

SAFETY IS YOUR RESPONSIBILITY

CENTRAL VERMONT RAILWAY, INC.

NORTHERN AND SOUTHERN DIVISIONS



TIME **49** TABLE

Taking Effect at 12:01 a.m. Sunday, April 28, 1957

GOVERNED BY EASTERN STANDARD TIME

CHECK THE DAYS OF THE WEEK WITH CARE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE
THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR
TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EMPLOYEES WHOSE DUTIES
ARE PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM ACCESSIBLE AND A COPY OF
THE CURRENT TIME TABLE, AND SUPPLEMENTS THERETO, IF ANY, WITH THEM WHILE ON DUTY.

D. M. KERR,
GENERAL MANAGER

J. E. SIMPSON,
SUPERINTENDENT

NORTHERN DIVISION

J. E. SIMPSON, Superintendent, St. Albans, Vt.
 E. J. MOVALLI, Asst. Superintendent, St. Albans, Vt.
 A. E. PERKINS, Inspector of Transportation, St. Albans, Vt.
 R. E. KEENAN, Rules Instructor, St. Albans, Vt.
 W. K. GILLESPIE, Road Foreman of Engines, St. Albans, Vt.
 G. A. JACKSON, Chief Train Dispatcher.
 F. J. Brennan, R. S. Paul, H. H. Kenyon, Train Dispatchers
 J. N. O'Connell, Relief Train Dispatcher
 T. E. Eryer, J. J. Welch, C. G. Wilson, Spare Train Dispatchers

Page	Subdivision	Miles
4	Alburgh.....	Rouses Point-East Alburgh 7.3
12-13	Barre.....	Barre-Montpelier Jet. 8.0
10	Richford.....	Richford-St. Albans 27.4
2-3-7-8	Roxbury	St. Albans-White River Jet. 117.3
5	Swanton.....	Cantio-St. Albans 25.4
11-12	Winooski.....	Burlington-Essex Jet. 8.0
		193.4

SOUTHERN DIVISION

J. E. SIMPSON, Superintendent, St. Albans, Vt.
 F. M. WEBBER, Asst. Superintendent, New London, Conn.
 A. E. PERKINS, Inspector of Transportation, St. Albans, Vt.
 R. E. KEENAN, Rules Instructor, St. Albans, Vt.
 W. K. GILLESPIE, Road Foreman of Engines, St. Albans, Vt.
 L. J. AUDETTE, Chief Train Dispatcher.
 F. F. Lanier, D. K. Pierce, T. C. Sullivan, Train Dispatchers
 R. A. Anderson, Relief Train Dispatcher
 R. P. Britton, R. F. Kennedy
 E. L. Borron, Spare Train Dispatchers

Page	Subdivision	Miles
17-18-19-20	Palmer.....	New London-Brattleboro 121.1
		CV-&M Joint Track, Brattleboro-Windsor 48.8
20	Windsor.....	Windsor-White River Jet. 14.1
		184.0

LIST OF SURGEONS

Name	Location	Telephone
Dr. L. E. Sample, Chief Surgeon	St. Albans, Vt.	820W
Dr. F. J. Lawless	Richford, Vt.	467
Dr. E. D. McSweeney	Burlington, Vt.	2-2501
Dr. K. F. Truax	Burlington, Vt.	4-9310
Dr. A. J. Crandall	Essex Jet., Vt.	8-5556
Dr. H. B. Schoenberger	Waterbury, Vt.	4-7744
Dr. R. H. Bisson	Montpelier, Vt.	CA 3-7542 or CA 3-7423
Dr. E. P. Tomasi	Montpelier, Vt.	CA 3-2582 or CA 3-2432
Dr. J. A. Wark	Barre, Vt.	GR 6-7771 or Williamstown 2611
Dr. Wilmer W. Angell	Randolph, Vt.	8-3334
Dr. Stanley L. Garipay	White River Jet., Vt.	120W or 120R
Dr. R. A. Whitney	White River Jet., Vt.	82W or 82R
Dr. J. H. Miniszek	Brattleboro, Vt.	138
Dr. P. H. Wheeler	Brattleboro, Vt.	4-5122 or 4-4202
	Sum. Res. Spofford, N. H.	173-3
Dr. Emid D. Elgoin	Millers Falls, Mass.	9-4581
Dr. E. M. Holden	Amherst, Mass.	Alpine 3-2723
Dr. James Flaherty	Palmer, Mass.	117
Dr. G. H. Carter	Williammantie, Conn.	3-5436 or 3-5530
Dr. W. G. Luckner	Stafford Spgs., Conn.	
	Overland	4-2903
Dr. David Sudler	Norwich, Conn.	3-3048 or 3-2469
Dr. F. B. Hartman	New London, Conn.	3-7691 or 2-5556
Dr. A. J. Loiacono District Surgeon	New London, Conn.	3-3106 or 3-3840

RULES FOR FIRST AID TREATMENT OF INJURIES

REMEMBER Keep the patient lying down.
 Locate all injuries. Remove clothing only where necessary.
 Treat most dangerous conditions first in the following order:
 (1) Stoppage of breathing. (Apply artificial respiration.)
 (2) Severe bleeding. (Use a constrictive bandage.)
 (3) Broken bones. (Tie to body to prevent movement.)
ALWAYS TREAT FOR SHOCK. (Keep patient warm. If possible, give stimulant except in severe bleeding or head injury.)
 Do not move patient unnecessarily.
 If necessary, send for doctor or ambulance.

IMPORTANT Do not let bleeding go unchecked.
 If constrictive bandage is used, loosen every 15 to 20 minutes.
 Do not neglect treatment for shock.
 Don't give liquids to an unconscious person.
 Avoid any possible further injury to patient.

SEVERE HEMORRHAGE (BLEEDING)

With a sterile gauze pad or the inside fold of a clean handkerchief, apply pressure **DIRECTLY** over the wound. Hold dressing in place with a firm bandage. If bleeding does not stop, apply additional pads on top of the first one. If this does not control the hemorrhage, place a constrictive bandage above the wound tight enough to stop further bleeding using a triangular bandage, handkerchief, tie, rope, etc. Be sure to loosen this constrictive bandage every 15 to 20 minutes and retighten if necessary. Secure medical assistance as soon as possible.

SLIGHT HEMORRHAGE (BLEEDING)

Expose wound.
 Do not disturb blood clots.
 Clean wound of any loose and easily removed foreign objects.
 Apply an antiseptic.
 Apply a sterile dressing and bandage firmly.

FRACTURES (BROKEN BONES)

Unless life is in immediate danger from some other cause, attend to the fracture **ON THE SPOT**, keeping in mind the following rules:

Steady and support the injured parts.
 In the case of a fractured arm or leg, place it with great care in as natural position as possible, without using force or increasing pain. To prevent movement of broken bone, tie the injured arm to body or the injured leg to good leg with padding and bandages.

INSENSIBILITY (UNCONSCIOUSNESS)

If face is pale, keep head low and turned to one side.
 If face is flushed or if head is injured - raise head slightly turned to one side.
 In both conditions, loosen clothing, allow an abundance of fresh air and make sure air passage is clear.
 Give no fluid by mouth while unconscious.
 Cover up, keep warm and send for a doctor or ambulance.

BURNS AND SCALDS

DO NOT BREAK BLISTERS.
 Exclude air by covering with clean dry dressing and secure with bandage.
 If possible, give large quantities of warm fluids.
 Keep patient warm and obtain medical assistance as soon as possible.



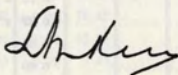
**SAFETY
FIRST**

COURTESY and SERVICE

SERVICE is our only product - -
Without it we have nothing to sell.

SERVICE - good service - comes
only from teamwork.

Without *COURTESY* good service
is wasted.



General Manager



**SAFETY
FIRST**

COURTESY and SERVICE

NORTHWARD

ROXBURY AND SWANTON SUBDIVISIONS

INFERIOR DIRECTION

			First Class			Miles from end of track, Winter	Symbol	STATIONS
			307	303	21			
			Pg.	Pg.	Pg.			
			Daily	Daily	Daily			
			PM	AM	AM			
			3:30	3:30	2:35	14.8	CWK	Jct. with B. & M. R. R.
			3:42	s 3:45	2:47	22.1	Z	L. White River Jct. 7.3
			s 3:56	s 4:09	3:00	32.5		. West Hartford 10.4
			s 4:06	s 4:23	3:08	39.4	W	. South Roylton 6.9
								. Bethel 7.0
			s 4:19	s 4:34	3:17	46.4		. Randolph 5.7
			4:27	4:43	3:24	52.1		. Braintree 8.5
			* 4:38	s 4:55	3:35	60.6	W	. Roxbury 7.1
			s 4:50	s 5:09	3:44	67.7		. Northfield 4.8
			4:55	s 5:16	3:49	71.7		. Riverton 4.7
			5:02	5:23	3:55	76.4	CWY	A Montpelier Jct. 4.7
			5:10	5:35	4:00		Z	L Jct. with Barre Sub. 4.7
			5:17	s 5:45	4:07	81.1		. Middlesex 4.8
			s 5:26	s 5:56	4:13	85.9	W	. Waterbury 7.3
			5:36	6:05	4:21	93.1		. Bolton 6.0
			* 5:44	s 6:17	4:28	99.1		. Richmond 5.3
			5:52	s 6:25		104.3		. Williston 4.0
			5:58	6:32	4:39	108.3	WYZ	A Essex Jct 3.4
			6:07	6:42	4:45			L Jct. with Winooki Sub. 7.2
			6:13	s 6:50	4:50	111.9		. Colchester 7.7
			* 6:22	s 7:00	4:59	119.1		. Milton 7.7
			6:33	7:16	5:10	126.8		. Oakland 5.3
			6:40	7:25	5:17	132.1		A St. Albans 1.5
			6:47	AM	5:26		CKW	L St. Albans 1.5
			6:51		5:30	1.5	YZ	Jct. with Richford Sub. 2.9
			6:56		5:35	5.4	Z	. North Jct. 3.4
			s 7:02		5:40	9.0	WZ	. Fonda 6.6
			7:16		5:56	15.6	YZ	. Swanton 2.4
								. East Alburgh 2.4
			7:20		6:01	18.0		Jct. with Alburgh Sub. 5.6
			7:27		6:08	23.0		. Rogers 2.4
			7:32		6:14	25.4		. Noyan 5.6
			PM	AM			RW	A Cantic 2.4
			8:40		7:30	65.8	YZ	Jct. with C. N. Alexandria and Rouses Point Subs.
							A	. Montreal

See pages 5, 6, 7, 8 and 9 for footnotes

No. 307 will stop to handle revenue passengers as follows: Will make regular stop at Roxbury every Saturday and Sunday. On other days, effective June 10, will stop at Roxbury to discharge from Concord, Springfield or beyond and to pick up for Montreal or beyond. Richmond daily to discharge from White River Jct. or beyond. Milton daily to discharge from Montpelier Jct. or beyond.

No. 303 will stop at Sharon, M. P. 27.6, Roylton, M. P. 34.3 and Georgia, M. P. 122.4 daily.

Roxbury Subdivision

Swanton Subdivision

SOUTHWARD

ROXBURY AND SWANTON SUBDIVISIONS

SUPERIOR DIRECTION

STATIONS	Train Order or Telephone Office	Office Stimula	Car Capacity		First Class				Fourth Class			
			Sldngs	Other Trucks	332	304	404	20	490	210	736	430
					Psg.	Psg.	Psg.	Psg.	Freight	Freight	Freight	Freight
			Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily Except Sun.	Daily		
Jct. with B. & M. R. R.				PM	PM	PM	AM	PM	PM	PM	AM	
White River Jct. A	DN	J	Yard	1.30	11.25	11.30	12.30	12.40	4.20			2.14
West Hartford			126	3	1.20	s11.13	s11.18	12.19	12.27	4.06		2.02
South Royalton	DN	DG	110	46	s 1.05	s10.46	s10.58	12.07	12.18	L 3.56 A 3.45		1.43
Bethel	D	FW	86	45	s12.54	s10.28	s10.41	11.50	12.04	3.35		1.30
Randolph	DN	AX	E93 W62	46	s12.43	s10.13	s10.30	11.50	11.54	3.22		1.17
Braintree			110	6	12.34	10.02	10.20	11.43	11.46	3.02		1.07
Roxbury	DN	RY	110	23	*12.24	s 9.49	s10.07	11.33	11.10	2.50		12.51
Northfield	DN	HU	E72 W40	60	s12.12	s 9.36	s 9.55	11.22	11.06	2.30		12.31
Riverton	P		100	4	12.05	s 9.27	s 9.45	11.16	10.55	2.20		12.22
Montpelier Jct. L	DN	KD	113	201	11.57	9.19	9.37	11.10	10.46	2.10		12.13
Jct. with Barre Sub. A					11.51	9.04	9.32	11.06				
Middlesex	D	MX	68	12	11.44	s 8.57	s 9.25	11.00	10.38	1.50		11.57
Waterbury	DN	W	E19 W110	111	s11.37	s 8.46	s 9.16	10.54	10.28	1.40		11.47
Bolton			105	18	11.25	8.34	9.05	10.45	10.15	1.00		11.34
Richmond	D	RN	114	56	*11.18	s 8.25	s 8.56	10.38	10.07	12.50		11.23
Williston			80	3	11.11	* 8.15	* 8.47	10.32	9.59	12.22		11.14
Essex Jct. L	DN	SX	133	210	11.05	8.08	8.40	10.26	9.52	12.15		11.07
Jct. with Winooqui Sub. A					11.00	7.52	8.35	10.23				
Colchester			77	6	10.55	* 7.46	* 8.29	10.18	9.43	11.52		10.58
Milton	D	ON	96	55	*10.46	s 7.37	s 8.20	10.10	9.30	11.40		10.45
Oakland	P		110		10.36	7.24	8.08	10.01	9.16	11.11		10.31
St. Albans L	DN	DS	Yard		10.28	7.15	8.00	9.53	9.00	11.00		10.15
St. Albans A	DN	DS	Yard		10.21	PM	PM	9.49	5.05	AM	PM	3.20
Jct. with Richford Sub.												
North Jct.					10.17			9.45	5.00		A 1.50	3.15
Fonda					10.09			9.39	4.42		1.30	2.57
Swanton	DN	V	106	184	s10.03			9.34	4.35		1.15	2.50
East Alburgh	P	AH			9.48			9.22	4.10		L12.05	2.25
Jct. with Alburgh Sub.												
Rogers			94		9.44			9.13	4.05		PM	2.20
Noyan					9.37			9.07			From Alburgh Sub.	
Cantic L	DN	VA	869 N95	28	9.31			8.69	3.45			2.01
Jct. with C. N. Alexandria and Rouses Point Subs.					AM				AM			PM
Montreal L					8.20			7.55				

Times shown at Montreal for information only.

See Pages 5, 6, 7, 8 and 9 for footnotes.

332 304 404 20 490 210 736 430

Nos. 332 will stop to handle revenue passengers as follows: Milton to discharge from Montreal or beyond and to pick up for Montpelier Jct. or beyond. Richmond to discharge from St. Albans or beyond and to pick up for White River Jct. or beyond. Roxbury, effective June 10 to discharge from Montreal or beyond and to pick up for Concord, Springfield or beyond.

Nos. 304 and 404 will stop at Colchester and Williston to discharge revenue passengers, and at Royalton, M. P. 34.3 and Sharon, M. P. 27.6.

