

A. B. C. - ALWAYS BE CAREFUL

CENTRAL VERMONT RAILWAY, INC.

NORTHERN AND SOUTHERN DIVISIONS



TIME 63 TABLE

Taking Effect at 12:01 a.m. Sunday, April 26, 1964

GOVERNED BY EASTERN STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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

F. W. HUTCHINSON,

GENERAL MANAGER

E. J. MOVALLI,

SUPERINTENDENT TRANSPORTATION

NORTHERN DIVISION

E. J. MOVALLI, Superintendent Transportation, St. Albans, Vt.
 H. J. HARVEY, Asst. Superintendent, St. Albans, Vt.
 J. J. WELCH, Supervisor Safety and Rules, St. Albans, Vt.
 W. K. GILLESPIE, Trainmaster-Road Foreman, St. Albans, Vt.

Dispatching Office, St. Albans
 Telegraph Call "DS", Phone LA 4-2036

R. E. KEENAN, Chief Train Dispatcher.
 R. A. Anderson T. E. Bryer J. A. Douglas }
 R. S. Paul C. G. Wilson } Train Dispatchers
 H. H. Kenyon C. J. Conte }

Page	Subdivision	Miles
5-6-10	Richford.....	Richford-St. Albans 27.4
2-3-5-6-7-8	Roxbury.....	St. Albans-White River Jct. 117.3
2-3-4-5-6	Swanton.....	Cantic-St. Albans 25.4
9	Winooski.....	Burlington-Essex Jct. 8.0
		178.1

SOUTHERN DIVISION

E. J. MOVALLI, Superintendent Transportation, St. Albans, Vt.
 L. J. AUDETTE, Asst. Superintendent, New London, Conn.
 J. J. WELCH, Supervisor Safety and Rules, St. Albans, Vt.
 W. K. GILLESPIE, Trainmaster-Road Foreman, St. Albans, Vt.

Dispatching Office, East New London
 Telegraph Call "DI", Phone 442-5454 Area Code 203

R. F. KENNEDY, Chief Train Dispatcher.
 T. C. Sullivan R. L. Rixon }
 F. F. Lanier G. T. Bouchard } Train Dispatchers
 D. K. Pierce }

Page	Subdivision	Miles
13-14-15-16-17	Palmer.....	New London-Brattleboro 121.1
		CV-B&M Joint Trk. Brattleboro-Windsor 48.8
17	Windsor.....	Windsor-White River Jct. 14.1
		184.0

MEDICAL OFFICERS

Dr. K. E. Dowd, Chief Medical Officer, Montreal, Que. *
 Dr. P. Vaughan, Asst. Chief Medical Officer, Montreal, Que. *
 Dr. C. D. Short, Regional Medical Officer, Montreal, Que. *
 (* 2nd Floor, 935 LaGauchetiere St. West, P. O. Box 8100)

Dr. M. Koplewitz St. Albans, Vt. 524-4988
 Dr. W. H. Rath, St. Albans, Vt. 524-4772
 Dr. W. S. Dempsey St. Albans, Vt. 524-3755
 Dr. F. J. Lawlis Richford, Vt. VI 8-7467
 Dr. E. D. McSweeney Burlington, Vt. UN 2-2501
 Dr. K. F. Truax Burlington, Vt. UN 4-9310
 Dr. A. J. Grandall Essex Jct., Vt. TR 8-3860
 Dr. H. B. Schoenberger Waterbury, Vt. 244-4764
 Dr. A. E. Wright Montpelier, Vt. 223-5242
 Dr. E. P. Tomasi Montpelier, Vt. 223-2582 or 223-2432

Dr. Wilmer W. Angell Randolph, Vt. 728-5669 or 728-3361

Dr. Stanley L. Garipay White River Jct., Vt. 295-3360
 Dr. R. A. Whitney White River Jct., Vt. 295-3770
 Dr. J. H. Mniszek Brattleboro, Vt. AL 4-4766
 Dr. P. H. Wheeler Brattleboro, Vt. AL 4-5122 or 4-4202
 Sun. Res. Spoford, N. H. 173-3

Dr. Emid D. Elgin Millers Falls, Mass. OL 9-4581
 Dr. K. E. Monroe Amherst, Mass. AL 3-5732
 Dr. James Flaherty Palmer, Mass. 288-6831
 Dr. M. H. Little Willimantic, Conn. 423-5445 or 423-5537
 Dr. David Sussler Norwich, Conn. 887-3790 or 887-0950
 Dr. F. B. Hartman New London, Conn. 443-7691 or 442-5556
 Dr. A. J. Loiacono New London, Conn. 443-3106 or 443-3840

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) Stopping 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.

