding to the first station and / or repair point the whistle signal for all highway crossings not protected by watchman, gates or automatic signal must be given the second time approaching all such crossings.

Repairs to the equipment must be effected at the first repair point or the engine replaced. (First repair point is such a place at which the company has the necessary facilities to make ordinary repairs to electrical or other power headlight equipment.)

The engine man must advise dispatcher from the first open communicating station when he is proceeding with temporary head light.

In the event of an engine whistle failure occurring while train is enroute, engine man will proceed to first repair point, running with caution approaching and passing public highway crossings and stations, at first repair point repairs must be made.

MANIFEST FREIGHT SCHEDULES

(For references only)

NORTHWARD			STATIONS				SOUTHWARD	
Train	Rocket					Train	Newsboy	
491	429					490	430	
4.00AM	4.00PM	L.	NEW LONDON, CONN.	A	12.30AM	2.15PM		
5.15	5.15	L.	WILLIMANTIC, CONN.	A	11.30	12.45PM		
8.15	7.45	L.	PALMER, MASS.	A	9.40	11.15AM		
11.15	9.30	A.	BRATTLEBORO, VT.	L.	7.00	8.15		
		L.		A	6.30	7.15		
3.30PM	2.00AM	A.	WHITE RIVER JCT.	L	4.15	4.15		
5.30	6.30	L.		A	3.50PM	2.00AM		
12.30AM	12.30PM	A.	ST. ALBANS, VT.	L	10.50	7.30PM		
2.00AM	6:00PM	L.		A	8.30AM	3.15PM		
					2nd day			
2.45AM		A.	EAST ALBURGH	A	7.45			
1st day		A.	ST. JOHNS, QUE.	L		12.01PM		
	11.15PM	A.	MONTREAL, QUE.	L		10.15AM		
10.00AM		A.	BROCKVILLE, ONT.	L	12.30			
11.00		L.		A	12.01AM			
2.30AM		A.	CHICAGO, (ELSDON) ILL.	L	4.00PM			
3rd Day								

LISTING TIME OF MILK TRAINS, WAYFREIGHTS AND TRAVELLING SWITCHERS

Alburgh Subdivision

No. 35 Listed for 7.25 A. M. St. Albans to Rouses Point and return daily except Sunday.

Wayfreight

Richford Subdivision

Wayfreight listed for 8.45 A. M. St. Albans to Richford and return daily except Sunday.

Wayfreight

Roxbury Subdivision

No. 210. Listed for 10.30 A. M. St. Albans to White River Jct. daily. Due White River Jct. 5.30 P. M.

Milk Train

No. 211. Listed for 5.30 A. M. week days, 8.00 A. M. Sundays, White River Jct. to St. Albans daily.

Milk Train

Winooski Subdivision

Day Switcher week days listed for 5.30 A. M. except Monday. Listed for 5.15 A. M. Monday only. Burlington to Essex Jct. and return.

Travelling Switcher

Night Switcher week days listed for 3.00 P. M. Burlington to Essex Jct. and return.

Travelling Switcher

Barre Subdivision

Montpelier Switcher listed for 4.45 A. M., Montpelier Jct. to Montpelier and return.

Travelling Switcher

Barre Switcher listed for 7.00 A. M., Montpelier Jct. to Barre and return.

Travelling Switcher

Amherst Subdivision

Extra listed for 8.00 A. M. Palmer to Brattleboro Mondays, Wednesdays and Fridays.

Pick up and Drop

Extra listed for 8.20 A. M. Brattleboro to Palmer Tuesdays, Thursdays and Saturdays.

Pick up and Drop

Willimantic Subdivision

Extra listed for 7.30 A. M. East New London to Palmer Monday, Wednesday and Friday.

Pick Up and Drop

Extra listed for 8.00 A. M. Palmer to East New London Tuesdays, Thursdays and Saturday.

Pick Up and Drop

Montville switcher listed for 8.45 A. M. East New London to Fitchville and return Monday, Wednesday and Friday.

Travelling Switcher

Montville switcher listed for 8.45 A. M. East New London to Norwich and return Tuesday, Thursday and Saturday.