Northward Inferior Direction		ALBURGH SUBDIVISION						Southward Superior Direction			
		Miles from East Alburgh	Symbols ↓	STATIONS	↑	Train Order or Telephone Offices	Officer Signals	Car Capacity		Fourth Class	
								Sidings	Other Tracks	7:34 PM	Daily Except Sun.
		0.0	YZ	Jct. with Swanton Sub. East Alburgh	A	P	AH	18	1	12.05	
		3.7	RZ	Alburgh	L	DN	AG	29	15	11.45	
		7.3	RWY Z	Rouses Point Jct. with C. N. R.		DN	RO	Ya rd			To Swanton Sub.

ALBURGH SUBDIVISION FOOTNOTES

Mile Post 0.0 is junction with Swanton Subdivision at west end of trestle near East Alburgh station.

Rule 9: Lights will not be displayed on switches from sunset to sunrise.

East Alburgh: Siding may be found blocked with cars at any time.

Alburgh: Public Crossing at Grade, just East of Station. Main track is bonded five hundred sixty (560) feet west, and two hundred (200) feet east of highway, and side track (House Milk Track) is bonded sixty (60) feet each side. These distances were made short to cut down gate operation during switching, so all trains moving over crossing must do so at reduced speed, stopping if necessary to permit gates to lower.

Except when necessary during switching, cars must not be left standing within bonded limits. When automatic protection is to be cut out, push the button marked "Raise", for appropriate track, located in iron box on signal mast located on south side of crossing between Rutland and C. V. main track. To restore normal operation, push corresponding "Lower" button.

A switch has been installed in a wooden box marked "Emergency", located on relay housing south of Rutland tracks and east of crossing. In case of emergency or when gates have been lowered for reasons other than train operations, close switch to raise gates. This operation will not cut out lights. Notify Train Dispatcher in all cases when emergency switch is used.

Trains and engines of the Rutland Railway using or fouling the Central Vermont Railway main track within the yard limits will be governed by Central Vermont Railway Operating Rule 93.

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

Train orders will be issued to Central Vermont Railway trains by Rutland Railway 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 Railway station, Rouses Point, and joint station, Alburgh.

Rouses Point: Lake Street Crossing: Crossing must be protected by a member of the crew performing movements over the crossing. All movements must be made at yard speed. Lake Street is the first public crossing at grade east of the Rutland Railway station.

DRAWBRIDGE

West Alburgh and Rouses Point Drawbridge over Lake Champlain; Interlocking. Signals 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 a green light by night indicates "Proceed". (Approach signal located on north side of Gaultmet track, 1980 feet east of drawbridge.)

RESTRICTIONS, BRIDGE

Trestle Bridge between West Alburgh and Rouses Point: Speed of ten (10) miles an hour must not be exceeded.

RESTRICTIONS, ENGINE

Engines heavier than 460 or 600 class must not operate west of mileage 1.

C. V. Diesel locomotives, all except 4900 class may be operated over Rouses Point Trestle Bridge.

RESTRICTIONS, SPEED

Passenger Trains, except as otherwise directed, twenty (20) miles an hour between East Alburgh and Alburgh and thirty-five (35) miles an hour between Alburgh and West Alburgh.

Freight Trains, engines with caboose, or light engines, except as otherwise directed, twenty (20) miles an hour between East Alburgh and Alburgh and thirty (30) miles an hour between Alburgh and West Alburgh.

C. V. Diesel locomotives all classes, between East Alburgh and Alburgh, fifteen (15) miles an hour

YARD LIMITS-LOCATION

East Alburgh: 4079 feet north of outer main track switch.
Alburgh: 2033 feet south of switch to freight house track and 1000 feet north of C. V. switch on crossover to Rutland Ry.
Rouses Point: 1812 feet south of C. N. R. connection.

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
6.0	W. Alburgh	North End	8

SWANTON SUBDIVISION FOOTNOTES

Mile post 0.0 is midway of St. Albans passenger station.

Cantic: Drawbridge over Richelieu River, M. P. 24.3, (non-interlocking).

First class trains may register at Cantic by delivering register ticket to operator.

Crossing with Rouses Point Subdivision. Interlocking. (B.T.C.—68224)

Switches governing movements to and from connecting track between Swanton Subdivision and C. N. Rouses Point Subdivision located south and north of Cantic, are Dual Control and are operated by Operator, Cantic.

Trains moving between Rouses Point and Swanton Subdivisions will use this connecting track.

All cars on freight trains handled by diesel locomotives, in both directions, except 429 and 430, must be given standing inspection on both sides by train crew.

Yard telephone located at westward home signal 97.

Cantic - East Alburgh: Heaviest auxiliary crane permitted, 160 tons.

East Alburgh: Engines assisting trains from East Alburgh will stand clear south of junction switch with Alburgh Subdivision until after the expected train has come to a stop.

Swanton: C. V. or C. N. engines for the purpose of taking cars from or placing cars on interchange tracks may use St. J. & L. C. tracks under protection of yard rule 93. Under no circumstances will C. V. or C. N. engines enter on St. J. & L. C. wooden bridge east of east switch by their passing track or use switch on south end of the "Coop Hole" track.

Automatic Crossing Signals located at public crossing at grade M. P. 9.0. Limits of track circuit are marked with white circuit posts.

Northward Movements: Track circuit for northward trains starts at a point 1122 feet south of the crossing and in order to provide the required time element all northward trains are restricted to a speed of not exceeding forty (40) miles an hour between the south circuit post and the crossing. Northward trains picking up cars at Swanton will leave their train clear of the circuit and allow for the additional cars to be picked up in order to prevent continuous operation of the signal and at the same time prevent the signal from being locked; in which case signal would not operate when the second northward move is made over the crossing.

Crossover leading from St. J. & L. C. track to C. V. track, south of the crossing, is bonded only for a speed of ten (10) miles an hour and any movements from the St. J. & L. C. onto C. V. track towards crossing must not exceed this speed.

Movements from south end of siding or on St. J. & L. C. crossover must consume at least ten seconds to insure proper operation of signals.

Southward Movements: For southward movements the track is bonded with two circuits; the first starting at a point 1613 feet north of crossing and the second at a point 290 feet north of crossing. A southward train entering the first circuit will activate the crossing signal which will continue in operation for a period of fifty seconds. Southward trains stopping at Swanton (except passenger trains) should stop in the clear of second circuit sign post and when resuming movement shall not exceed a speed of ten (10) miles an hour until crossing is reached. This provision is necessary for the reason that after a southward train enters the first circuit, the crossing signal will stop unless train travels fast enough to enter the second circuit within a period of fifty seconds.

St. J. & L. C. Tracks: Trains moving over crossing on St. J. & L. C. tracks will come to a stop at circuit sign posts and will not proceed until the crossing signals are known to be operating.

Lime Works Spur: Beginning at Mileage 5.4, Fonda and extending a distance of 4.2 miles north to sign reading "END OF LIME WORKS SPUR."

All movements over so-called Highgate Road highway crossing located 1466 feet north of St. J. & L. C. RR diamond must be protected by member of crew performing such movements.

Railway crossing at grade with the St. J. & L. C. RR., non-

interlocking; all trains must stop within one thousand (1000) feet of the crossing and sound whistle signal 14 (m) before proceeding.

Italy Yard Office: D. N. K.: mileage 0.6. This point is a registering station only for trains originating or terminating at Italy Yard. Operators will register first class trains in accordance with Rule 83.

RESTRICTIONS, SPEED

Engines of the 700 class, in all classes of service, thirty-five (35) miles an hour, except as otherwise directed.

Engines of the 700 class, in all classes of service, thirty (30) miles an hour when valve pilot is not working.

Diesel locomotives of CV 8000 Series, 1000 H. P. yard switchers, light or in service, 40 miles an hour.

Passenger Trains, except as otherwise directed between North Jet and Lakewood, mileage 14.8, fifty-five (55) miles an hour on straight track and fifty (50) miles an hour rounding curves, and between East Alburgh and Cantic, fifty (50) miles an hour.

Freight Trains, engines with caboose, or light engines, except as otherwise directed, forty-five (45) miles an hour between North Jet and Lakewood, mileage 14.8; forty (40) miles an hour between East Alburgh and Cantic.

Lime Works Spur: M.P. 5.4 - All trains not to exceed twenty (20) miles an hour.

Swanton: Train No. 21 not to exceed thirty (30) miles an hour passing Swanton passenger station and freight house for the purpose of throwing off first-class mail.

See speed restrictions over public crossing at grade M. P. 9.0.

East Alburgh: All trains over north wye switch, ten (10) miles an hour.

DRAWBRIDGES

Trestle and Drawbridge between Lakewood M.P. 14.8 and East Alburgh M.P. 15.6 Non-interlocking. Speed of ten (10) miles an hour must not be exceeded. STOP BOARDS are located at each end of trestle. Approach signals located near each end of trestle. Home signals at each end of drawbridge.

SIGNALS, FIXED

See St. Albans Terminal Footnotes

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
5.4	Lime Works Spur	South End	4.2 miles
14.1	Lakewood Spur	South End	2

YARD LIMITS-LOCATION

Cantic: 8600 feet south of station.

East Alburgh: 5873 feet south and 6102 feet north of junction switch with Alburgh Subdivision.

Swanton: 2000 feet north of outer main track switch and 5384 feet south of outer main track switch.

North Jet: 5700 feet north of outer main track switch.

ST. ALBANS TERMINAL FOOTNOTES

St. Albans: Trains 20 and 307 may register at St. Albans by delivering register ticket to Operator.

No. 2 track at St. Albans extending 1496 feet north and 734 feet south of the station is the designated siding for the meeting or passing of passenger trains.

The times of northward first class trains except train No. 303 apply at north switch No. 2 track (siding). The time of train No. 303 applies at south switch No. 2 track (siding). The times of southward first class trains apply at south switch No. 2 track (siding). Trains Nos. 303, 304 and 404 occupy No. 2 track (siding) St. Albans Passenger station.

SIGNALS, FIXED

Movement by Signal Indication for Both Opposing and Following Movements Between Signal 1R at North Junction and Signal 13L at Elm Street (Rules 261 to 271).

North main track switch at North Junction is dual control.

Approach Signal 2.6 governing southward movements is located at Mileage 2.6 Swanton Subdivision (Rules 501 to 519).

Switches at North Junction to west (lower) side of yard, except No. 3 track; all main track and freight lead switches in the vicinity of Elm Street and the switch connecting West Coal Chute track to Richford Subdivision main track are power operated and interlocked, (Interlocking Rules apply).

Lake Street - Welden Street Ball Signals. Ball signals are information to yard engines with respect to train movements other than first class trains.

Lake Street: Three balls or three red lights indicate south ward trains enroute.

Welden Street: One ball or one red light indicates northward trains enroute.

Three balls or three red lights indicates southward trains enroute.

Color Light Protection Signal at South End of Yard:

Mileage 131.0 color light signal of two aspects governs movement of northward trains. Green aspect - "Proceed". Red aspect - "Stop". Signal is activated when northbound train approaches. A yard telephone located on pole at Mileage 131.0 about forty-five feet south of this signal, may be used when necessary to call Switchtender at Welden Street. Ring one long and three short.

TRAIN AND YARD MOVEMENTS

Switch to Lipe's Spur just south of Italy Yard Office is manually operated only. If the main track is cleared when switching this Spur, the switch must be left open to insure holding main track signals at stop.

Operator Italy Yard controls all movements on main track between North Junction and Elm Street and through interlocked switches on other track at both points.

At Welden Street, the main track switches in territory beginning with south switch to No. 2 track (siding) and ending with switch to Freight House lead 670 feet south of Welden Street Crossing will be in charge of Switchtender for movement of trains and of road engines to or from trains. Yard crews may handle switches for their own movement and will be responsible for switches used by them unless otherwise directed by Switchtender.

Telephones connected with Operator Italy Yard are located in Yellow boxes in the vicinity of Italy Yard Office, North Junction, Elm Street and in Welden Street Cabin and Call Office.

Spring Switches: The north switch to No. 2 track (siding), the north switch to Middle Coal Chute track from West Coal Chute track and south switch of crossover leading from West Coal Chute track to main track near Enginehouse protected by automatic signals in facing point direction. The north switch to No. 23 track, upper side North Junction, is not protected by automatic signals. The position of switch lamp and target will govern.

Engines proceeding from West Coal Chute track to Lake Street area may contact Operator, Italy Yard by telephone for information required by Rule 83.

Engine bell must be sounded continuously by all movements on main track between North Junction and Nason Street.

(St. Albans Terminal Footnotes Continued)

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

Call Light - North Junction: A white signal light, located on pole at North Junction is for information of train and yard crews and will indicate the following:

Flashing Light: For northward trains that the Conductor has received the waybills and train may start, other signals and train orders permitting. Northward trains will not leave North Junction until this signal is received unless it is known before engine leaves Italy Yard Office that the Conductor has received the waybills.

Steady Light: Train and Yard crews in vicinity of North Junction report promptly to Yardmaster or Operator, Italy Yard Office by telephone.

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

Aldis, Newton, Elm and Nason Street Crossings: When cars are pushed by an engine over Aldis Street, Newton Street, Elm Street and Nason Street crossings at grade, it is required that a member of the crew be stationed at the crossing to protect highway traffic. Cars must not be stored south of clearance posts located on east and west side of yard tracks, 150 feet north of Nason Street crossing.

RESTRICTIONS, SPEED:

Trains in either direction must not exceed speed of thirty (30) miles an hour between M.P. 1.4 and M.P. 2.6 at North Junction.

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.

All trains not to exceed fifteen (15) miles an hour over Lake Street crossing.

YARD LIMITS - LOCATION.

North: 5700 feet north of outer main track switch.

South: 5832 feet south of outer main track switch.

Richford Subdivision: 6200 feet north of Wye switch north of Aldis Street.

ROXBURY SUBDIVISION FOOTNOTES

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

Sounding Whistle: Trains must sound whistle, signal 14(l), approaching Slip Hill, Blue Hill and Rocky Mountain to warn trackmen.

Between hours of 6:00 a. m. and 6:00 p. m. daily, all approaching trains will sound Whistle Signal 14(l) at whistle posts north and south of Georgia High Bridge, Mileage 122.0 and 122.4 to be followed by Whistle Signal 14(p) to warn Bridgemen of approaching train.

Essex Jct.: Unless otherwise directed, northward freight trains taking siding for train 332 or 20 will remain south of Maple St. crossing until after these trains have cleared Maple St., and long enough for highway and pedestrian traffic to get over Maple St. and Main St. crossings before the northward freight again blocks them.

Between arrival of train No. 303 and departure of No. 304, motor trucks have occasion to cross main track to and from baggage car spotted on track 3 at passenger station. Enginemen should approach this point under full control, prepared to stop in the event that motor vehicles foul the track.

When train 307 has six or less cars it will make station stop far enough north to clear crossing signal circuit at Main St.

Park Street Crossing, "Long Siding", "Straight", "Rail Shop", "Wood Shed", and "B & L Siding" tracks are bonded approximately thirty feet each side of crossing to operate automatic crossing signals. Trains moving over these tracks must stop, sound whistle, signal 14(m), before proceeding over crossing. Switching movements must be protected by a member of the train crew performing such movements. Track over crossing on Winooki Subdivision leg of wye is bonded for a speed of twenty (20) miles an hour. When necessary to use this track for switching, start and stop button on signal case may be used to control signals, and crossing must be protected by member of crew performing such movements.

To assure the gates at Main St. public crossing at grade being fully lowered before a train starting from the circuit sign at the station reaches the crossing, at least 18 seconds must be consumed. Speed must be regulated to provide this lapse of time.