CLASS "A" ENGINE RATINGS

SWANTON - ROXBURY - WINDSOR AND PALMER SUBDIVISIONS

CLASS OF POWER	Cantic and North Jet.	St. Albans and Essex Jet.	Essex Jet.	Montpelier Jet.	White River Jet. and	White River Jet. and Brattleboro	Brattleboro and Palmer	Palmer and Willimantic	Willimantic and New London
 DIESEL 	 SOUTHWARD 								
1500 - 11 (2 Units)									
2200 - 19 (2 Units)									
4451 - 95 (2 Units)									
4502 - 37 (2 Units)	5300	5350	5350	4700	5500	3100	3025	4000	
4547 - 57 (2 Units)									
4923 - 29 (2 Units)									
9300 - 44 (2 Units)									
8000 (yd. switchers)	1950	2050	1850	1700					
 CAR FACTOR 	 7 	 7 	 7 	 7 	 7 	 4 	 4 	 4 	
 DIESEL 	 NORTHWARD 								
1500 - 11 (2 Units)									
2200 - 19 (2 Units)									
4451 - 95 (2 Units)									
4502 - 37 (2 Units)	8000	5800	6500	4850	5500	3600	4400	3400	
4547 - 57 (2 Units)									
4923 - 29 (2 Units)									
9300 - 44 (2 Units)									
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 30' 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.

8. Caboose weight of 20 tons will be included in making up train tonnage, north of St. Albans.

9. Car Factor, North Junction to Brockville 8.

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 "	87.50	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

NORTHWARD

ROXBURY AND SWANTON SUBDIVISIONS

INFERIOR DIRECTION

First Class			Miles from end of track, Windsor	Symbols	STATIONS
75	21	33			
Pgr.	Pgr.	Pgr.			
Daily	Daily	Daily			
	PM	AM			
	3.15	3.05	1.30	14.8	CWK Z
	3.26	3.17	1.42	22.1	
	3.39	3.30	2.01	32.5	
	3.49	3.38	2.11	39.4	
	3.59	3.47	2.24	46.4	
	4.07	3.54	2.38	52.1	
	4.17	4.05	F*2.49	60.6	
	4.25	4.13	2.57	67.7	
				71.7	
	4.37	4.25	3.13	76.4	WYZ
	4.40	4.29	3.26		
	4.46	4.35	3.32	81.1	
	4.52	4.41	3.39	85.9	
	5.03	4.50	3.52	93.1	
	5.10	4.57	4.01	99.1	
	5.17		4.09	104.3	
	5.22	5.08	4.15	108.3	YZ
	5.25	5.13	4.28		
	5.30	5.18	4.33	111.9	
	5.38	5.27	4.42	119.1	
	5.48	5.38	4.53	126.8	
	5.55	5.45	5.00	132.1	
	5.59	5.53	AM		CKW YZ
	6.03	5.57		1.5	Z
				5.4	
	6.13	6.07		9.0	Z
	6.27	6.23		15.6	YZ
	6.30	6.28		18.0	
				23.0	
	6.42	6.41		25.4	RYZ
	PM	AM			
	7.45	7.55		65.8	
	Daily	Daily	Daily		
	75	21	33		

See pages 4, 5, 6, 7 and 8 for footnotes

Times shown at Montreal are for information only.

No. 33 effective June 1, flag stop Roxbury.

No. 21 will stop at Northfield to discharge revenue passengers from Springfield or beyond, and at Waterbury to pick up or discharge revenue passengers to or from Montreal, Concord, Springfield or beyond.

No. 75 will stop to handle revenue passengers as follows: Richmond and Milton daily to discharge from White River Jct. or beyond.

Effective June 1, will stop at Roxbury every Saturday and Sunday, and on other days will stop at Roxbury to pick up or discharge to or from Montreal, Concord, Springfield or beyond.

See St. Albans Terminal Footnotes.