Travelling Switcher

SPEED SCHEDULE

BETWEEN St. Johns--White River Jct.		Distance	15 miles per hour	20 miles per hour	25 miles per hour	30 miles per hour	35 miles per hour	40 miles per hour	45 miles per hour	50 miles per hour	55 miles per hour	60 miles per hour
			Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.
Belleville and Irberville	.66	2:38	1:59	1:35	1:16	1:08	.59	.53	.48	.43	.40	.37
Irberville and St. Alexander	7.75	30:55	23:11	18:33	15:28	13:15	11:36	10:18	9:17	8:26	7:44	7.00
St. Alexander and Des Rivieres	6.70	26:48	20:06	16:05	13:24	11:29	10:03	8:56	8:02	7:19	6:42	6.00
Des Rivieres and Standbridge	2.54	10:10	7:07	6:06	5:05	4:21	3:49	3:23	3:03	2:46	2:32	2.00
Standbridge and St. Armand	6.38	25:31	19:09	15:19	12:46	10:56	9:34	8:30	7:39	6:58	6:23	5.50
St. Armand and Highgate Springs	4.81	19:14	14:26	11:33	9:37	8:15	7:13	6:25	5:46	5:13	4:49	4.00
Highgate Springs and East Swanton	4.12	16:29	12:22	9:53	8:14	7:04	6:11	5:30	4:57	4:30	4:07	3.50
East Swanton and Fonda	2.75	11:00	8:15	6:36	5:30	4:43	4:07	3:40	3:18	3:00	2:45	2.00
Fonda and North Switch	3.89	15:34	11:40	9:20	7:47	6:40	5:50	5:11	4:40	4:15	3:53	3.00
North Switch and St. Albans	1.51	6:02	4:52	3:37	3:01	2:35	2:16	2:01	1:49	1:39	1:31	1.00
St. Albans and Oakland	5.22	20:53	15:40	12:32	10:26	8:57	7:50	6:58	6:16	5:42	5:13	4.50
Oakland and Georgia	4.47	17:53	13:40	10:44	8:56	7:40	6:42	5:58	5:22	4:53	4:28	4.00
Georgia and Milton	3.24	12:58	9:43	7:47	6:29	5:33	4:52	4:19	3:53	3:32	3:14	2.50
Milton and Colchester	7.19	28:46	21:34	17:15	14:23	12:20	10:47	9:35	8:38	7:51	7:11	6.50
Colchester and Essex Jct.	3.67	14:41	11:00	8:48	7:20	6:17	5:30	4:54	4:24	4:00	3:40	3.00
Essex Jct. and Williston	4.01	16:02	12:02	9:37	8:01	6:52	6:01	5:21	4:49	4:22	4:01	3.50
Williston and Jonesville	5.13	20:31	15:23	12:19	10:16	8:48	7:42	6:50	6:09	5:36	5:08	4.50
Richmond and Jonesville	3.19	12:46	9:34	7:39	6:23	5:28	4:47	4:15	3:50	3:29	3:11	2.50
Bolton and Bolton	2.82	11:17	8:27	6:46	5:38	4:50	4:14	3:46	3:23	3:05	2:49	2.00
Waterbury and Waterbury	7.17	28:41	21:31	17:12	14:20	12:17	10:45	9:34	8:36	7:49	7:10	6.50
Waterbury and Middlesex	4.83	19:19	14:29	11:36	9:40	8:17	7:15	6:26	5:48	5:16	4:50	4.00
Middlesex and Montpelier Jct.	4.71	18:50	14:08	11:18	9:25	8:04	7:04	6:17	5:39	5:08	4:43	4.00
Montpelier Jct. and Riverton	4.71	18:50	14:08	11:18	9:25	8:04	7:04	6:17	5:39	5:08	4:43	4.00
Riverton and Northfield	3.95	15:48	11:51	9:29	7:54	6:46	5:56	5:16	4:44	4:19	3:57	3.50
Northfield and Roxbury	7.17	28:41	21:31	17:12	14:20	12:17	10:45	9:34	8:36	7:49	7:10	6.50
Roxbury and East Granville	5.46	21:50	16:23	13:06	10:55	9:22	8:11	7:17	6:33	5:57	5:28	5.00
East Granville and Brantree	3.02	12:05	9:04	7:15	6:02	5:11	4:32	4:02	3:37	3:18	3:01	2.50
Brantree and Randolph	5.68	22:43	17:02	13:38	11:22	9:44	8:31	7:34	6:49	6:12	5:41	5.00
Randolph and Bethel	7.05	28:12	21:09	16:55	14:06	12:05	10:34	9:24	8:28	7:41	7:03	6.50
Bethel and Royalton	5.04	20:10	15:07	12:06	10:05	8:38	7:34	6:43	6:03	5:30	5:02	4.50
Royalton and South Royalton	1.82	7:17	5:28	4:22	3:38	3:07	2:44	2:26	2:11	1:59	1:49	1.00
South Royalton and Sharon	4.85	19:24	14:33	11:38	9:42	8:19	7:16	6:28	5:49	5:17	4:51	4.00
Sharon and West Hartford	5.55	22:12	16:39	13:19	11:06	9:31	8:20	7:24	6:40	6:03	5:33	5.00
West Hartford and White River Jct.	7.28	29:07	21:50	17:28	14:34	12:29	10:55	9:42	8:44	7:56	7:17	6.50