Public Service Commission Order Relative Sounding Engine Whistle, dated Dec. 12, 1912. "Until further order of this Commission the Central Vermont Ry. Co. is hereby ordered to discontinue the sounding of whistles on locomotives drawing trains into the Village of Essex Junction, as signals for the railroad-highway crossing at grade therein and instead thereof, to ring the bell, except as follows:—

- All locomotives drawing train into said Village from the south, shall continue to whistle, as heretofore, south of Maple Street grade crossing.
- All locomotives drawing trains into said Village from the north shall continue to whistle, as heretofore, north of Central Street grade crossing.
- Nothing herein shall in any way change the existing practice as to whistling for grade crossings in said Village by locomotives drawing trains through said Village without stopping there."

Maple Street is the second public crossing at grade south of the station. Central Street is the first public crossing at grade north of the station.

Richmond: Public Service Commission order number 2019 dated Sept. 27, 1937, re Highway Overpass: "The highway overpass located at mileage 100.7 has a short clearance of 18 ft. 6 inches. Employes must inform themselves respecting the location and must not ride on top of cars or engines while passing this structure.

Waterbury: Public Service Commission Order August 7, 1930, Relative Discontinuance of Sounding Engine Whistle Signals for the Station and public crossings at grade through the Village between the hours of 7:00 o'clock P. M. and 6:00 o'clock A. M. "Until further order of this Commission the Central Vermont Ry. Inc. is hereby ordered to discontinue between the hours of seven p. m. and six a. m. the sounding of whistle on locomotive drawing trains into or through the Village of Waterbury as signals for approach to the station in said Village or as signals for the four grade crossings, within the limits of said Village as enumerated in the above findings." The four crossings know

(continued on page 8)



(Roxbury Subdivision Footnotes Continued)

as Gattani Crossing (now known as O'Clair Crossing), Passenger Depot Crossing, Batchelor Street Crossing and Demerit Crossing. The ringing of the engine bell and the sounding of other whistle signals as prescribed by the rules are not curtailed or regulated.

Roxbury: Public Service Commission Order, June 26, 1931, Prohibits the Sounding of the Engine Whistle and Bell Approaching the Station and the Following Public Crossings at grade in Either Direction: Ellis Crossing, main road crossing near the north switch to the siding, Warren Crossing, second crossing north of the station. Station Crossing, between the station and freight house. Emergency or necessary whistling to convey signals to employes is not prohibited.

Randolph: The north switch to the west siding at Randolph is the crossover switch located just north of the station platform.

RESTRICTIONS, ENGINE

Locomotives must not use the following tracks:
Richmond—Richmond Warehouse Corp. track, formerly Borden. Bethel—700 class engines on the Tannery track.

RESTRICTIONS, SPEED

Freight Trains, Milk Trains, Engines with Caboose or Light Engine, except as otherwise directed, forty-five (45) miles an hour.

Engines of the 700 class, in all classes of service, thirty-five (35) miles an hour, except as otherwise directed.

Engines of the 700 class, in all classes of service, thirty (30) miles an hour when valve pilot is not working.

Diesel locomotives of CV 8000 series, 1000 H. P. yard switchers, light or in service, 40 miles an hour.

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

Except as otherwise directed 450 class engines forty-five (45) miles an hour, in **Passenger Service.**

Georgia: All trains not to exceed ten (10) miles an hour, between mileage 122.0 and 122.4 (Georgia High Bridge).

Essex Jct.: Trains in either direction must proceed with extreme care between first public crossing at grade north and first public crossing at grade south of passenger station.

All trains not to exceed twenty (20) miles an hour on main track between sign-boards at mileage 107.7 and 108.4 and fifteen (15) miles an hour on "Back" track between sign-boards at mileage 108.0 and 108.3.

North Duxbury: Mileage 90.3, curve north end of Bridge No. 90.3. Passenger trains forty-five (45) miles an hour, freight and milk trains thirty-five (35) miles an hour.

North Duxbury Detour: Between mileage 89.3 and 90.0 passenger trains forty-five (45) miles an hour, freight trains thirty-five (35) miles an hour.

Middlesex: Wilder's Curve between mileage 79.3 and 79.6, passenger trains forty-five (45) and freight trains thirty-five (35) miles an hour.

Roxbury Hill: Between mileage 62.1 and 66.9, all trains forty-five (45) miles an hour.

Bridge 56.9 Curve, North of East Granville: Between mileage 56.9 and 57.2. Passenger trains forty-five (45) miles an hour, freight trains thirty-five (35) miles an hour.

Bethel: Curve between mileage 39.4 and 39.5, all trains forty (40) miles an hour.

South of Bethel: Between mileage 37.7 and 38.0, thirty-five (35) miles an hour.

Royalton: Curve between mileage 34.0 and 34.4, passenger trains forty-five (45) miles an hour, freight trains thirty-five (35) miles an hour.

South Royalton, Curve north of: Between mileage 33.2 and 33.4, passenger trains forty-five (45) miles an hour, freight trains thirty-five (35) miles an hour.

(Roxbury Subdivision Footnotes Continued.)

West Hartford, South of: Between Mileage 20.9 and 21.7, passenger trains forty-five (45) miles an hour, freight trains thirty-five (35) miles an hour.

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
27.6	Sharon	North End	16
55.1	East Granville	North End	12
60.0	Vermont Marble Co. Spur	North End	24
96.1	Plant & Griffith Lumber Co.	Both Ends	17
122.4	Georgia	Both Ends	8

YARD LIMITS-LOCATION

St. Albans: 5832 feet south of outer main track switch.
Essex Jct.: 5331 feet north of outer main track switch and 4376 feet south of outer main track switch.

Montpelier Jct.: 5630 feet north of outer main track switch and 4000 feet south of outer main track switch.

White River Jct.: 4000 feet north of entering switch.

For Movement through St. Albans Terminal see Footnotes Pages 6 and 7. For movement through White River Jct. Terminal see Footnotes Page 9.

WHITE RIVER JCT. TERMINAL FOOTNOTES

North Yard: Spring switch located at North Switch, Mileage 16.2. Protected by automatic signal in facing point direction.

For the movement of trains and of road engines to and from trains, switchtenders located at Bridge St. underpass W. R. Jct. will be in charge of main track switches in the territory between north end of passenger station and semaphore located 1000 ft. north of passenger station.

At the above location, Yard Crews may handle switches for their own movements and will be responsible for switches used by them unless otherwise directed by switchtenders.

C. V. Yard Office: D. N. K. Mileage 15.4. This point is a registering station only for trains originating or terminating at Central Vermont Yard. Operators will register first class trains in accordance with Rule 83.

B. & M. Operating Rule 104-E reads: "Adjoining tracks must not be fouled until it is known that switches are properly lined and route is clear. Trains or cars standing on sidings must clear the main track. Cars on other tracks must not be left standing to foul an adjoining track." Central Vermont road crews must comply with this rule. Particular attention is called to that part of the rule which provides that when moving through turnouts or crossovers, the adjoining track must not be fouled, until and unless the switches are properly lined for such movement, and the route is clear.

RESTRICTIONS, SPEED

Passenger trains forty (40) miles an hour, freight trains thirty (30) miles an hour for main track movements on curve between mileages 16.0 and 16.3. Ten (10) miles an hour through all turnouts in Central Vermont Ry. Yard, fifteen (15) miles an hour through turnouts in Boston and Maine R. R. Yard. Ten (10) miles an hour on all wye tracks.

SIGNALS, FIXED

North Yard: Three position signal, located on east side of main track 1000 feet north of passenger station; Governs southward movements on main track. Indications: Arm in a perpendicular position or green light—"Proceed via main track route". Arm in 45 degree position or yellow light—"Reduce speed for movement via diverging route". Arm in horizontal position or red light—"Stop".

Railway Crossing at Grade with B. & M. R. R. east side of station non-interlocking. One ball or one red light will allow trains from C. V. Ry. (Roxbury Subdivision) or movements from the west to cross. Two balls or two red lights will allow trains from the Concord-White River Jct. main track (New Hampshire Division) or movements from the east to cross, but switching may be done over crossing east and west on two balls or two red lights. Three balls or three red lights will allow trains from the Berlin-White River Jct. line (New Hampshire Division) or movements from the north to cross, but switching may be done over crossing north or south on three balls or three red lights. Four balls or four red lights will allow trains from the C. V. Ry. (Windsor Subdivision) or movements from the south to cross. When no signal is displayed at masthead all trains or movements approaching the diamond must come to a stop. Any movement over the diamond when no signal is displayed will be made on authority of the signalman. Each engineman approaching the crossing must bring his engine to a stop at a point within one thousand (1000) feet therefrom and understand he must use the utmost care with reference to trains moving on the same track, as the fixed signals only protect movements on tracks at right angles with each other. If the signal is right, he may proceed, but must sound whistle, signal 14(m), before starting, and pass carefully over the crossing. The law of Vermont inflicts a penalty of \$100.00 on the engineman for each violation of this rule.

Trains from the B. & M. (New Hampshire Division) must stop to clear fouling point of the C. V. main track just north of passenger station, except they may proceed onto C. V. main track upon hand signal from the switchtender at Bridge

(White River Jct. Terminal Footnotes Continued.)

Street underpass and under flag protection as arranged by the switchtender at that point, against Roxbury Subdivision regular trains that may be due, or overdue.

Double Arm Upper Quadrant Signal, 2 position blade, 1050 feet south of station governs southward movements at fouling point of B. & M. and C. V. main track and B. & M. No. 2 track. The west arm in a perpendicular position or a green light and the east arm in a horizontal position or a red light, gives southward movements from C. V. main track permission to proceed. The west arm in a horizontal position, or a red light, and the east arm in a perpendicular position, or a green light, gives southward movements from B. & M. main track, or through crossover from south wye, permission to proceed. Both arms in a horizontal position or two red lights, all southward movements on either main track or through crossover from south wye must stop to clear fouling point at junction switch.

YARD LIMITS-LOCATION

4000 feet north of entering switch C. V. Yard, and 200 feet south of southerly switch at mileage 13.4. Windsor Sub.

RICHFORD SUBDIVISION

Miles from St. Albans	Symbols	Northward	Southward	Train Order or Telephone Offices	Office Signals	Car Capacity	
		Inferior Direction	Superior Direction			Sidings	Other Tracks
		STATIONS					
		Jct. with Swanton Sub.					
0.0	CKW Z	St. Albans 5.6		DN	DS	Yard	
5.6		Chadwick 3.0				8	
8.6	W	Sheldon Springs 1.5				2	26
10.1		Sheldon Jct. 7.6			S	11	2
17.7		Enosburg Falls 9.7		D	UG	13	28
27.4	RWY Z	Richford		D	RK	Yard	

RICHFORD SUBDIVISION FOOTNOTES

Mile post 0.0 is junction with main line near Elm St., St. Albans.

Rule 9: Lights will not be displayed on switches and train order signals from sunset to sunrise.

Sidings may be found blocked with cars at any time.

Sheldon Junction, Railway Crossing at Grade with St. Johnsbury and Lamolille County R.R. Non-Interlocking. Trains must stop within 1000 feet of the crossing and sound whistle, signal 14(m), before proceeding.

Richford: Main track begins and terminates at mileage 26.9.

RESTRICTIONS, BRIDGE

Sheldon Jct.: I-Beam Bridge M. P. 9.9, speed of ten (10) miles an hour must not be exceeded.

Through Truss Bridge M. P. 9.9, speed of ten (10) miles an hour must not be exceeded.

Richford: Through Truss Bridge M P 24.3, Diesel locomotives, all classes, ten (10) miles an hour, must not be exceeded.

Bridge M. P. 0.3 on C. P. R. Connection, speed of ten (10) miles an hour must not be exceeded.

RESTRICTIONS, ENGINE

Engines heavier than the 460 class must not operate. EXCEPT: 600 class may be used in helper or special service on main track and sidings only.

RESTRICTIONS, SPEED

Passenger trains, except as otherwise directed, twenty-five (25) miles an hour. Diesel locomotives, all classes, twenty (20) miles an hour.

Freight Trains, Engines with Caboose, or Light Engines, except as otherwise directed, thirty (30) miles an hour between St. Albans and Sheldon Springs, twenty (20) miles an hour between Sheldon Springs and Richford. Diesel locomotives, all classes, twenty (20) miles an hour.

(Richford Subdivision Footnotes Continued)

Sheldon Jct., Curve South of: All trains except those with diesel locomotive, fifteen (15) miles an hour between signs each side of curve mileage 10.0. Diesel Locomotives all classes ten (10) miles an hour.

East Berkshire, South of: All 450 class and Diesel Locomotives, ten (10) miles an hour on reverse curves between mileage 21.1 and 21.4.

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
1.6	National Carbon Spur	North End	31
1.6	Runaround Track	Both Ends	6
12.5	North Sheldon	Both Ends	14
16.9	U. S. S&B Co. Spur.	South End	4
17.0	Oil Tank Spur	North End	3
22.6	Loading Track	Both Ends	11
22.9	East Berkshire	Both Ends	12
26.9	C. P. Railway Connection	South End	
27.1	C. P. Railway Connection	North End	

YARD LIMITS-LOCATION

St. Albans—6200 feet north of wye switch north of Aldis Street.

Richford—1160 feet south of the south wye switch.

For Movement Through St. Albans Terminal See Footnotes Pages 6 and 7.

WINOOSKI SUBDIVISION

Miles from end of track, Burlington	Symbols	STATIONS		Train Order or Home Office	Car Capacity	
		Northward Inferior Direction	Southward Superior Direction		Office Signals	Other Trucks
8.0	KWY	Jct. with Roxbury Sub. Essex Jct. 1.1		DN	SX	Ya, rd
6.1	Z	Fort Ethan Allen 3.1		FO		55
3.0		Winooski 2.8		D	KI	31 43
0.0	Z	Burlington		D	BD	Ya, rd

WINOOSKI SUBDIVISION FOOTNOTES

Mile post 0.0 is southerly limit of joint section, located 608 feet south of Burlington passenger station.

Train order signal at Essex Jct. governs Roxbury Subdivision only. All Winooski Subdivision trains must obtain terminal clearance at Essex Jct.

Burlington Station Joint Section—The trackage and premises owned and operated jointly by the Central Vermont Railway, Inc., and Rutland Railway Corporation will be known as the station joint section and includes the territory marked by sign posts between a point 600 feet north of College Street and a point 150 feet south of King Street.

For all operating purposes Central Vermont Railway main track will begin and terminate at No. 4 switch of Automatic Interlocking located opposite Central Vermont engine house facility.

All Rutland Railway and/or Central Vermont Railway train or engine movements over Rutland Railway main track between Automatic Interlocking and Rutland Railway freight yard located south of station joint section must be made as provided by Operating Rule 93.

The Rutland Railway south "Yard Limit" board, Burlington, is located approximately one mile south of College Street.

Operation of Automatic Interlocking. The interlocking limits extend between the two color light home signals described under Interlocking Signals on following page.

Protection is afforded Central Vermont trains moving through the interlocking limits by two electrically locked switch machines which are located as follows: One (known as No. 4 switch) opposite the Central Vermont engine house, and the other (known as No. 1 switch) west of Rutland main track just north of Lake St. There are two Rutland Railway main track switches electrically interlocked with and lock-locked by these switch machines. Before a Central Vermont movement may cross Rutland Railway main track within the interlocking limits, trainmen will be governed by the following procedure:

After removing switch lock from switch machine the appearance of a white light on surface of switch machine case indicates the machine is electrically unlocked and the movement may be consummated in accordance with the several steps as outlined on yard plan shown on page 12. In the event white light does not appear this is because, either a Rutland Railway train is in the circuit, thus having right to the route, or the mechanism is out of order. In this event a time relay of three minutes duration will function subsequent to which the machine will unlock. When it does unlock, movement may then be consummated even though the white light does not appear.