Roxbury Subdivision

Swanton Subdivision

SOUTHWARD

ROXBURY AND SWANTON SUBDIVISIONS

SUPERIOR DIRECTION

STATIONS	Office Signals	Car Capacity		First Class																	
		Sidings	Other Tracks	76	3-4	4-4	20														
				Pgr.	Pgr.	Pgr.	Pgr.														
				Daily	Daily Except Sunday	Sunday Only	Daily														
Jct. with E. & M. R. R. White River Jct. 7.3 West Hartford 18.4 South Royalton 6.9 Bethel 7.0	Roxbury Subdivision	VN	Yard																		
		DG	101	44	2.10	10.59	11.05	11.37													
		FW	78	34	1.59	10.47	10.53	11.29													
		AX	88	91	1.48	10.35	10.42	11.20													
			101	6	1.39	10.24	10.32	11.13													
			96	23	1.29	F=10.14	F=10.22	11.03													
		HU	66	93	1.19	10.03	10.11	10.55													
		KD	101	165	1.06	9.48	9.57	10.44													
					1.02	9.33	9.52	10.41													
		61	12	12.56	9.27	9.46	10.35														
	W	100	138	12.50	9.21	9.40	10.29														
		93	18	12.39	9.09	9.28	10.20														
	RN	102	27	12.32	9.02	9.21	10.13														
		70		12.26	8.53	9.13	10.07														
	SX	121	166	12.21	8.48	9.08	10.01														
				12.17	8.33	9.03	9.58														
		65	6	12.12	8.28	8.58	9.53														
		83	82	12.04	8.20	8.50	9.45														
		103		11.54	8.08	8.38	9.36														
	SA	Yard		11.47	8.00	8.30	9.28														
		SA	Yard	11.43	PM	PM	9.25														
				11.39			9.21														
		V	07	179	11.29		9.12														
				21	11.15		9.00														
				89	11.11		8.56														
				17																	
		VA			11.01		8.44														
					AM		PM														
					9.50		7.35														
					Daily	Daily Except Sunday	Sunday Only	Daily													
					76	3-4	4-4	20													

Times shown at Montreal are for information only.

See Pages 4, 5, 6, 7 and 8 for footnotes.

No. 76 will stop to handle revenue passengers as follows: Milton daily to discharge from Montreal or beyond. Richmond daily to discharge from St. Albans and to pick up for White River Jct. or beyond. Effective June 1, will stop at Roxbury to discharge from Montreal or beyond and to pick up for Concord, Springfield or beyond.

No. 34 and 44, effective June 1, flag stop Roxbury.

No. 20 will stop at Waterbury to pick up or discharge revenue passengers to or from Montreal, Concord, Springfield or beyond.

See St. Albans Terminal Footnotes.

SWANTON SUBDIVISION FOOTNOTES

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

International Boundary: M. P. 18.7.

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

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

Yard telephone located at westward signal 97.

Cantic - International Border: For Board of Transport Commissioners for Canada General Orders covering this territory see Form CNR 696.

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

Noyan - Siding may be found blocked with cars at any time.

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

Alburgh Spur: Beginning at East Alburgh and extending 2520 feet west to stop sign.

Care should be exercised while operating on this track as it may be found blocked with cars at any time.

Swanton: No. 21 will not exceed thirty (30) miles per hour passing Swanton Station to throw off first class mail.

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 to their passing track.

Interchange St. J. & L. C. to C. V. will be made on "New Spur" and overflow placed on St. J. & L. C. passing siding.

Interchange C. V. to St. J. & L. C. will be made on "Coop Hole Track" with overflow to be placed on St. J. & L. C. Passing Siding or St. J. & L. C. main track north of public highway crossing.

Through freight trains only C. V. to St. J. & L. C. will be made on St. J. & L. C. Passing Siding with overflow to be placed on "Coop Hole Track" or St. J. & L. C. main track north of public highway crossing.

Automatic Crossing Signals located at Lake Street Crossing, Mileage 9.0. Main track is bonded with two circuits for movements in each direction. Southward movements entering the first circuit will activate signals which will continue to operate for ninety (90) seconds. Northward movements entering the first circuit will activate signals which will continue to operate for sixty (60) seconds. If a southward movement consumes more than ninety (90) seconds, or if a northward movement consumes more than sixty (60) seconds, from time of entering first circuit until second circuit (indicated by "End of Circuit" sign) is reached, crossing signals will cease to operate. In such instances, instructions as shown below, regarding movements stopping north or south of "End of Circuit" signs, must be observed.

To assure the signals operating for the required time element, southward main track movements stopping north of, or northward main track movements stopping south of "End of Circuit" signs must regulate speed to allow a lapse of twenty (20) seconds from time of passing "End of Circuit" sign until crossing is reached.

When switching operations require cut to be made in southward or northward main track trains, rear portion of train must be left sufficiently clear of "End of Circuit" signs to allow for engine, and cars which may be picked up. This will afford protection when trains again proceed over crossing.

Siding is bonded for a short distance north of crossing and before southward movements from siding may proceed over crossing, lights must be in operation for a period of at least twenty (20) 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.

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, and must consume at least twenty (20) seconds to insure proper operation of signals.

Lime Works Spur: Beginning at Mileage 5.4, Fonda and extending a distance of 3,062 feet north to sign reading "END OF LIME WORKS SPUR."

Care should be exercised while operating on this track as it may be found blocked with cars at any time.

Italy Yard Office, 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 when authorized by train order.

MAXIMUM SPEEDS

Between St. Albans and North Jct.: All trains, thirty (30) miles per hour.

Between North Jct. and Lakewood, Mileage 14.8: Passenger trains, fifty-five (55) miles per hour. Freight trains, engines with caboose, or light engines, forty-five (45) miles per hour.