BETWEEN Brattleboro--New London		Distance	15 miles per hour	20 miles per hour	25 miles per hour	30 miles per hour	35 miles per hour	40 miles per hour	45 miles per hour	50 miles per hour	55 miles per hour	60 miles per hour
			Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.
Brattleboro and Vernon	5.37	21:29	16:07	12:53	10:44	9:12	8:03	7:10	6:27	5:51	5:22	4.50
Vernon and East Northfield	5.17	20:40	15:31	12:24	10:20	8:52	7:45	6:54	6:12	5:38	5:10	4.50
East Northfield and Northfield	2.19	8:46	6:34	5:15	4:23	3:45	3:17	2:55	2:38	2:23	2:11	1.50
Northfield and Northfield Fms.	5.83	23:19	17:29	14:00	11:40	10:00	8:45	7:46	7:00	6:22	5:50	5.00
Northfield Fms. and Millers Falls	2.86	11:26	8:35	6:52	5:43	4:54	4:17	3:49	3:26	3:07	2:52	2.00
Millers Falls and Montague	3.08	14:43	11:02	8:50	7:22	6:19	5:31	4:54	4:25	4:01	3:41	3.00
Montague and Leverett	5.67	22:41	17:01	13:36	11:20	9:43	8:30	7:34	6:48	6:11	5:40	5.00
Leverett and Cushman	2.69	10:46	8:04	6:27	5:23	4:37	4:02	3:35	3:14	2:56	2:41	2.00
Cushman and Amherst	2.88	11:31	8:38	6:55	5:46	4:56	4:19	3:50	3:27	3:09	2:53	2.00
Amherst and Belchertown	9.74	38:57	29:13	23:23	19:29	16:42	14:37	12:59	11:41	10:38	9:45	9.00
Belchertown and Barre	5.61	22:26	16:50	13:28	11:13	9:37	8:25	7:29	6:44	5:68	5:37	5.00
Barre and Three Rivers	1.71	6:50	5:08	4:06	3:25	2:56	2:34	2:17	2:03	1:52	1:43	1.00
Three Rivers and Palmer	2.74	10:58	8:13	6:35	5:29	4:42	4:07	3:39	3:17	2:59	2:44	2.00
Palmer and Monson	3.95	15:48	11:51	9:29	7:54	6:46	5:56	5:16	4:44	4:19	3:57	3.50
Monson and State Line	5.08	20:19	15:14	12:12	10:10	8:42	7:37	6:46	6:06	5:33	5:05	4.50
State Line and Stafford	6.26	25:02	18:47	15:01	12:31	10:44	9:23	8:21	7:31	6:50	6:16	6.00
Stafford and West Willington	5.67	22:41	17:01	13:36	11:20	9:43	8:30	7:34	6:48	6:11	5:40	5.00
West Willington and So. Willington	1.75	7:00	5:15	4:12	3:30	3:00	2:38	2:20	2:06	1:55	1:45	1.00
So. Willington and Merrow	2.27	9:05	6:49	5:27	4:32	3:53	3:24	3:02	2:43	2:29	2:16	2.00
Merrow and Mansfield	1.65	6:36	4:57	3:58	3:18	2:50	2:29	2:12	1:59	1:48	1:39	1.00
Mansfield and Eastfield	2.00	8:00	6:00	4:48	4:00	3:26	3:00	2:40	2:24	2:11	2:00	1.50
Eastfield and South Coventry	1.56	6:14	4:41	3:45	3:07	2:40	2:20	2:05	1:52	1:42	1:34	1.00
South Coventry and Willimantic	5.12	20:29	15:22	12:17	10:14	8:47	7:41	6:50	6:09	5:35	5:07	4.50
Willimantic and South Windham	3.54	14:10	10:37	8:30	7:05	6:04	5:19	4:43	4:15	3:52	3:32	3.00
South Windham and Lebanon	3.21	12:50	9:38	7:42	6:25	5:30	4:49	4:17	3:51	3:30	3:13	2.50
Lebanon and Yantic	5.98	23:55	17:56	14:21	11:58	10:15	8:59	7:58	7:10	6:31	5:59	5.00
Yantic and Norwich	3.71	14:50	11:07	8:54	7:25	6:22	5:34	4:57	4:27	4:03	3:43	3.00
Norwich and Montville	7.20	28:47	21:36	16:77	14:24	11:80	10:48	9:36	8:38	7:51	7:12	6.50
Montville and East New London	5.00	20:00	15:00	12:00	10:00	8:34	7:30	6:40	6:00	5:27	5:00	4.50



TIME to meet the PUBLIC

At 9:10 tonight; at 9:10 tomorrow morning, in fact at every minute of the hour, day and night, IT IS TIME FOR RAILWAY MEN TO MEET THE PUBLIC.

Through the years, railways have been regarded as cold and impersonal organizations simply because the public did not know railroadmen.

YOU, the engineer, the fireman, the sectionman, the porter, the conductor, the agent, the brakeman, the baggageman, the carman, the clerk, the hostler, the shopman, the official, ARE THE RAILWAY.

The Central Vermont Railway is NOT two cold, glistening steel rails from St. Johns to New London; not a huge 700 class locomotive nor a sleek, swift 600 class engine; NOT a red freight car or green coach, nor a caboose or a sleeping car, but is the warm friendly, live flesh, blood and personality of its workers.

YOU are the railway and what YOU do makes the Central Vermont what it is; what we fail to do, or what we do grudgingly and discourteously, may lose us friends—and business.

So, meet the public, cater to the public. A prosperous railway means a prosperous You.

YOU ARE THE RAILWAY

THE RAILWAY IS YOU