It must be understood that while a Rutland Railway train is approaching or passing through the interlocking limits the removal of switch lock from switch machine is prohibited.

(Winooski Subdivision Footnotes Continued)

When electric lock does not permit normal operation of switch machine, the switch may be unlocked by use of an emergency release which is located beneath cover on right hand side of electric lock when trainman is facing switch machine in position to throw switch. Method of operation: Let-Raise emergency release cover. (This cover cannot be raised until switch lock has been removed.) 2nd—Break seal holding emergency release lever. 3rd—Move emergency release lever to right as far as it will go. 4th—Switch machine will now be unlocked and switch may be operated in usual manner. 5th—After switch hand throw lever has been returned to normal position, close cover of emergency release. 6th—Insert and lock switch lock. **IMPORTANT:** Before using emergency release to unlock electric switch lock, the conductor must notify Dispatcher St. Albans, by telephone in low located adjacent to section house in north part of yard as the entire signal system will be out of service until necessary repairs and adjustments have been made by Signal Maintainers.

Burlington Yard: After spotting cars on the Pease Grain Company track, switch on this track leading to Wilson track must be set for the latter track.

Winooski: Siding may be found, at any time, blocked with cars.

Fort Ethan Allen: Switching movements over public crossing at grade 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.

RESTRICTIONS, BRIDGE

Winooski Gorge Bridge No. 4.1 Speed of six (6) miles an hour must not be exceeded.

RESTRICTIONS, ENGINE

Engines of the 700 class must not operate south of entering switch to Fort Ethan Allen, located at mileage 6.1.

RESTRICTIONS, SPEED

Passenger Trains twenty-five (25) miles an hour. **Freight Trains** twenty-five (25) miles an hour. All trains approaching and moving over College Street crossing, Burlington, must not exceed a speed of six (6) miles an hour.

Movements through Winooski, either direction, twenty (20) miles an hour between Hood's public crossing at grade north of station and the public crossing at grade immediately north of station building.

Diesel Locomotives, all classes, maximum speed twenty (20) miles an hour over entire subdivision.

SIGNALS, INTERLOCKING

Burlington—Interlocking—Two home signals of the color-light type govern the movement of Rutland Railway trains and are located as follows:

For southward movements - on signal bridge on west side of Rutland main track, opposite Central Vermont engine house.
Indication: green over red - "proceed"; red over red - "stop".

For northward movements - on signal bridge on east side of Central Vermont yard track immediately south of Lake Street.

Indication: green over red - "proceed"; red over red - "stop".

The interlocking limits extend between the two home signals.

TRACKS, OTHER

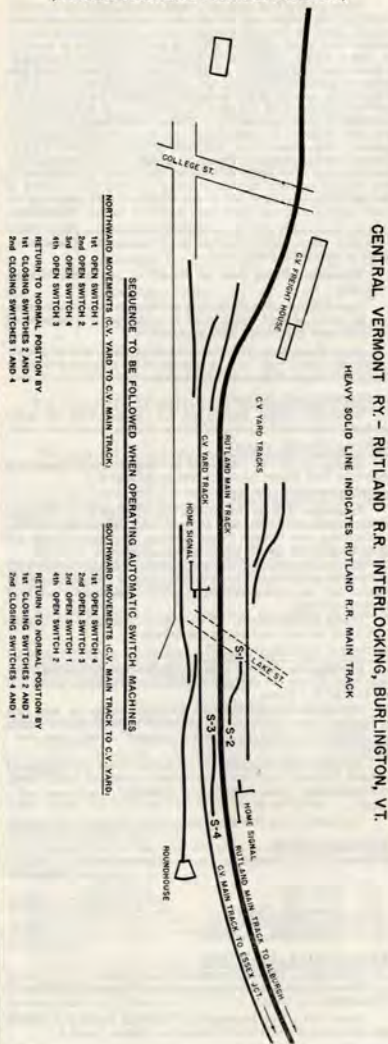
Mileage	Name	Connected	Car Capacity
4.6	Lime Kiln	North End	5
4.4	Lime Kiln	South End	13
4.0	Green Mt. Power	" "	1
3.3	Porter Screen Company	" "	28
3.2	Porter Screen Company	" "	8

YARD LIMITS—LOCATION

Burlington - 1636 feet north of No. 4 switch.
Essex Junction - 1256 feet south of Winooski Subdivision Wye switch.

Essex Jct.: For Movement Through Essex Jct. Yard, See Roxbury Subdivision Footnotes, Pages 7 and 8.

(Winooski Subdivision Footnotes Continued)



BARRE SUBDIVISION

Miles from Montpelier Jct.	Symbols	Northward	Southward	Train Order or Signal Office	Office Signals	Car Capacity	
		Inferior Direction	Superior Direction			Sidings	Other Tracks
0.0	CKW	STATIONS		DN	KD	Ya	rd
1.5	YZ	Jct. with Roxbury Sub. Montpelier Jct.		DN	K	Ya	rd
6.6	Z	Montpelier					
8.0	WZ	Barre			BX	Ya	rd

Rule 41 applicable.

BARRE SUBDIVISION FOOTNOTES

Mile post 0.0 is located 270 feet south of car house Montpelier Jct.

Train Order signal at Montpelier Jct. governs Roxbury Subdivision trains only. All Barre Subdivision trains must obtain terminal clearance at Montpelier Jct.

Engine should be on the lookout at all times, especially during period of the year when livestock may be in pasture, for animals on the track as no right-of-way fence is maintained on this subdivision.

Rule 9: Lights will not be displayed on switches from sunset to sunrise.

Montpelier Jct.

To prevent an accident when automobiles or other vehicles might be parked fouling north leg of Wye track, east of station platform, movements over this portion of track must STOP and, before proceeding, a member of crew definitely determine that no vehicles foul the track and the route is clear.

Montpelier

Northward movements over the following public crossings at grade must stop 50 feet from these crossings and sound whistle, signal 14(m), before proceeding, Taylor Street (south end of Station Platform), Main Street, Granite Street.

Southward movements over the following public crossings at grade must stop 50 feet from these crossings and sound whistle, signal 14(m), before proceeding, Main Street, Granite Street.

Engine bell must be sounded continuously by all movements on the main track between C. V. passenger station and Granite Street.

Switching movements over Taylor Street, Main Street and Granite Street Crossings, must be protected by a trainman until such movements are completed and conductors will be held responsible and must know that crossing is protected.

For train movements over Main Street, a trainman must be stationed at crossing to protect highway traffic against movement of engine or leading car.

Montpelier and Barre R. R. Crossing at Grade, one mile south of Montpelier Station, Non interlocking. All movements over the grade crossing must stop within 1000 feet of the crossing sounding whistle, signal 14(m), before proceeding.

(Continued on page 13)

(Barre Subdivision Footnotes Continued)

Barre Jct.

Main track begins and terminates at mileage 6.6.

Barre

Berlin Street (second street south of Barre Junction) Southward movements must stop and sound whistle, signal 14(m) before passing over the crossing.

Passenger Station Crossing: Southward movements must stop 50 feet from crossing and sound whistle, signal 14(m), before proceeding.

Switching movements over Granite Street and Passenger Station Crossings must be protected by a trainman until such movements are completed and conductors will be held responsible and must know that the crossings are protected.

RESTRICTIONS, ENGINE

All locomotives cannot move beyond heel of frog, Carr & Sons Track. Track safe for cars only.

700 class may operate between Montpelier Jct. and Bridge No. 1.4 north of Montpelier station but must not enter on bridge No. 1.4.

600 class in passenger train service may operate to Bridge No. 2.7. Must not exceed speed of twenty-five (25) miles an hour on main track and speed of ten (10) miles an hour over Bridge No. 1.4 north of Montpelier station or Bridge No. 1.7.

500 class engines and Diesel Locomotives of 3900 and 8000 class may operate, not exceeding twenty (20) miles an hour on main track and not exceeding speed of ten (10) miles an hour over Bridge No. 1.4 north of Montpelier station or Bridge No. 1.7.

Engines must not enter Miles Coal Co. shed at Barre.

RESTRICTIONS, SPEED

Passenger Trains twenty-five (25) miles an hour. Freight Trains twenty (20) miles an hour.

Engines of the 450-460-600 and 700 class twenty (20) miles an hour.

Lombard's Crossing (300 feet south of Bridge No. 0.3 Montpelier Junction) Northward movements six (6) miles an hour.

Berlin Street (second street south Barre Junction) Northward movements ten (10) miles an hour.

Granite Street Barre, ten (10) miles an hour.

South Barre Industrial Spur, Fifteen (15) miles an hour.

TRACKS, OTHER

Mileage	Name	Connected	Length
6.6	South Barre Industrial Spur	North End	0.8 mi.

YARD LIMITS-LOCATION

Montpelier-Limits extend between Montpelier Junction and Bridge No. 3.5 two miles south of Montpelier station.

Barre—1154 feet north of Barre Junction Switch.

LISTING TIME OF WAYFREIGHTS AND TRAVELLING SWITCHERS**Swanton and Alburgh Subdivisions**

Wayfreight listed for 6.30 A. M., St. Albans to Rouses Point and return, daily except Sunday.

Richford Subdivision

Wayfreight listed for 6.30 A. M. St. Albans to Richford and return daily, except Sunday.

Roxbury Subdivision

Wayfreight listed for 11.00 A. M., Essex Jct. to White River Jct., daily.

Wayfreight listed for 7.00 A. M., White River Jct. to St. Albans, daily.

Winooski Subdivision

Day Wayfreight listed for 5.00 A. M., Essex Jct. to Burlington and return, daily except Sunday.

Night Wayfreight listed for 2.00 P. M., Essex Jct. to Burlington and return, daily except Saturday.

Barre Subdivision

Wayfreight listed for 5.35 A. M., Montpelier Jct. to Barre and return, daily except Sunday.

DISPATCHER'S EMERGENCY TELEPHONES

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

Located at M. P.

9.0 Swanton
5.4 Fonda
2.6 Newton Rd. Crossing
122.4 Georgia
119.1 Baggage room, Milton Station
114.5 South of Milton
111.9 Section Car House, Colchester
104.4 Williston
99.1 Waiting room, Richmond Station
96.2 Jonesville
93.1 Bolton
89.5 South End of North Duxbury Detour
82.6 Slip Hill, South of Waterbury
73.9 South of Montpelier Jct.
64.0 South of Northfield
60.6 Conductor's room, Roxbury Station
57.0 South of Roxbury
55.1 East Granville, Section Car House
52.1 Braintree
49.2 River Curve, North of Randolph
43.0 Between Bethel and Randolph
39.4 Waiting room, Bethel Station
38.0 North End of Blue Hill
34.3 Royalton
28.7 North of Sharon
27.6 Sharon
25.0 South of overhead bridge No. 25.0 South of Sharon
22.2 Opposite Sec. House
21.0 South of West Hartford

TRAIN ORDER OFFICES

SWANTON AND ROXBURY SUBDIVISIONS

STATIONS	EXCEPT SATURDAY AND SUNDAY	SATURDAY	SUNDAY
Cantic	Continuous	Continuous	Continuous
Swanton	Continuous	Continuous	Continuous
St. Albans			
Italy Yard	Continuous	Continuous	Continuous
Pgr. Sta.	Continuous	Continuous	Continuous
Milton	{ 6.45 A. M. to 11.00 A. M. 12.00 noon to 3.45 P. M.	{ 10.30 A. M. to 12.30 P. M.	{ 10.30 A. M. to 1.30 P. M.
Essex Jct.	Continuous	Continuous	Continuous
Richmond	{ 6.00 A. M. to 10.00 A. M. 11.00 A. M. to 3.00 P. M.	{ 11.00 A. M. to 1.00 P. M.	{ 11.00 A. M. to 2.00 P. M.
Waterbury	Continuous	Continuous	Continuous
Middlesex	{ 7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	Closed	Closed
Montpelier Jct.	Continuous	Continuous	Continuous
Northfield	{ 6.00 A. M. to 5.30 P. M. 9.15 P. M. to 5.45 A. M.	{ 6.00 A. M. to 2.00 P. M. 3.00 P. M. to 5.00 P. M. 9.15 P. M. to 5.15 A. M.	{ 6.00 A. M. to 2.00 P. M. 2.30 P. M. to 5.30 P. M. 9.15 P. M. to 5.15 A. M.
Roxbury	{ 9.30 A. M. to 5.30 P. M. 9.30 P. M. to 5.30 A. M.	{ 9.30 A. M. to 5.30 P. M.	{ 9.30 A. M. to 5.30 P. M.
Randolph	Continuous	Continuous	Continuous
Bethel	{ 7.30 A. M. to 11.00 A. M. 12.00 noon to 4.30 P. M.	{ 12.30 P. M. to 3.30 P. M.	{ 12.30 P. M. to 3.30 P. M.
So. Royalton	{ 7.30 A. M. to 4.30 P. M. 10.30 P. M. to 7.30 A. M.	{ 7.30 A. M. to 4.30 P. M. 10.30 P. M. to 7.30 A. M.	{ 7.30 A. M. to 4.30 P. M. 10.30 P. M. to 7.30 A. M.
White River Jct.			
Yard	Continuous	Continuous	Continuous
Pgr. Sta.	Continuous	Continuous	Continuous

ALBURGH SUBDIVISION

Alburgh	{ 8.00 A. M. to 4.00 P. M. 8.45 P. M. to 4.45 A. M.	{ 8.00 A. M. to 4.00 P. M. 8.45 P. M. to 4.45 A. M.	{ 8.00 A. M. to 4.00 P. M. 8.45 P. M. to 4.45 A. M.
Rouses Point	9.30 A. M. to 6.30 P. M.	9.30 A. M. to 6.30 P. M.	9.30 A. M. to 6.30 P. M.

RICHFORD SUBDIVISION

Enosburg Falls	{ 7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	12.00 noon to 3.00 P. M.	Closed
Richford	{ 7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	11.00 A. M. to 2.00 P. M.	Closed

BARRE SUBDIVISION

Montpelier Jct.	Continuous	Continuous	Continuous
Montpelier	7.30 A. M. to 11.30 P. M.	{ 11.00 A. M. to 1.00 P. M. 8.30 P. M. to 11.30 P. M.	{ 10.00 A. M. to 1.00 P. M. 8.30 P. M. to 11.30 P. M.