Between East Alburgh and Cantic: Passenger trains, fifty (50) miles per hour. Freight trains, engines with caboose, or light engines, forty (40) miles per hour.

PERMANENT SLOW ORDERS

Lime Works Spur, Mileage 5.4, twenty (20) miles per hour.

Trestle and Drawbridge, Between Lakewood, Mileage 14.8 and East Alburgh, ten (10) miles per hour.

East Alburgh, North Wye Switch, twenty-five (25) miles per hour.

Alburgh Spur, fifteen (15) miles per hour.

INTERLOCKING

Cantic: Railway Crossing at Grade with C. N. Rouse Point Subdivision. . . Controlled. (B.T.C. 68224) Signals controlled by Operator, Cantic. Switches governing movements to and from connecting track between Swanton Subdivision and C. N. Rouse Point Subdivision are dual-controlled and operated by Operator. Northward trains must not exceed fifteen (15) miles per hour when approaching and within 1000 feet of Interlocking Signal.

DRAWBRIDGES

Drawbridge over Richelieu River, Mileage 24.3 (Non-interlocked).

Trestle and Drawbridge between Lakewood, Mileage 14.8 and East Alburgh (Non-interlocked).

SIGNALS, FIXED

See St. Albans Terminal Footnotes

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
5.4	Lime Works Spur	South End	64
14.1	Lakewood Spur	South End	2
15.6	Alburgh Spur	South End	30

ST. ALBANS TERMINAL FOOTNOTES

St. Albans: No. 20 and No. 75 may register by delivering register ticket to operator.

No. 2 track at St. Albans Station, capacity 26 cars (see item 24 Special Instructions), is the designated siding for the meeting or passing of passenger trains.

The time of No. 33 applies at the south switch to No. 2 track (siding).

Nos. 33, 34 and 44 will occupy No. 2 track (siding).

SIGNALS, FIXED

*ABS between Signal 2.6 and Signal 13-L (Elm Street), Swanton Sub. Rules 505 to 518 apply.

*CTC between Signal 1-R (North Jet.) and Signal 13-L (Elm Street). Rules 263 to 273 apply. Operator Italy Yard controls all movements.

Approach Signal 2.6, located at Mileage 2.6, Swanton Sub., governs southward movements approaching Signal 1-R.

Approach Signal (permanent 45 degree), located at Mileage 0.2, Richford Sub., governs southward movements approaching Signal 13-L.

Lepe's Spur Switch, just south of Italy Yard Office, is manually operated and this spur must not be used to clear movements on main track. If main track is cleared when switching this spur, the switch must be left open to ensure holding main track signals at STOP indication.

Approach Signal (permanent 45 degree), located at Mileage 129.5, Roxbury Sub., governs northward movements approaching Station Protection Signal 130.9.

Station Protection Signal 130.9, located at Mileage 130.0, Roxbury Sub. (Rule 508 applies) Operator Italy Yard controls all movements. Trains or engines stopped by this signal must not proceed until YELLOW aspect (Rule 285) is received. If RED aspect continues for five minutes, operator must be contacted for instructions.

Operator, Italy Yard, may authorize a movement to use main track between Signal 20-R, south of Lake Street, and Station Protection Signal 130.9 on the time of a first class train. The member of the crew requesting this permission must state his name, occupation, location and train or engine number, specifying time required for the movement. This permission must not be given until lever block is applied to the stop indication of signal controlling the first class train. Operator will state clock time allowed, and must not remove lever block until the train or engine is clear and reported clear, which must be before expiration of time granted. Instructions received from operator must be in writing and repeated before being acted on. Flag protection is not required under these circumstances.

INTERLOCKINGS

Switches 14, 18, 24 and 26 on Freight Lead, Elm Street Area. Controlled. Switches are electrically operated. (See diagram, page 6.)

Switches 30 and 32 on Main Track, south of Lake Street. . . Controlled. Switches electrically operated. (See diagram, page 6.) Operator Italy Yard controls all movements.

North switch to No. 1 Freight House Track, south of Lake Street, is within interlocking limits and is manually operated. Signal governing northward movements from this track displays STOP indication only. If main track is cleared, permission must be secured before again fouling or entering main track at this point.

TRAIN AND YARD MOVEMENTS

Unless otherwise provided, all movements are subject to the requirements of signal indications within yard limits.

That part of note under Rule 93 reading: "except that 'Clear Signal' Rule 281 may be accepted as indication that the track is clear, but only to the next signal, or 'Block End' sign" DOES NOT APPLY in St. Albans Yard.

Telephones connected with Operator, Italy Yard, are located in yellow boxes in the vicinity of North Jet., Elm Street, Lake Street, Call Office, Welden Street, Nason Street and Station Protection Signal 130.9.

(St. Albans Terminal Footnotes Continued)

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

Information on first class trains may be obtained by contacting Operator at Italy Yard.

Passenger Station: Movements in both directions on No. 1 (Main) track must approach and pass station platform under full control, and stop in the event motor vehicles or hand trucks foul the track.

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 leading from West Coal Chute track to main track near Enginehouse protected by automatic signals in facing point direction. Rule 104A applies.

Movements must obtain permission from Operator, Italy Yard, before moving through spring switch from Middle Coal Chute track to West Coal Chute track.

Derails: D-10 derail, located on North Lead just north of No. 23 track switch, controlled by operator and operates independently of C. T. C. circuit at North Jet.

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.

Track Occupancy Light: To notify engine crews of trains arriving Italy Yard from the north that rear end of train is into clear a "Circuit Occupancy" white light has been installed on the cable terminal pole located on west side of No. 1 track about twenty-five (25) feet north of Elm Street crossing.

As soon as a train from the north enters the yard at North Jet, this light will go on and will remain lighted until the rear end of train clears signal on the track on which train has been yarded.

Main Track Approach Lights: Steady White lights: Located at Welden Street and at Nason Street crossings are information to yard engines with respect to southward train movements other than first class trains.

Nason and Welden Street Crossings at Grade: Switching movements over these public crossings at grade must not be made until it has been assured that gates are in lowered position. Gates may be operated by remote control device located in cab of Beartown switching engine or by push buttons located at the following fixed locations: Nason Street crossing, gate controls are located on signal case east side of crossing and in Operator's telephone box west side of crossing; Welden Street crossing, gate controls located on signal case on east side of crossing and in Operator's telephone box on pole south of crossing. Failure of these Gates to Operate Properly: In such event movements over these crossings must be manually flagged and yardmaster immediately informed.

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.

Aldis, Newton and Elm Street Crossings: When cars are pushed by an engine over Aldis Street, Newton Street and Elm Street crossings at grade, it is required that a member of the crew be stationed at the crossing to protect highway traffic.

MAXIMUM SPEEDS

See Swanton, Roxbury and Richford Subdivision footnotes.

PERMANENT SLOW ORDERS

Between Mileage 1.4 and mileage 1.6 at North Jet., thirty (30) miles per hour.

Between Lake Street Crossing and Nason Street Crossing, southward trains, thirty (30) miles per hour.

Entering St. Albans Station from north, over switches to No. 3 and No. 4 tracks, five (5) miles per hour.

Over Lake Street Crossing, fifteen (15) miles per hour, unless crossing occupied.

ROXBURY SUBDIVISION FOOTNOTES

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

Main track switches, north switch Oakland to south switch Colchester inclusive, are equipped with reflectorized lenses in lieu of lights.

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

Milton: Automatic Crossing Protection Signals and gates located at Main Street Crossing, Mileage 119.1. Main track is bonded with two circuits for southward movements. Southward movements entering the first circuit will activate signals and gates which will continue in operation for a period of sixty (60) seconds. If a southward movement consumes more than sixty (60) seconds from time of entering first circuit until second circuit (indicated by "End of Circuit" sign) is reached, crossing signals and gates will cease to operate. In such instances, instructions as shown below, regarding movements stopping north of "End of Circuit" sign, must be observed.

Southward main track movements stopping north of "End of Circuit" sign must regulate speed to allow a lapse of twenty (20) seconds from time of passing "End of Circuit" sign until crossing is reached. When switching operations require cut to be made in southward main track trains, rear portion of train must be left north of "End of Circuit" sign a sufficient distance to allow for engine, and cars which may be picked up. This will afford proper protection when train again proceeds south over crossing.

Limits of bonded portion of siding are indicated by "End of Circuit" signs for movements in either direction. Both northward and southward movements on siding must regulate speed to allow a lapse of twenty (20) seconds from time of passing "End of Circuit" sign until crossing is reached.

Before southward movements from House Track may proceed over crossing, gates must be in fully lowered position.

When other conditions require, gates and signals may be operated manually, for siding movements only, by push-button control located on signal case.

Loading chute on Quarry Track will not clear man on top of car.

Essex Jct.: Unless otherwise directed, northward freight trains taking siding for train 76 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.