WINOOSKI SUBDIVISION

Winooski	{ 9.00 A. M. to 12.00 noon 1.00 P. M. to 6.00 P. M.	Closed	Closed
Essex Jct.	Continuous	Continuous	Continuous

SPEED SCHEDULE

Northern Division	Distance	15 miles	20 miles	25 miles	30 miles	35 miles	40 miles	45 miles	50 miles	55 miles
		per hour Min. Sec.	per hour Min. Sec.	per hour Min. Sec.	per hour Min. Sec.	per hour Min. Sec.	per hour Min. Sec.	per hour Min. Sec.	per hour Min. Sec.	per hour Min. Sec.
East Alburgh and Lakewood	.75	3 00	2 15	1 48	1 30	1 17	1 08	1 00	54	49
Lakewood and Swanton	5.81	23 14	17 26	13 57	11 37	9 58	8 43	7 44	6 58	6 20
Swanton and Fonda	3.64	14 34	10 55	8 44	7 17	6 14	5 28	4 51	4 22	3 58
Fonda and North Jet.	3.80	15 34	11 40	9 20	7 47	6 40	5 50	5 11	4 40	4 15
North Jet. and St. Albans	1.50	6 00	4 30	3 36	3 00	2 34	2 15	2 00	1 48	1 38
St. Albans and Oakland	5.22	20 53	15 40	12 32	10 26	8 57	7 50	6 58	5 16	4 52
Oakland and Georgia	4.47	17 53	13 25	10 44	8 56	7 40	6 42	5 58	5 22	4 53
Georgia and Milton	3.24	12 58	9 43	7 47	6 29	5 33	4 52	4 19	3 53	3 32
Milton and Colchester	7.19	28 46	21 34	17 15	14 23	12 20	10 47	9 35	8 38	7 51
Colchester and Essex Jet.	3.67	14 41	11 00	8 48	7 20	6 17	5 30	4 54	4 24	4 00
Essex Jet. and Williston	4.01	16 02	12 02	9 37	8 01	6 52	6 01	5 21	4 49	4 22
Williston and Richmond	5.13	20 31	15 23	12 19	10 16	8 48	7 42	6 50	6 09	5 36
Richmond and Jonesville	3.19	12 46	9 34	7 39	6 23	5 28	4 47	4 15	3 50	3 29
Jonesville and Bolton	2.81	11 14	8 26	6 44	5 37	4 49	4 13	3 44	3 22	3 04
Bolton and Waterbury	7.19	28 46	21 34	17 15	14 23	12 20	10 47	9 35	8 38	7 50
Waterbury and Middlesex	4.84	19 22	14 31	11 37	9 41	8 18	7 16	6 25	5 48	5 17
Middlesex and Montpelier Jet.	4.71	18 50	14 08	11 18	9 25	8 04	7 04	6 17	5 39	5 08
Montpelier Jet. and Riverton	4.71	18 50	14 08	11 18	9 25	8 04	7 04	6 17	5 39	5 08
Riverton and Northfield	3.95	15 48	11 51	9 29	7 54	6 46	5 56	5 16	4 44	4 19
Northfield and Roxbury	7.17	28 41	21 31	17 12	14 20	12 17	10 45	9 34	8 36	7 49
Roxbury and East Granville	5.46	21 50	16 23	13 06	10 55	9 22	8 11	7 17	6 33	5 57
East Granville and Braintree	3.02	12 05	9 04	7 15	6 02	5 11	4 32	4 02	3 37	3 18
Braintree and Randolph	5.68	22 43	17 02	13 38	11 22	9 44	8 31	7 34	6 49	6 12
Randolph and Bethel	7.05	28 12	21 09	16 55	14 06	12 05	10 34	9 24	8 28	7 41
Bethel and Royalton	5.04	20 10	15 07	12 06	10 05	8 38	7 34	6 43	6 03	5 30
Royalton and South Royalton	1.82	7 17	5 28	4 22	3 38	3 07	2 44	2 26	2 11	1 59
South Royalton and Sharon	4.85	19 24	14 33	11 38	9 42	8 19	7 16	6 28	5 49	5 17
Sharon and West Hartford	5.55	22 12	16 39	13 19	11 06	9 31	8 20	7 24	6 40	6 03
West Hartford and White River Jet.	7.28	29 07	21 50	17 28	14 34	12 29	10 55	9 42	8 44	7 56
Southern Division										
Brattleboro and Vernon	5.37	21 29	16 07	12 53	10 44	9 12	8 03	7 10	6 27	5 51
Vernon and East Northfield	5.17	20 40	15 31	12 24	10 20	8 52	7 45	6 54	6 12	5 38
East Northfield and Northfield	2.19	8 46	6 34	5 15	4 23	3 45	3 17	2 55	2 38	2 22
Northfield and Northfield Farms	5.83	23 19	17 29	14 00	11 40	10 00	8 45	7 46	6 00	6 23
Northfield Fins. and Willers Falls	2.86	11 26	8 35	6 52	5 43	4 54	4 17	3 49	3 26	3 07
Willers Falls and Montague	3.68	14 43	11 02	8 50	7 22	6 19	5 31	4 54	4 25	4 01
Montague and Leverett	5.67	22 41	17 01	13 36	11 20	9 43	8 30	7 34	6 48	6 11
Leverett and Cushman	2.69	10 46	8 04	6 27	5 23	4 37	4 02	3 35	3 14	2 56
Cushman and Amherst	2.88	11 31	8 38	6 55	5 46	4 56	4 19	3 50	3 27	3 09
Amherst and Belchertown	9.74	38 57	29 13	23 23	19 29	16 42	14 37	12 50	11 41	10 38
Belchertown and Barre	5.61	22 26	16 50	13 28	11 13	9 37	8 25	7 29	6 44	6 08
Barre and Three Rivers	3.16	7 50	5 08	4 06	3 25	2 56	2 34	2 17	2 03	1 52
Three Rivers and Palmer	2.74	10 58	8 13	6 35	5 29	4 42	4 07	3 39	3 17	2 59
Palmer and Monson	3.95	15 48	11 51	9 29	7 54	6 46	5 56	5 16	4 44	4 19
Monson and State Line	5.08	20 19	15 14	12 12	10 10	8 42	7 37	6 46	6 06	5 33
State Line and Stafford	6.26	25 02	18 47	15 01	12 31	10 44	9 23	8 21	7 31	6 50
Stafford and West Willington	5.67	22 41	17 01	13 36	11 20	9 43	8 30	7 34	6 48	6 11
W. Willington and So. Willington	1.75	7 00	5 15	4 12	3 30	3 00	2 38	2 20	2 06	1 55
So. Willington and Merron	2.27	9 05	6 49	5 27	4 32	3 53	3 24	3 02	2 43	2 29
Merron and Mansfield	1.65	6 36	4 57	3 58	3 18	2 50	2 29	2 12	1 59	1 48
Mansfield and Eagleville	2.00	8 00	6 00	4 48	4 00	3 26	3 00	2 40	2 24	2 11
Eagleville and South Coventry	1.56	6 14	4 41	3 45	3 07	2 40	2 20	2 05	1 52	1 42
South Coventry and Willimantic	5.12	20 29	15 22	12 17	10 14	8 47	7 41	6 50	6 09	5 35
Willimantic and South Windham	3.54	14 10	10 37	8 30	7 05	6 04	5 19	4 43	4 15	3 52
South Windham and Lebanon	3.21	12 50	9 38	7 42	6 25	5 30	4 49	4 17	3 51	3 30
Lebanon and Yantic	5.98	23 55	17 56	14 21	11 58	10 15	8 59	7 58	7 10	6 31
Yantic and Norwich	3.71	14 50	11 07	8 54	7 25	6 22	5 34	4 57	4 27	4 03
Norwich and Montville	7.20	28 47	21 36	17 17	14 24	12 20	10 48	9 36	8 38	7 51
Montville and East New London	4.83	19 19	14 29	11 36	9 40	8 17	7 15	6 26	5 48	5 16

CLASS "A" ENGINE RATINGS

SWANTON - ROXBURY - WINOOSKI - WINDSOR AND PALMER SUBDIVISIONS

CLASS OF POWER	Canter and North Jct.*	St. Albans and Essex Jct.*	Essex Jct. and Montpelier Jct.	Montpelier Jct. White River Jct.	White River Jct. and Brattleboro	Brattleboro and Palmer	Palmer and Willimantic	Willimantic and New London
	SOUTHWARD							
9000 (2 Units)	4875	4900	4925	4325	5100	2850	2775	3800
87-93-9400 (2 Units)	5300	5350	5350	4700	5500	3100	3025	4000
3900 - 3901	2600	2775	2450	2350	2750	1700	1550	2000
1700-23 & 4350-73	2435	2450	2450	2175	2550	1425	1400	1900
4547-57 (2 Units) 4923-27 (2 Units)	5300	5350	5350	4700	5500	3100	3025	4000
8000 (yd. switchers)	1950	2050	1850	1700				
CAR FACTOR	7	7	7	7	7	4	4	4
DIESEL	NORTHWARD							
9000 (2 Units)	7500	5500	6100	4550	5100	3300	4130	3200
87-93-9400 (2 Units)	8000	5800	6500	4850	5500	3600	4400	3400
3900 - 3901	4000	2900	3250	2425	2750	1900	2200	1750
1700-23 & 4350-73	3750	2750	3050	2275	2550	1650	2075	1600
4547-57 (2 Units) 4923-27 (2 Units)	8000	5800	6500	4850	5500	3600	4400	3400
8000 (yd. switchers)	3000	2150	2400	1800				
CAR FACTOR	10*	7	7	7	7	4	4	4

EQUATED TONNAGE RATINGS

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade, the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the train load is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

3. The equated ratings shown are "A" or fair weather. When authorized, other than "A" rating will be computed as follows:

Diesel Reduction

B—Bad Rail or 24" above to 19" below zero	5%
C—20" below zero to 39" below zero	10%
D—40" below zero—down	15%

Class "A" ratings will be used at all times unless otherwise ordered by the Assistant Superintendent.

4. When one unit is idling, or inoperative, rating will be 100 tons less than half the two unit rating.

5. In making up trains, weights must be obtained by taking tare and contents from the waybill. When tare weights are not available, they will be estimated, using following weights as a guide.

	Tons
Passenger Cars — 4-wheel trucks	70
Passenger Cars — 6-wheel trucks (Baggage)	70
(Colonist and Coach)	80
(Tourist, Sleepers, etc.)	90
Express Refrigerator Cars	40
Freight Refrigerator Cars	35
Steel Automobile and Box Cars	25
Steel Frame Automobile and Box Cars	21
Stock Cars	18
Hopper Cars	24
Covered Hopper Cars	28
Steel and Steel Frame Gondola Cars	27
Steel Underframe Gondola Cars	20
Hart Convertible Cars	25
Flat Cars — (41 foot and less)	18
(46 foot)	20
(52 foot)	26
Depressed Flat Cars — 4-wheel trucks	30
6-wheel trucks	67
Caboose	20
Outfit Cars	22

To each of the above must be added the car adjustment factor applicable on subdivision involved.

6. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine.

7. Caboose cars will not be included in adding of train tonnage south of St. Albans.

Caboose weight of 20 tons will be included in making up train tonnage. Car Factor, North Junction to Brockville S.

PALMER SUBDIVISION

Miles from New London	Symbols	Northward Inferior Direction	Southward Superior Direction	Train Order or Telephone Office	Office Signals	Car Capacity		Fourth Class						
						Sidings	Other Tracks	738	804	430	740	490		
								Freight	Freight	Freight	Freight	Freight		
0.0		STATIONS												
		New London (Union Station) 1.2				Yard		PM		PM		PM		
1.2	CKWZ	East New London.....A	DN	DI		Yard		11.20		12.53		11.53		
6.0		Montville.....	D	MO		37	100	11.10		12.42		11.42		
12.1		Thamesville.....				60	13	10.35		12.30		11.30		
13.2	W	Norwich.....	D	N		46	98	10.30		12.27		11.27		
16.0		Yantic.....	D	NC			25	10.20		12.21		11.21		
17.4		Gibbs.....						10.17		12.20		11.20		
22.9		Lebanon.....	D	NA			36	10.05		12.11		11.11		
20.6	WZ	Willimantic.....	DN	JN		Yard		9.25		12.01		11.01		
34.8		South Coventry.....				62	11	8.45		11.50		10.50		
38.3		Mansfield.....	D	MF		27	14	8.30		11.44		10.44		
44.0		West Willington.....				45	15	8.05		11.34		10.35		
49.7		Stafford.....	D	FD		33	58	7.45		11.25		10.25		
55.9		State Line.....						7.15		11.15		10.15		
61.0		Monson.....	D	MK		49	18	7.01		11.05		PM	10.05	
65.0	CKWZ	Palmer.....	DN	F		52	Yard	6.45		10.59		11.50	9.59	
69.4		Barretts.....				44			AM	AM	10.41	11.40	9.41	
73.3	*R	Canal Jct. Jct. with B.&M.R.R.		P					A	9.30	10.35	11.33	9.35	
75.0		Belchertown.....	D	BN		45	35			9.21	10.32	11.30	9.32	
81.6	*R	Norwottuck Jct. with B.&M.R.R.		P					L	9.01	10.17	11.20	9.17	
84.8	W	Amherst.....	D	AD		97	79			AM	10.12	11.15	9.12	
90.3		Leverett.....				62					10.02	10.50	9.02	
96.0		Montague.....				44				From B. & M. R. R.	9.53	10.40	8.53	
99.7	YZ	Millers Falls.....	D	JA		34	54				9.47	10.30	8.47	
108.4		Northfield.....				41	22				9.34	10.05	8.34	
110.6	KZ	*East Northfield Jct. with B.&M.R.R.	L	DN	SV	44	7				9.30	10.01	8.30	
115.7		*Vernon.....				30					AM	AM	PM	
121.1	CK WYZ	*Brattleboro Jct. with B.&M.R.R.	DN	BO		Yard								

All train movements between East Northfield and Brattleboro handled by Boston and Maine Railroad. B. & M. time table and train rules govern.

See pages 18, 19 and 20 for footnotes.

738 804 430 740 490

PALMER SUBDIVISION FOOTNOTES

New London: N. Y. N. H. & H. R. R. movements must not be made east of Hallam St. on C. V. connecting track (old C. V. main track) without written authority of the NYNH&H Yardmaster who will arrange for the protection of the movement.

C. V. movements must not be made west of Hallam St. on C. V. connecting track (old C. V. main track) without authority of the N. Y. N. H. & H. R. R. Yardmaster, who will arrange for the protection of the movement.

All such movements on this track must be made at yard speed.

East New London: Main track begins and terminates at mileage 1.2.

East New London Yard: Account sharp curve, engines with lead trucks must not be operated from No. 4 track to No. 1 track. If necessary to go back through No. 1 track after pulling in on No. 4, engines should use No. 2 track and back on to Lead before entering No. 1 track.

East New London: Fourth St. Crossing: Trains must sound whistle, Signal 14(I), and yard engines must have bell ringing approaching this crossing.

East New London Dock: Account of insufficient overhead and side clearance on Tracks 1 and 2, traimen are prohibited from riding on cars during switching movements on these tracks excepting that one trainman may ride the end ladder on rear car of drafts when being pulled out.

Monville: Train and engine-men will exercise care when switching Dump Track, and south of crossover to Plouffe track because of low side and overhead clearances where roof extends over tops of cars.

Account close clearance, cars must not be left within one hundred (100) feet of Gair's Crossing on siding at Monville. Should trains meet or pass at Monville, train on siding to make cut to clear crossing one hundred (100) feet north and south of crossing. In event of trains meeting at Monville, train that is to hold the main track will stand back one hundred (100) feet from Gair's Crossing until the crossing is cut by the train taking the siding.

Thamesville: Whistle posts are located at mileage 11.6 and 12.2, between which are five private crossings at grade. Engine whistle signal 14 (I) must be sounded and so spaced or prolonged that it is sounding while approaching and passing over each of the five crossings.

Norwich: Cars standing on south end of Middle track do not clear siding. Crews using Middle track or siding must use extreme care in all operations.

Locomotive must not proceed farther than the heel of the frog on the Junction track at mileage 13.2. When necessary, cars must be taken with the engine to avoid operating engines beyond the frog.

Cars or engines shall not stand on siding at Norwich between the south switch of siding and south switch of crossover while trains are passing on main track.

Palmer town Branch and Palmer Bros. Industrial Spur: Movements over all highway crossings must be protected by a member of the crew performing such movements.

Norwich, Mansfield: Siding at these stations may be found at any time blocked with cars.