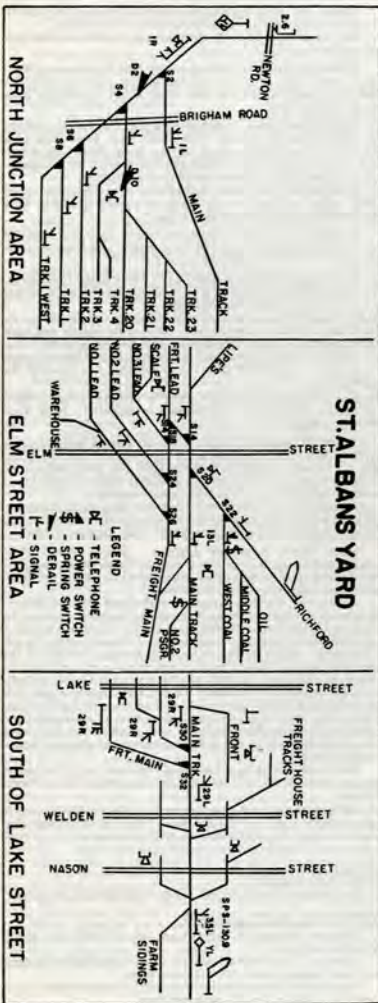
Trains in either direction must proceed with extreme care between first public crossing at grade north of, and first public crossing at grade south of station, mileages 108.3 and 108.2.

Between arrival of train No. 33 and departure of No. 34, 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 75 has six or less cars it will make station stop far enough north to clear crossing signal circuit at Main St.

Park Street Crossing, M.P. 7.7, "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.



(continued on page 7)

(Roxbury Subdivision Footnotes Continued)

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:—

1. All locomotives drawing train into said Village from the south, shall continue to whistle, as heretofore, south of Maple Street grade crossing, M. P. 108.1.

2. All locomotives drawing trains into said Village from the north shall continue to whistle, as heretofore, north of Central Street grade crossing, M. P. 108.3.

3. 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.

Cars must not be left foul south end Nos. 1 and 2 Tracks North Yard.

Account graded surface between Robinson's Warehouse and Woodshed Track, all operations must be controlled from North Leg of Wye Track side of Woodshed Track.

To avoid possible injury, all personnel should refrain from walking between Warehouse and Woodshed Track particularly when movements are being made.

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. Employees must inform themselves respecting the location and must not ride on top of cars or engines while passing this structure.

Automatic Crossing Protection signals and gates located at Richmond Station Crossing, Mileage 99.1. Main track is bonded with two circuits for southward movements. Southward movements entering the first circuit will activate signals and gates which will continue to operate for a period of sixty (60) seconds. If a southward movement consumes more than sixty (60) seconds from time of entering first circuit until second circuit (indicated by "End of Circuit" sign) is reached, crossing signals and gates will cease to operate. In such instances, instructions as shown below, regarding movements stopping north of "End of Circuit" sign, must be observed.

Southward main track movements stopping north of "End of Circuit" sign must regulate speed to allow a lapse of twenty (20) seconds from the time of passing "End of Circuit" sign until crossing is reached. When switching operations require cut to be made in southward main track trains, rear portion of train must be left north of "End of Circuit" sign a sufficient distance to allow for engine, and cars which may be picked up. This will afford proper protection when train again proceeds south over crossing.

Limits of bonded portion of siding are indicated by "End of Circuit" signs for movements in either direction. Both northward and southward movements on siding must regulate speed to allow a lapse of twenty (20) seconds from time of passing "End of Circuit" sign until crossing is reached. Before southward movements from House Track may proceed over crossing, gates must be in fully lowered position.

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 known as Gattani Crossing (now known as O'Clair Crossing), M. P. 86.6, Passenger Depot Crossing, M. P. 86.0, Batchelor Street Crossing, M. P. 85.7 and Demeritt Crossing, M. P. 85.5. The ringing of the engine bell and the sounding of other whistle signals as prescribed by the rules are not curtailed or regulated.

(Roxbury Subdivision Footnotes Continued.)

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.

The north leg of Wye is used as a public delivery track and may be found blocked with cars at any time.

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: Warren Crossing, M. P. 60.7, second crossing north of the station, Station Crossing, M. P. 60.6, between the station and freight house. Public Service Commission Order, August 18, 1938 prohibits sounding of engine whistle in either direction approaching New Ellis Crossing, M. P. 61.3, just north of north switch to Siding; bell must be rung in accordance with Rule 30 of Uniform Code of Operating Rules. Emergency or necessary whistling to convey signals to employees is not prohibited.

Automatic Crossing Protection Signals and Gates located at Warren Road Crossing, Mileage 60.7. Siding is bonded a short distance north and south of crossing. Siding movements in either direction must not exceed ten (10) miles per hour after passing "End of Circuit" sign until crossing is reached. When occupying siding and it is necessary to cut crossing, signals and gates may be manually controlled by turning switch key in control box located on signal case.

Randolph: The north switch to West Track is the cross-over switch located just north of station platform.

Automatic Crossing Protection Signals and Gates located at Main Street Crossing, Mileage 46.4, and South Pleasant Street Crossing, Mileage 46.3. Southward main track movements stopping north of, or on, Main Street Crossing will cause signals and gates at South Pleasant Street Crossing to cease operation. Such movements, after passing Main Street Crossing, must regulate speed to allow a lapse of twenty (20) seconds before occupying South Pleasant Street Crossing to ensure proper operation of signals and gates.

Northward main track movements stopping south of "End of Circuit" sign must leave rear portion of train sufficiently clear of this sign to allow for engine, and cars which may be picked up. When north switch to siding is reversed, signals and gates will cease operation. In such case, northward siding movements, and any further northward main track movements, must allow twenty (20) seconds to elapse after passing "End of Circuit" sign until South Pleasant Street Crossing is reached.

For all movements over these crossings on West Track signals and gates must be manually operated with switch key at control boxes located on signal cases at each crossing. Signals and gates will clear automatically after movement passes over each crossing.

(Roxbury Subdivision Footnotes Continued)

MAXIMUM SPEEDS

Passenger trains, fifty-five (55) miles per hour.

Freight trains, milk trains, engines with caboose, or light engine, forty-five (45) miles per hour.

PERMANENT SLOW ORDERS

Georgia: Between mileage 122.0 and mileage 122.4 (Georgia High Bridge), forty (40) miles per hour.

Essex Jct.: On main track between sign boards at mileage 107.7 and mileage 108.4, twenty (20) miles per hour. On siding between sign boards at mileage 108.0 and mileage 108.3, fifteen (15) miles per hour.

North Duxbury: Curve north end of bridge mileage 90.3, forty-five (45) miles per hour.

North Duxbury Detour: Between mileage 89.3 and mileage 90.0 forty-five (45) miles per hour.

North of Montpelier Jct.: Between mileage 76.6 and mileage 76.8 forty-five (45) miles per hour.

North of East Granville, Bridge mileage 56.9. Curve: Between mileage 56.9 and mileage 57.2, forty-five (45) miles per hour.

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

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

Royalton: Curve between mileage 34.0 and mileage 34.4, forty-five (45) miles per hour.

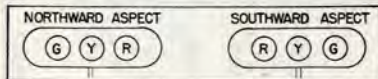
North of South Royalton: Curve between mileage 33.2 and mileage 33.4, forty-five (45) miles per hour.

South of West Hartford: Between mileage 20.9 and mileage 21.7, forty-five (45) miles per hour.

SIGNALS, FIXED

Essex Jct.: Three indication color light Train Order signal.

Diagram { Red displayed - Stop for Orders.
Yellow displayed - Caution for 19Y Orders.
Green displayed - Proceed, no Orders.

**TRACKS, OTHER**

Mileage	Name	Connected	Car Capacity
27.6	Sharon	North End	14
96.1	Plant & Griffith Lumber Co.	Both Ends	17
106.9	I. B. M. Spur	South End	4
122.4	Georgia	Both Ends	8

For Movement through St. Albans Terminal see Footnotes Pages 5 and 6. For movement through White River Jct. Terminal see Footnotes on this page.

WHITE RIVER JCT. TERMINAL FOOTNOTES

Rule 5: The time of Extra Trains applies at the north (spring) switch.

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. Switchtenders will use yellow lights for giving signals at night.

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, 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 when authorized by train order.

B. & M. Operating Rule 104-E reads: "Adjoining tracks must not be fouled until it is known that switches are properly lined and the 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.

Automatic Crossing Protection, Nutt Street: Trains or engines on the Central Vermont Railway main track must not exceed twenty-five (25) miles per hour approaching and passing over Nutt Street Crossing. Trains or engines entering main track from No. 2 track must not exceed five (5) miles per hour until engine has passed over Nutt Street Crossing.

MAXIMUM SPEEDS

See Roxbury Subdivision Footnotes.

PERMANENT SLOW ORDERS

Curve between mileage 16.0 and mileage 16.3, passenger trains forty (40) miles per hour, freight trains thirty (30) miles per hour.

All turnouts in C. V. Rwy. Yard, ten (10) miles per hour.

All turnouts in B. & M. R.R. Yard, fifteen (15) miles per hour.

All Wye tracks, ten (10) miles per hour.

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".

WINOOSKI SUBDIVISION

Miles from end of track, Burlington	Symbols	Northward	Southward	Office Stations	Car Capacity	
		Inferior Direction	Superior Direction		Sidings	Other Tracks
		STATIONS				
8.0	KVZ	Jct. with Roxbury Sub. Essex Jct. 1.9		SX	Yard	
6.1		Fort Ethan Allen 3.1				39
3.0		Winooski 2.8		KI	26	37
0.2	Z	Burlington		BD	Yard	

WINOOSKI SUBDIVISION FOOTNOTES

Rule 5: Time applies as follows:

Essex Jct., Switch connecting Straight Track with North Leg of Wye.
Burlington, No. 4 Switch of Non-interlocking.