Willimantic: Time of all trains applies at Station Sign. Train order signal is located at Bridge St., about one-fourth mile north of Station Sign.

For the movement of main line trains, operators at Bridge Street, Willimantic will be in charge of north crossover switch located 2000 ft. north of station sign, and south crossover switch located 1530 ft. north of station sign.

State of Connecticut Public Utilities Commission Docket No. 8995, issued April 13, 1955 prohibits in the State of Connecticut any train employee or other employee from getting upon, riding upon, or working upon the top or roof of any freight car, caboose, or electric or diesel locomotive except in case of emer-

(Palmer Subdivision Footnotes Continued)

gency; providing however, that this rule shall not apply to yards, industrial sidings when switching operations are performed.

Palmer: The siding at Palmer is located west side of main track and extends between switch at Bridge, mileage 64.4, and first switch south of B&A R.R. crossing.

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

Roof and eaves over West side of Passenger Station, Palmer, Mass. provide very close clearances, particularly for employees on diesel. In view of this condition, engine-men and others should not lean out of windows or doors of diesel locomotives when passing that facility.

Three Rivers: Department of Public Utilities Order Number 7223 dated November 2, 1944, permits operation on and cross Springfield Street and Bridge Street at grade on White Aircraft Corporation spur track, mileage 67.7 with following restrictions: "That the railway shall cause a flagman to display a flag by day and a lighted lantern by night whenever an engine, car or train is approaching and while it is passing over said crossing, and no engine, car or train shall cross at a greater speed than four (4) miles an hour."

Belchertown: Department of Public Utilities Order Number 8572 of July 26, 1949 permits operation upon and across the state highway known locally as Maple Street at level on Ryther and Warren Co. Inc. spur track, mileage 75.1, subject to the following restrictions: "That the railway shall cause a red flag by day and a lighted red lantern by night to be displayed whenever an engine, car or train is approaching and while it is passing over said crossing, and no engine, car or train shall pass at a greater speed than four (4) miles an hour."

Dwight: To insure proper function of crossing signal for all movements over the public crossing at grade at Dwight, mileage 79.8, trains doubling Belchertown Hill must not leave their rear portion of train on the crossing signal circuit between the crossing and sign indicating beginning of the circuit, located 1350 feet north of the crossing.

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 obtain C. V. Terminal Clearance and Train Order Form "W" at B&M station Amherst and northward trains at Bondsville. B&M trains may leave Norwottuck and Canal Jct. without obtaining terminal clearance. Dispatchers telephone boxes are located at Canal Jct. and Norwottuck and B&M train crews must call Central Vermont Railway dispatcher before entering upon the 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 flagging as outlined in Central Vermont Railway Operating Rule 99. A supply of C.V. Ry. ten minute fuses is available at the Agent's office, Belchertown, Mass. and the B&M crews will procure their supply from this source.

Millers Falls: Switching movements over public crossings at grade at Main Street and the freight house must be protected by member of the crew performing such movements.

Department of Public Utilities Order number 7615 dated January 10, 1947, permits operation over Main Street Crossing on the Wye track with the following restrictions: "All movements must be protected by a member of the crew who will stop all vehicular and pedestrian traffic while such movements are being made."

Cars placed for unloading on the north end of the Woodshed track may foul the south end of the Middle track. Care must be exercised when using these tracks.

East Northfield: Southward trains whose initial terminal is Brattleboro, will not leave East Northfield earlier than seven (7) minutes after lating time from Brattleboro.

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(Palmer Subdivision Footnotes Continued)

REGISTER STATIONS

Palmer: Trains 430 and 490 and through extra trains may register by delivering register tickets to the operator.

All trains must obtain terminal clearance.
Canal Jet, and Norwottuck: Canal Jet, and Norwottuck are register stations for B & M trains only.

East Northfield: Southward trains may register by delivering register ticket to operator.

RESTRICTIONS, BRIDGE

Bridge Mileage	M.P.H.
99.9	10 (Engines only)
109.2	25 (Engines only)

RESTRICTIONS, ENGINE

Engines of the 700 class must not operate.

All engines must not operate on so-called Jones and Laughlin Track beyond the sign reading "Engines must not operate beyond this point" located on the east side of this spur approximately five hundred (500) feet from the main track switch.

RESTRICTIONS, SPEED

Except as otherwise directed, between New London and Norwich, thirty (30) miles an hour, and between Norwich and East Northfield forty (40) miles an hour.

East New London: Fifteen (15) miles an hour on curve at south end of Bridge mileage 0.4 over Winthrop Cove.
Ten miles (10) an hour on curve at mileage 1.2.

Palmer Branch: Maximum eight (8) miles an hour, and six (6) miles an hour around curves.

Norwich Tunnel: Mileage 14.2, twenty (20) miles an hour.

Palmer Bros. Industrial Spur: Eight (8) miles an hour.

Willimantic: Ten (10) miles an hour through crossovers at Bridge Street.

Stafford: Between mileage 49.4 and 50.0; twenty (20) miles an hour.

Three Rivers: Fifteen (15) miles an hour on curve between sign-posts at mileage 57.7 and 58.3.

Amherst: Southward trains will not exceed twenty-five (25) miles per hour from water plug to Amherst station. Applies to engines only.

SIGNALS, FIXED

Willimantic: Railway Crossing at Grade with the N. Y. N. H. & H. R. R. Non-interlocking, Double Arm Mast Signal. Signal Located North of Bridge Street Crossing One Half Mile North of Station Sign: Northward trains must stop not less than 725 feet from Double Arm Mast Signal, and southward trains must stop not less than 465 feet from Double Arm Mast Signal. Enginemen of movements to or from Hartford route and Central Vermont Ry. must sound engine whistle, signal 14(m). Enginemen of movements to or from Chestnut Hill route must sound engine whistle, signal 14(q). The indication of the fixed signal governs movements as follows:

Proceed-Hartford Route By day - upper arm in diagonal position and lower arm in horizontal position. By night - two green lights on upper arm in diagonal position and two red lights on lower arm in horizontal position.

Proceed-Chestnut Hill Route By day - upper arm in horizontal position and lower arm in diagonal position. By night - two green lights on upper arm in horizontal position and two red lights on lower arm in diagonal position.

Proceed-Central Vermont Ry. By day - upper arm in vertical position and lower in horizontal position. By night - two green lights on upper arm in vertical position and two red lights on lower arm in horizontal position.

Stop-All Routes By day - both arms in horizontal position. By night - two green lights on upper arm in horizontal position and two red lights on lower arm in horizontal position.

(Palmer Subdivision Footnotes Continued)

Palmer: Railway Crossing at Grade with the Boston & Albany Railroad. Interlocking. Approach signals, not controlled through track circuits, displaying aspect as per Rule 601h, Fig. 3, are located 6580 feet south and 6280 feet north of crossing.

Signals of two aspect color-light type govern the movement of Central Vermont Railway trains and are located as follows:

For southward movements - west of Central Vermont main track one hundred (100) feet north of crossing.

Indication: Green over red - "proceed"; red over red - "stop".

For northward movements - east of Central Vermont main track one hundred thirty (130) feet south of crossing.

Indication: Green over red - "proceed"; red over red - "stop".

Before any movement can be made by Central Vermont Railway trains over crossing, a member of the train crew must observe the two indicator lights located in the signal control box. Both indicator lights lighted indicates no trains are approaching on Boston & Albany Railroad and button marked "Clear" may then be pushed to clear the signal for Central Vermont movement. The movement over the crossing will restore the signal to normal.

The button marked "Cancel" should only be pushed if, after the "Clear" button has been used, the movement over the crossing will not be made on signal indication.

When either of the indicator lights continues to remain unlighted for a period of ten (10) minutes indicating a Boston & Albany train is approaching, a member of the train crew will contact operator at B&A interlocking No. 40 for instructions from telephone booth north of crossing. When instructed to proceed across crossing, push button marked "Clear". Signal will clear for Central Vermont movement in ten (10) minutes.

In the event of a signal failure, or if the Central Vermont signal does not clear ten (10) minutes after "Clear" button is pushed, a signal indicating "stop" may be passed only on hand signal from trainman standing on crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing indicate "stop", that no train is approaching on any track, and then only after the trainman has unlocked the box at crossing, opened the crossing switch and complied with instructions posted in box. After train movement has been completed over diamond, the crossing switch must be closed and box locked.

Instructions concerning the manner of operating control buttons for the diamond crossing are to be found in the signal control boxes and should be thoroughly reviewed and understood before any attempt is made to operate the signal control.

An unattached engine, car or other unit must not stand foul of either B. & A. track at diamond, because of possible failure to activate signal.

MOTOR CAR OPERATION: The operator of a motor car will telephone Operator at B. & A. Interlocking 40 for permission to cross over the diamond. When this is received, the switch located in box on west side of main track, south of crossing, will be opened to set all signals at "stop" and movement over crossing may then be made. After movement has been completed, the switch must be closed and box locked.

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

TRACKS, OTHER

Mileage	Name	Car	Capacity
2.0	Thames Shipyard, Inc.	North End	5
3.0	Stosberg	South "	16
5.1	American Propane Corp.	North "	4
5.2	Connecticut Power Co.	Both Ends	36
6.1	Palmer Branch 2.6 Miles	South End	3
7.8	Road Dept Spur	North "	14
10.5	Road Dept Spur	South "	1
11.8	Dahls No. 1	South "	8
12.1	Lehigh Petroleum	North "	15
12.4	Norwich Iron & Metal Co.	North "	5
12.6	Yantic Grain Co.	South "	10

(Continued on Page 20)

(Palmer Subdivision Footnotes Continued)

13.1	Junction Track	"	"	
14.1	Falls Mfg. Co.	North	"	6
14.7	Morgan Supply	South	"	14
15.8	Daren's	South	"	15
16.4	Yantic Grain Co.	"	"	3
17.4	Palmer Bros. Industrial Spur	"	"	
	1.6 Miles	South	"	
24.5	Farm Supply	South	"	4
26.1	South Windham	Both Ends	"	16
31.2	So. N. E. Tel. & Tel. Co.	"	"	
	Pole Yard Track	North End	"	21
31.2	Jones & Laughlin	South	"	8
31.2	American Screw Co.	South	"	23
31.7	American Screw Co.	North	"	30
31.7	Jos. A. Couto Track	South	"	3
36.3	Eagleville	North	"	11
42.2	South Willington	North	"	6
44.1	Conn. State Highway Spur	North	"	2
59.7	South Monson Depot Track	South	"	11
60.4	Squires Coal Co.	North	"	7
62.2	Church Mfg. Co.	South	"	15
66.3	Wickwire Spencer Wire Mill	North	"	Yard
67.7	Three Rivers	Both Ends	"	22
71.5	J. W. Toper	North	"	2
75.2	Belchertown Team Track	North	"	11
75.3	Belchertown State School	South	"	18
87.6	Cushman	Both Ends	"	8
102.5	Northfield Farms	South End	"	8
119.0	Last Block Spur (Woodruff)	South End	"	37

YARD LIMITS-LOCATION

East New London: At mileage 1.6 or 3289 feet north of north switch to Thames Lumber Company.

Willimantic: 6046 feet north of Bridge Street and 988 feet south of south switch to Long Siding.

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 2725 feet south of entering switch.

TRAIN ORDER OFFICES

PALMER AND WINDSOR SUBDIVISIONS

STATIONS	EXCEPT SATURDAY AND SUNDAY		SATURDAY AND SUNDAY	
	Continuous	Closed	Continuous	Closed
East New London	Continuous		Continuous	
Montville	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Norwich	9.00 A. M. to 12.00 noon 1.00 P. M. to 6.00 P. M.		Closed	
Yantic	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Lebanon	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Willimantic	Continuous		Continuous	
Bridge Street	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Mansfield	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Stafford	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Monson	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Palmer	Continuous		Continuous	
Belchertown	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Amherst	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.		Closed	
Millers Falls	7.00 A. M. to 10.30 A. M. 11.30 A. M. to 4.00 P. M.		Closed	
East Northfield	Continuous		Continuous	
Brattleboro	Continuous		Continuous	
Windsor	Continuous		Continuous	

(Palmer Subdivision Footnotes Continued)

LISTING TIME OF WAYFREIGHTS

Palmer Subdivision

Wayfreight listed for 7.15 A. M. Palmer to Brattleboro Mondays, Wednesdays and Fridays.

Wayfreight listed for 9.45 A. M. Brattleboro to Palmer Tuesdays, Thursdays and Saturdays.

Wayfreight listed for 7.00 A. M. East New London to Palmer Mondays, Wednesdays and Fridays.

Wayfreight listed for 6.45 A. M. Palmer to East New London Tuesdays, Thursdays, and Saturdays.

Wayfreight listed for 8.00 a. m. East New London to Norwich, Yantic and Fitchville and return to East New London daily except Sundays.

DISPATCHER'S EMERGENCY TELEPHONES

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

Located at M. P.	55.9 State Line
1.0 E. New London Yard	59.9 South Monson
6.0 Montville	61.0 Monson
7.9 Massapug	64.1 Hospital Sdg., Palmer
10.5 Road Dept. spur	65.1 B. & A. Tr., Palmer
12.1 Thamesville	67.7 Three Rivers
13.2 Norwich Frit. House	69.4 Barretts
14.9 Norwichtown	73.3 Canal Jet.
16.9 South of Yantic	75.0 Belchertown
17.4 Gibbs	79.7 Dwight
20.1 Franklin	81.6 Norwotuck
22.9 Lebanon Station	84.8 Amherst
26.1 South Windham	87.6 Cushman
29.5 Willimantic Yard	90.3 Leverett
34.8 South Coventry	93.0 Mt. Toby
36.3 Eagleville	96.0 Montague
41.0 North of Merrow	99.7 Millers Falls
42.2 South Willington	102.5 Northfield Farms
44.0 West Willington	105.2 Gill
49.7 Stafford Frit. House	108.4 Northfield
52.0 Orcutt's	115.7 Vernon'

WINDSOR SUBDIVISION

Miles from Track Windsor.	Symbols	STATIONS		Train Order Telephone or Offices	Office Signals	Car Capacity	
		Northward Inferior Direction	Southward Superior Direction			Sidings	Other Tracks
		↑	↓				
14.8	CKW Z	Jct. with B. & M. R. R. White River Jct.		DN	VN	Ya	rd
14.1	CKW Z	White River Jct., B&MYd	9.7	DN	JS	Ya	rd
9.8		Evarts	4.8	P		101	3
5.1		Hartland	4.7	P		98	8
0.7		Windsor	4.4	DN	WR	N 48 S 46	127
		Jct. with B. & M. R. R.					

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

Mile post 0.0 is the beginning of line at North end of Connecticut River Bridge, south of Windsor.

SPECIAL INSTRUCTIONS

1. **Accidents, Automobile** When accidents to automobiles occur on public crossings at grade 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. At all crossings the engine bell should be kept ringing until the attention of witnesses has been called to it. In every case the names of such witnesses should be obtained.
2. **Bulletin Books** Central Vermont Railway Bulletin Books are located at the following off-line points—Central Station, Montreal; Turcot Yard Office, Engine House, Turcot, Que.; Yard Office, Brockville, Ont.; Engine House, Brockville, Ont.; Passenger Station, Cantic, Que.; Engine House, Northampton, Mass.; Freight House, Northampton, Mass.
3. **Brakes, Air** One hundred percent of brakes must be 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 enroute conductor must attach to cross-over pipe near triple valve a Defective Air Brake Card, Form No. C. V. 466 properly filled out.
Maintenance and handling of air-brake and air-signal equipment shall be in accordance with regulations and recommendations contained in C. V. booklet, Form G. T. 8914, issue "A" of June 1941, a copy of which must be in the possession of all train and enginemen.
4. **Close Clearances** All Trainmen, Yardmen and Enginemen must acquaint themselves with the location of structures or obstructions where clearances are close to avoid injury therefrom to themselves or others. Experienced men must give this information to members of their own crew who are not fully familiar with the territory.
Employees are hereby advised that "Tell-Tales" give warning of close approach to restricted overhead clearances and that where "Tell-Tales" are erected no other advice of such restricted clearances will elsewhere or otherwise be given.
They are hereby forbidden to ride on top of cars at any other points where restricted overhead clearances exist, or on side of cars at any points where restricted side clearances exist, and must inform themselves respecting the location of such.
They are also hereby advised that the overhead and/or side clearances are or may be restricted on tracks at engine houses, main shops and car shops; they are warned that where restricted clearances exist on such tracks, they will not be marked or indicated by tell-tales or restricted clearance signs nor will their location be elsewhere or otherwise given; and they are forbidden to ride on top or sides of cars or engines when on any engine house, main shop or car shop track whether or not the overhead and/or side clearance is restricted.
Standard restricted clearance sign consists of a board or plate 8" x 10", painted yellow, with two diamond shaped pieces cut out. This sign contains no lettering and will be erected on posts or on brackets as occasion demands.
5. **Crossings Protected by Automatic Signals or Gates** Whenever a siding is used over a public crossing at grade at which there is an automatic signal bonded for operation only for main track movements, the operation over crossing on siding must be protected by a flagman against the movement of engine or leading car.
Public crossings at grade protected by automatic crossing signals, or gates, which are not activated when trains pull from sidings onto the crossing, must be protected by a member of the crew.
In addition to above precautions, at public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on main track, movements over such crossings on other than main track

must not, unless otherwise provided, exceed ten (10) miles an hour from one hundred (100) feet distant until the engine or leading car has passed over the crossing.

6. **Delayed Trains:** When a train encounters an emergency with a foreseeable delay in excess of thirty (30) minutes, a member of the crew must report promptly to the Train Dispatcher, either direct or through a telegraph office.
7. **Diesel Locomotives-Automatic Signal Territory** should electric diesel operating light, RDC cars, and gas electric cars be required to use sand in stopping or stop on sand-covered rails, when in automatic signal territory within which are located interlocking signals and/or highway protection devices, such units must be moved off the sandbed rail immediately to ensure proper operation of the automatic signals and highway protection devices.
On track where there is an Automatic Block Signal System in operation; when approaching public crossing at grade protected by automatic signals or automatic gates; and at automatic interlocked railway crossings at grade, between the approach signal and until the crossing is reached; single unit diesel locomotives running light, single Railcar (Budd) and equivalent single unit rail diesel must not exceed thirty (30) miles per hour, and dynamic braking shall not be used by diesel locomotives when running light.
8. **Diesel Locomotive, Back-up Movements** of Following regulations will govern the operation of Diesel road locomotives in back-up movements:
Single "A" units, or "A" and "B" units with latter the leading unit, engineman and fireman will remain in operating cab.
Multiple, with "A" unit at each end—where conditions are such as to not permit safe movement without engineman and fireman being at the leading end, they will both transfer to and operate from leading end in direction of movement.
9. **Diesel Locomotives, Headlights**
To provide greater advance warning to Maintenance of Way forces DURING DAYLIGHT HOURS, road diesel locomotives must burn headlights dim during ordinary weather and at full power when weather is dull and foggy.
10. **Double Heading and Helper Service** When two engines in service are operated in a train, three (3) cars will be placed between the engines; except that on the Swanton Subdivision, the Roxbury Subdivision, and on the Palmer Subdivision between Millers Falls Station and New London, two engines may be coupled, also one 460 class locomotive may be coupled to either one or two diesel locomotives but with speed restriction of ten (10) miles per hour over Bridge Mileage 99.9 Millers Falls and twenty (20) miles per hour over Bridge Mileage 109.2 at Northfield, Mass.
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 freight trains Amherst to Belchertown and Palmer to State Line, but air must be coupled between the caboose and helper engine.
11. **Engines in Tow or Dead Engines—Handling** of Unless otherwise directed, engines in tow under steam with rider in attendance, or dead engines without rider, must be handled in trains, with pilot end ahead, must be placed near head end of train, must be at least five cars from train engine and if more than one such engine is handled in train, they must be separated by at least five cars. These instructions do not apply to dead engine movements of electric locomotives, which may be handled coupled together.
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.
12. **Explosives and Dangerous Articles, Handling** of Complete instructions as provided in I. C. C. Regulations for handling "Explosives" and other "Dangerous Articles" are on file in yard offices and stations for the guidance of all concerned and such placarded cars must be handled in accordance with these regulations. The following Bureau of Explosives Pamphlets (reissued February 1948), which may be obtained at Superintendent's office, should be in the possession of employees affected:

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SPECIAL INSTRUCTIONS

(Continued from page 21)

- 20-A Rate Clerk, Billing Clerks and Receiving Clerks.
 20-B Cashier, Delivery and Check Clerks.
 20-C Foreman and Assistant Foreman.
 20-D Receiving Clerks.
 20-E Checkers, Truckers and Stowmen.
 20-F Yardmasters, Yard Crews and Yard Clerks.
 20-G Trainmasters and Train and Engine Crews.

When length of a train will permit, placarded cars must be handled as follows: "EXPLOSIVES" - not nearer than sixteenth car from both the engine or occupied caboose and when length of train will not permit, to be placed as near as possible to middle of train. When transported in a freight train made up in "blocks" or classifications a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose. When moved in a train engaged in "pick-up" or "set-off" service it shall be placed not closer than second car from engine or occupied caboose to avoid unnecessary switching or handling of such car enroute. At all terminals the railroad shall execute and keep on file a consecutively numbered notice showing location in freight train of every car placarded "Explosives" and a copy shall be delivered to the train and the engine crew. "PLACARDED TANK CARS" - not nearer than sixth car from engine or occupied caboose unless the remainder of train consists of placarded loaded tank cars or train is engaged in "pick-up" and/or "set-off" service.

Such cars in local or through trains must not be placed next to a car placarded "Dangerous", car placarded "Poison Gas", wooden underframe car, loaded flat car, open top car when any of the lading extends or protrudes above or beyond the ends or sides thereof, cars equipped with automatic refrigeration of the gas burning type, cars containing lighted heaters, stoves or lanterns, cars loaded with live animals or fowl when occupied by an attendant.

For the purpose of these regulations a train will be considered in "pick-up" and/or "set-off" service when a car or cars are picked up and/or set-off at more than three different stations enroute. Local trains engaged in loading and/or unloading of less carload merchandise in their trains will be considered engaged in "pick-up" and "set-off" service.

13. **Extra Trains Leaving Initial Terminals** To avoid the possibility of miscalculated information being given to section foremen, and others who depend on the accuracy of dispatchers' line-ups, in connection with track motor car operations, Extra trains will not leave their originating terminal in advance of their actual listing time unless especially authorized to do so by dispatcher.
14. **Immigration Regulations-U. S.** All freight trains from Canada are subject to examination at East Alburgh by the U. S. Immigration Patrol Service. An Immigration officer will be stationed at public crossing at grade one mile west of station in view of engineer. Train must then be stopped with engine west of station and remain stationary until officer arrives and signals engineer that inspection has been completed. In the event that officer is not in view at crossing one mile west of station, it will not be necessary to stop or wait as in this case it may be assumed that examination will be conducted at Italy Yard, St. Albans instead of East Alburgh.

The conductor of a freight train in international service (or in case of a light engine, the engineer) must execute Freight Train Crew Manifests, Form 1-159, listing names and other pertinent data for every person arriving from Canada on such train, or light engine, and file form immediately in box provided for the purpose and located in Italy Yard office, St. Albans. Conductor (or engineer) must present all persons described on reverse side of form to an Inspector at Immigration offices located over C. V. local freight office. A supply of forms may be obtained at general yardmaster's office Italy Yard.

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

Railroad employees are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

Mail should not be carried on trains not regularly authorized to carry same unless requested to do so by a representative of the Postal Transportation Service.

The Post Office Department Regulations provide the number of pieces equivalent to units of space authorized as follows:—

Feet	Pieces	Feet	Pieces	Feet	Pieces
1	16	11	172	21	329
2	31	12	188	22	345
3	47	13	204	23	360
4	63	14	219	24	376
5	78	15	235	25	392
6	94	16	251	26	407
7	110	17	266	27	423
8	125	18	282	28	439
9	141	19	298	29	454
10	157	20	313	30	470

One sack equals one piece, one outside parcel equals one piece and one box of baby chicks equals one piece.

Train Baggageman's Daily Report of United States Mail Carried: Use form CV 1999-1 on northbound Northern Division trains, form CV 1999-2 on southbound Northern Division trains, form CV 1999-3 on southbound Southern Division trains, and form CV 1999-4 on northbound Southern Division trains.

Every train baggageman, conductor, mail porter or other train employee who handles, or has in his custody, any U. S. Mail on trains must take particular care to see that correct count of pieces received and delivered is properly reported on prescribed form.

In addition to all station receipts and deliveries reported on above forms all mails transferred enroute from or to an RPO or RPO apartment car must also be reported on these forms.

When mail is carried in two or more cars in the same train under a storage car authorization, either regular or excess the volume of mail in a car must be determined by:—

- Count, when the linear feet of space occupied by the mail is 30 feet or less.
- Measurement, when the linear feet of space occupied by mail is more than 30 feet.

Under circumstances where heavy volume of mails handled at any point do not allow time for an actual count of the pieces, the record may be reported on an estimated linear footage basis.

Mail actually loaded or unloaded at Central Vermont stations by the train baggageman or station baggageman should be shown on line opposite station at which this mail was loaded or unloaded.

U. S. Mail received from and loaded by connecting railroads should be shown as "Found in Car". Station baggageman at White River Junction will advise train baggageman the number of pieces of mail "Found" in through cars on arrival at White River Junction and not unloaded. Mail in baggage car at East Alburgh will be shown as "Found in Car". The number of pieces of U. S. Mail found in through cars on Train No. 717 upon arrival at East Northfield should be shown as "Found in Car".

U. S. Mail left in a through car destined to and unloaded by a connecting railroad should be shown on Forms above as "Left in Car".

Train baggageman should indicate in space provided on the above mentioned forms whether or not car was used for mail only.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department and immediate advice given to Superintendent by wire.

(Continued on Page 23)

SPECIAL INSTRUCTIONS

(Continued from Page 22)

When Mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

16. **Moving or Coupling onto Cars** 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, stop must be made and persons in, on or about them must be warned to avoid injury.

Boarding cars when occupied will be protected by signs reading "Cars Occupied" which will be displayed at each end of the cars and cars must not be moved or coupled to without authority from some member of the outfit. When such signs are not displayed, it will indicate that boarding cars may be moved if required.

17. **Orders, Slow** All slow orders as prescribed by train order, bulletin or time table apply to engine and entire train unless otherwise specified.

18. **Passenger Equipment—Switching Off** Air brakes must be in service while switching occupied passenger equipment, also while switching equipment on or off occupied passenger equipment. Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six nor more than twelve feet from the point where coupling is to be made.

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

20. **Passenger Trains** All doors and traps are to be kept closed when running. Toilet doors must be locked before arrival at terminals or important stations. 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. Back up Air Hose equipment with air whistle must be in service on rear platform of all passenger trains moving backwards and sounded approaching public crossings at grade or where necessary to warn people crossing or approaching track.

After a passenger train has stopped at a station, or at other points for water or coal, or where cars are to be cut off, when engineman finds it necessary to move train for any purpose, engine whistle must first be sounded to indicate direction of move, and move must not then be made until proper signal has been received from trainman. Trainman must not give this signal until danger to passengers getting on or off is removed, or where danger to car inspectors is involved.

On passenger and mixed trains, when the car immediately ahead of the first passenger-carrying car is of the non-diaphragm type, the tail gate chain, or cross bar at the forward end of the passenger-carrying car should be kept in closed position while the train is in motion.

21. **Rail Damage Account Engines Slipping** Slipping of drivers on 700 class engines must be avoided insofar as possible as such slipping is likely to cause serious rail damage. Excessive slipping, the nature of which is described below, must be reported by enginemen at first telegraph office so that prompt track examination may be made and other precautionary measures taken.

Enginemen will report slipping when:

1. Speed of train at time of slipping is twenty-five (25) miles an hour or greater and provided the revolutions of the drivers attained an equivalent speed of fifty-five (55) miles an hour or more.

2. No report need be made when speeds are less than those specified above.

Dispatcher upon receipt of such report will:

1. Immediately place slow order of ten (10) miles an hour at slipping point.

2. Notify section foreman to examine track at once and report his findings. (If in night time, slow order shall be continued in force, even though night time inspection by the section foreman reveals no damage, and shall not be lifted until foreman has made a second inspection in daylight and gives his final report that track is in condition for normal speed.)

22. **Restrictions, Car** Cars with gross weight over 210,000 pounds must not be operated over any part of the system without authority of Superintendent.

23. **Restrictions - General Speed**

Prior to placing work equipment, scale test cars, or dead engines in any train yardmasters or agents must obtain authority from Chief Dispatcher who will issue Form 19 train order calling the attention of the crew to the equipment being handled and speed restrictions applicable. Unless further restricted by train order or special instructions, speeds as specified must not be exceeded.

	Miles per Hour
Trains entering or leaving sidings	10
Trains handling wrecking cranes (Care must be exercised in handling on down grades and rounding sharp curves)	10
Where freight train restriction is over 25 miles an hour	25
Where freight train restriction is 25 miles an hour or less	20
Power hoist cranes with boom disconnected	20
Caterpillar hoist cranes - draglines (Gopher) loaded on rider car	20
Jordan Spreaders headed in direction of train's movement	25
Jordan Spreaders handled with rear end forward	20
Spreaders in operation	15
Pile drivers, scale test cars except C. V. 4599 and deadhead snowplows (deadhead snowplows must be headed in direction of train's movement)	25
Deadhead oil-electric passenger equipment	40
Dead engines with engine trucks, pony trucks or side rods removed, and dead steam yard engines	15
Dead engine with only main rods removed	25
Equipment not headed by an engine	20
Yard engines under steam	25
Dead steam engines other than those specified	25
Engines running tender first (Main Track)	25
Engines running tender first (Branch lines)	20
Trains receiving and discharging mail at catch posts	25
Over track scales	4
Engines not equipped with lead truck (Branch lines)	20
Snow plows and scraper cars in operation shall not exceed a speed of twenty-five (25) miles an hour. Speed must be reduced to fifteen (15) miles an hour well in advance of operating through station yards, approaching and passing station platforms, truss and girder bridges, and other structures which extend above the top of rail, requiring the closing of wings or lifting of scraper. Also, at locations where highway is parallel with and close to track, a speed of fifteen (15) miles an hour must not be exceeded and extreme care must be exercised to avoid throwing snow onto vehicles or plowing snow into highway. (These instructions also apply to scraper cars operating in passenger or mixed trains.)	25 or 15
Speed of trains handling work equipment must always be regulated to safety limit when rounding curves.	

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SPECIAL INSTRUCTIONS

(Continued from page 23)

All diesel engines except C. V. 8000 series 1000 H. P. yard switchers in tow may be handled at regular train speed applying over particular subdivision involved. C. V. 8000 series forty (40) miles an hour.

24. **Rule 91** In the application of Rule 91 the same restrictions as shown in fourth paragraph will apply to a train following a light engine without flagman.

25. **Rule 206** All locomotives of Canadian National Railways ownership, consisting of C. N. R. - G. T. W. - D. W. & P. and C. V. will for purpose of identification, as prescribed by Rule 206 be considered as C. V. locomotives.

26. **Sidings** In computing the capacity of sidings, forty-five feet per car and two hundred feet for two engines and tenders allowed between clearance points.

27. **Spring Switch Operation** Do not operate spring switch by hand until points are closed. Heavy springs are compressed when wheels force the switch points open. If handle of switchstand is released with springs compressed, the force in the spring will be transmitted to the trainman and may cause injury. If absolutely necessary to deviate from the above instructions, trainmen must exercise great care to keep away from the handle when it is being released.

28. **Standard Time** will be transmitted between 10.58 A. M. and 11.00 A. M. daily.

29. **Switchtenders** Switchtenders will use yellow lanterns for the giving of hand signals during the night time.

30. **Watch Comparison Regulations** Employees required to use railway grade watches must, unless otherwise arranged, submit them to one of the designated Watch Inspectors for comparison and record at intervals of not less than twenty and not more than thirty days, or at any other time should the variation reach thirty seconds. To prevent error or dispute, Inspectors must enter the rating comparison of each employee's watch on Comparison Slip, and employees are required to sign their full name and occupation against such entries in ink, and to indicate in column provided for that purpose their order of examination number as shown on rating or repair card. Inspectors will at the same time enter and initial record on employes rating or repair card. Comparison must be refused if rating card is 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 once in eighteen (18) months.

WATCH INSPECTORS

Name	Location
M. D. Armstrong	St. Albans
F. J. Preston & Son	Burlington
L. E. Bouchard	Montpelier
Boyle Brothers	White River Jet.
L. O. Covey	Brattleboro
Brook's Jewelry Store	Palmer
Brooks & Co.	New London

31. **Whistling Posts**, which have no connection with public crossings at grade, are located approaching certain obscure places for the benefit of sectionmen and are identified by a small sign reading "6.00 A. M. to 6.00 P. M." Such posts require that whistle be sounded only between the hours specified.
32. **Work Equipment - Handling of** Wrecking cranes must not be moved at a speed exceeding twenty-five (25) miles an hour except that where speed restriction for freight trains is twenty-five miles an hour or less, restriction is twenty (20) miles an hour, or as much below this as is necessary to safety.

Care must be exercised in handling on down grades and rounding sharp curves. During all movements in trains, boom of wrecking cranes must be secured.

File drivers, power shovels, hoist cranes or any other work equipment moving on its own wheels must not be moved in

trains unless the boom is disconnected, the travel mechanism put out of gear, and engine and boiler blocked to car and secured by safety rods. This will not necessitate the taking off of cable, but ample slack must be left in cable to allow for free movement of cars.

Unless further restricted by special instructions, trains handling such equipment and any other similar work equipment loaded on flat cars and not secured by A.A.R. rules must not exceed twenty (20) miles an hour. Speed must always be regulated to safety limit when rounding curves.

When possible at least three cars must be placed between this equipment and engine handling train.

File drivers, power shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers must be placed immediately ahead of cabs when handled on freight or work trains, except that when occupied boarding cars are equipped with steel underframe they may be handled in any location in work, freight, or mixed trains.

Jordan Spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train's movement, and speed restricted to twenty-five miles an hour. When these machines must be handled with rear end forward speed restriction of twenty miles an hour must be observed.

Conductors will be held responsible for strict observance of these rules.

Exceptions covering movement in work trains: when any of the above equipment is moved in work trains to or from or at point of work, the above requirements as to securing of equipment or method of loading do not apply. In such movements the equipment must be secured and handled in a manner that will ensure safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required in first paragraph of this item.

Work equipment operators are required to ride on locomotive cranes, hoists, power shovels, ditchers, pile drivers, rail loaders, rapid unloaders, and similar work equipments, and also on crawler type cranes, when being transported on a flat car, when these machines are in service and being moved in work train service to and from the working point.

All cranes in trains preferably should have heavier end leading, except that cranes with a working or shipping order weight of less than 100 tons must be so placed, unless otherwise instructed.

BOARD OF TRANSPORT COMMISSIONERS

FOR CANADA

GENERAL ORDER 361

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. (B) All other accidents occurring on the railway, 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 trains, engines, or cars is not involved in the accident. (C) Any damage caused by any accident to any bridge, culvert, viaduct, or tunnel on the railway, rendering the same impassable or unfit for immediate use, or (whether attended by personal injury 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, employes 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.

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SPECIAL INSTRUCTIONS

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Instructions have been received from the Board of Transport Commissioners that the strict compliance of this paragraph is expected, and all employees in Canada should be governed by this clause. For the information of those concerned, Section 412 of the Railway Act is quoted below:

(1). Every railway company which willfully 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, willfully 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.

CIRCULAR NO. 257 (R) (Dated July 10, 1943.)

In all cases where employees are suddenly stricken with a heart, or other ailment, and resulting in death while on duty, a report must be made to the Chief Operating Officer of the Board at Ottawa in the same manner as prescribed above in General Order 361 for other accidents.

GENERAL ORDER 600 (Dated January 7, 1941)

That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains namely:—

(1). *Through and local trains, double track, right hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.

(2). *Through and local trains, double track, left hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.

(3). *Through and local trains, single track. When running, all vestibule doors and platforms are to be kept closed.

*NOTE.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5 and 6 hereof.

(4). Suburban trains, double track, right hand operation. Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(5). Suburban trains, double track, left hand operation. Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

(6). Suburban trains, single track. All vestibule doors and platforms may be kept open.

(7). Secure vestibule doors and platforms. When permissible to have vestibule doors and platforms open when running, these must be securely fastened.

(8). Guard rails or side gates. These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

(9). Vestibule curtains. These appliances will be kept drawn and securely fastened, except during switching operations.

(10). Tail gates, chains, or bars. The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last pas-

senger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.

That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with.

GENERAL ORDER 700 (Dated June 20, 1947)

It is ordered that all railway companies subject to the jurisdiction of the Board be, and they are hereby, prohibited from handling snow plows on engines hauling passenger trains.

GENERAL ORDER 707 (Dated January 12, 1948)

"It is ordered that the following rules for marshalling of equipment of passenger trains be, and they are hereby, prescribed for the observance of every railway company subject to the jurisdiction of the BOARD:

RULES

1. There shall be a buffer car between the locomotive and the first coach carrying passengers. In local and mixed train services a combination baggage or express car with passenger compartment shall be considered a buffer car within the meaning of this rule, if the baggage or express end of such car is next to the locomotive.

2. No wooden mail, express, or baggage car occupied by any employee or other person shall be marshalled between the locomotive and steel equipment, or between other steel units.

3. All passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of the train.

4. A car or coach with steel underframe shall not be deemed to be a wooden car or coach within the meaning of this Order."

GENERAL ORDER (Dated February 12, 1948)

"It is ordered:

1. That on railways subject to the jurisdiction of the Board, engines running tender first, other than suburban tank engine equipped with pilot on tender, shall not exceed a speed of twenty-five miles an hour.

2. That the directions contained in Board's Circular No. 103 dated January 3rd, 1913, be, and they are hereby, rescinded."

CANADIAN RAILWAY ACT, 1927, R. S. C. c. 170

"No train shall pass at a speed greater than twenty-five miles an hour over any highway crossing at rail level if at such crossing subsequent to the first day of January, one thousand nine hundred and five, a person or vehicle using the crossing, or an animal being ridden or driven over the same, has been struck by a moving train, and bodily injury or death thereby caused to such person, or to any other person using the crossing, unless the Board directs that the speed limitation of twenty-five miles an hour shall not be in effect at the crossing or unless the crossing is protected to the satisfaction of the Board."

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SPECIAL INSTRUCTIONS

(Continued from Page 25)

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, trainman, fireman, yardman, or switchtender 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.) And 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 off duty.

Note:—"Twenty-four hour period" begins at the time the employe goes on duty after having had at least eight (8) consecutive hours off duty. The belief held by many that such employes must be given eight (8) consecutive hours off duty in each 24-hour period, is not correct.

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.

Enginemen, firemen, conductors, flagmen, train baggage-men, and trainmen, must familiarize themselves, as well as comply strictly with instructions issued in accordance with I. C. C. requirements which are printed on reverse side of time slips.

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.	Drawheads pulled out.
Cleaning fires or ash pans.	Broken draft gear.
Injectors failing.	Burnt air hose.
Engines slipping on sand.	Broken couplers or knuckles.
Hot boxes.	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 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 or engine crew, or any member thereof, has been on duty 14 hours, the conductor will advise the Superintendent of such fact by telegram and ask for instructions. In case of a light engine on the road, the engine man will so advise. The 16-hour limit must in no case be exceeded without instructions from the Superintendent. It must be understood that an employe is considered as being on duty until entirely relieved of all responsibility in connection with the movement of his train or 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 engine man or fireman must remain in charge of the engine.

(17.) Agents, yardmasters, baggage masters, pumppmen 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 engine men 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 engine men 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.

(21.) Should the crew of any train be on duty more than 16 hours in a 24-hour period, special report, Form C. V. 855, must be made out and signed personally by the conductor and engine man.

(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 employe who by the use of the telegraph or telephone, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting

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SPECIAL INSTRUCTIONS

(Continued from Page 26)

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 4 additional hours 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 not to exceed 13 hours during any 24-hour 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 affecting 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 daytime 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 having been off duty for a period sufficient to comply with the provisions and requirements of 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.

INSTRUCTIONS IN CASE OF ACCIDENT

All station agents, trainmen, or other employees, 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 if any further attention is required and the injured person has no home or visible means if he should be turned over to the proper local authorities. If, in such case, hospital 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 surgeons, except as above, or such as are specially authorized by the Claims Department.

INJURIES TO PERSONS OTHER THAN PASSENGERS AND EMPLOYEES

1. In providing or helping to provide medical care for injured persons, the Railway acts for humanitarian reasons only and in no case shall such assistance be regarded as an admission or evidence of liability on its part.
2. The assistance of the Railway in such cases of injury to persons on railway premises, other than passengers or employes, shall be limited to the rendering of First Aid. "First Aid" means such medical services as are known to relieve suffering and to make it safe for an injured person to be removed from the premises. Under no circumstances shall it mean the performance of surgical operations, or the application of elaborate dressings, such as the setting of fractures, etc.
3. The employees handling the case shall make every effort to see that the injured person is placed in the charge of friends or of municipal authorities who shall arrange for any hospital treatment which the injured person may require; failing which the Transportation Officer on duty shall give the necessary instructions regarding disposal of the injured person.
4. Where it has proved impossible to reach friends of the injured person or municipal authorities, the Transportation Officer on duty may arrange to have the injured person taken by train to the nearest point where a General Hospital is to be found. At the same time, everyone concerned, including the authorities of the hospital in question, shall be informed of the circumstances under which applied, or the admission of the patient is being made and that the Railway assumes no liability therefor. Particulars of the arrangements made shall be given in the casualty report.
5. The instructions of the Transportation Officer shall be given by telegraph and a copy of such instructions shall be furnished to the Claims Department with the medical accounts covering the rendering of First Aid or of such other medical services as may have been authorized.
6. Employees, when calling a physician, shall notify him that the call is for First Aid only and that the Railway shall not be responsible for any subsequent medical care.
7. When practicable, the services of a railway medical officer shall be requisitioned.
8. The Coroner of the District or the nearest police officer shall be notified as soon as possible of any accident which proves immediately fatal.
9. Whenever a person is killed in or by the operation of trains, either as the result of a wreck, a grade crossing accident or otherwise, or whenever a dead body is found upon or near the right of way, the body must not be moved unless and until the authority of some local municipal officer is obtained.

(Continued on Page 28)

SPECIAL INSTRUCTIONS

(Continued from Page 27)

In special cases where the body obstructs the movement of the train, it may be moved to the side only enough to permit the train to pass.

The following municipal officers must be notified at once:—

- (a) If the body is in the *State of Vermont*
The Health Officer of the Town where the body is
or
A selectman of the Town where the body is
or
An Alderman of the City if the body is within city limits.
- (b) If the body is in the *State of Massachusetts; or Connecticut*:
The nearest State Police Barracks or headquarters
or
The Medical Examiner of the District where the body is.

If the train proceeds before the officer notified has arrived, an employee must be left to guard the body until the officer has arrived.

Violation of these instructions subjects the employees involved to severe personal penalties under the various State laws.

SPEED TABLE

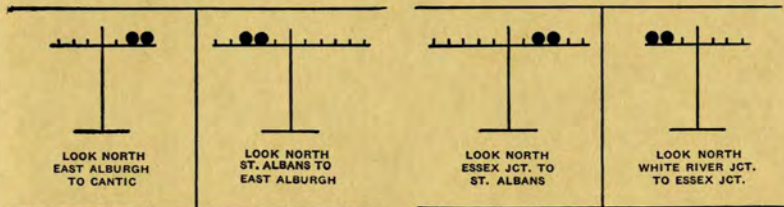
NOTE.—This table is for information only and does not authorize exceeding speed limitations of special instructions however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00
0 " 40 "	90.00	0 " 51 "	70.59
0 " 41 "	87.80	0 " 52 "	69.23
0 " 42 "	85.71	0 " 53 "	67.92
0 " 43 "	83.72	0 " 54 "	66.67
0 " 44 "	81.82	0 " 55 "	65.45
0 " 45 "	80.00	0 " 56 "	64.29
0 " 46 "	78.26	0 " 57 "	63.16
0 " 47 "	76.60	0 " 58 "	62.07
0 " 48 "	75.00	0 " 59 "	61.02
0 " 49 "	73.47	1 " 0 "	60.00

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
1 " 10 "	51.43	2 " 10 "	27.69
1 " 15 "	48.00	2 " 20 "	25.71
1 " 20 "	45.00	2 " 30 "	24.00
1 " 25 "	42.35	2 " 40 "	22.50
1 " 30 "	40.00	2 " 50 "	21.18
1 " 35 "	37.89	3 " 0 "	20.00
1 " 40 "	36.00	3 " 30 "	17.14
1 " 45 "	34.29	4 " 0 "	15.00
1 " 50 "	32.73	5 " 0 "	12.00
1 " 55 "	31.30	6 " 0 "	10.00

NORTHERN DIVISION

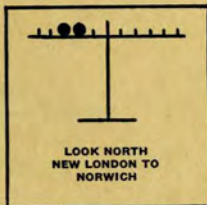
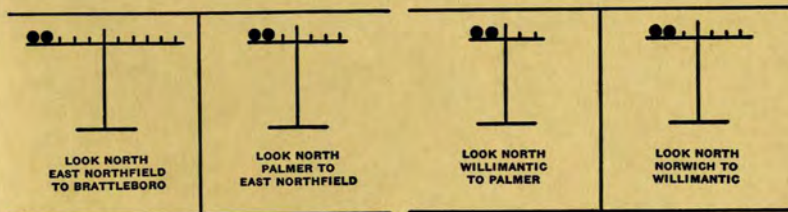
POLE LINE DIAGRAMS
Showing Location of Dispatcher's Telephone Wires



NOTE: All dispatcher's telephone wires are located on top crossarm. Only one arm shown on diagram.

SOUTHERN DIVISION

POLE LINE DIAGRAMS
Showing Location of Dispatcher's Telephone Wires



NOTE: All dispatcher's telephone wires are located on top crossarm. Only one arm shown on diagram.