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

Rule 93, Essex Jct.: Information on first class trains may be obtained by contacting operator, who will procure the information by train order.

Rule 105A: Not applicable.

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

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

Account vehicles parking at Pease Grain Co. which may be on or foul of tracks, conductors must personally inspect this area before performing switching and during switching operations at Pease Grain Co. and Wilson plant.

Burlington Station Joint Section—The trackage and premises owned and operated jointly by the Central Vermont Railway, Inc., and Vermont 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.

Mile post 0.0 is southerly limit of joint section, located 150 feet south of King Street Crossing.

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

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

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

C.V. trains or engines using Vermont Railway main track must not exceed six (6) miles per hour approaching and passing over College St. Crossing.

Winooski: Loading ramp 344 feet north of Barlow Street Crossing on Lumber Siding does not clear man on side of car.

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.

(Winooski Subdivision Footnotes Continued)

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

MAXIMUM SPEED

All trains, twenty (20) miles per hour.

PERMANENT SLOW ORDERS

Winooski Gorge Bridge, mileage 4.1, six (6) miles per hour.

NON-INTERLOCKING

Burlington: Railway Crossing at Grade with Vermont Railway. Non-interlocking. Normal position of crossover switches Nos. 1, 2, 3 and 4 will be lined for C.V. movements. All movements must stop at stop signs located north and south of crossing, sound whistle signal 14 (m), and may then proceed if no conflicting Vermont Railway movement is in progress and switches are properly lined.

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
4.6	Lime Kiln	North End	5
4.4	Lime Kiln	South End	13
3.3	Porter Screen Company	"	28
3.2	Lumber Siding	Both Ends	16

Essex Jct.: For Movement Through Essex Jct. Yard, See Roxbury Subdivision Footnotes, Pages 6, 7 and 8.

RICHFORD SUBDIVISION

Miles from St. Albans	Symbols	Northward	Southward	Office Signals	Car Capacity	
		Inferior Direction ↓	Superior Direction ↑		Sidings	Other Tracks
		STATIONS				
		Jct. with Swanton Sub.				
0.0	CKW	St. Albans 5.6		SA	Ya	rd
5.6	Z	Chadwick 3.0			7	
8.6		Sheldon Springs 1.5			1	26
10.1		Sheldon Jct. 7.6			4	2
17.7		Enosburg Falls 9.7		UG	6	28
27.4	RYZ	Richford		RK	Ya	rd

RICHFORD SUBDIVISION FOOTNOTES

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

Rule 5: Time applies as follows:
St. Albans, Switch No. S20 south of Elm Street.
Richford, South Wye Switch, Mileage 26.9.

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

Rule 105A: Not applicable.

Richford: Main track begins and terminates at mileage 26.9.

MAXIMUM SPEED

All trains, twenty (20) miles per hour.

PERMANENT SLOW ORDERS

South of Sheldon Jct: Bridge mileage 9.9, ten (10) miles per hour.

Curve, between signs each side of curve mileage 10.0, ten (10) miles per hour.

South of East Berkshire: Reverse Curves, between mileage 21.1 and mileage 21.4, ten (10) miles per hour.

Richford: Bridge mileage 24.3, ten (10) miles per hour.

C.P. Connection: Bridge mileage 0.3, ten (10) miles per hour.

NON-INTERLOCKING

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

RESTRICTIONS, ENGINES

Maximum of two diesel units may be operated in multiple service on Richford subdivision. Limited to Central Vermont units only, permission for other including CNR units must be obtained from Superintendent.

(Richford Subdivision Footnotes Continued)

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
1.6	National Carbon Spur	North End	31
1.6	Turnaround 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 (Station Spur)	Both Ends	7
26.9	C. P. Railway Connection	North End	3
27.1	C. P. Railway Connection	South End	

For Movement Through St. Albans Terminal See Footnotes Pages 5 and 6.

LISTING TIME OF WAYFREIGHTS AND TRAVELING SWITCHERS

Swanton Subdivision

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

Richford Subdivision

Wayfreight listed for 7.00 A. M. St. Albans to Richford and return, daily except Sunday.

Roxbury Subdivision

Wayfreight listed for 1.30 P. M., St. Albans to White River Jct., daily.

Wayfreight listed for 7.30 A. M., White River Jct. to St. Albans, daily.

Winooski Subdivision

Day wayfreight listed for 5.30 A. M. Essex Jct. to Burlington and return, daily except Sunday.

Night wayfreight listed for 4.00 P. M. Essex Jct. to Burlington and return, daily except Saturday and Sunday.

Night wayfreight listed for 6.00 P. M. Essex Jct. to Burlington and return Sunday only.

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.

- 15.6 East Alburgh
- 14.8 Lakewood, South End of Trestle.
- 9.0 Swanton
- 5.4 Ponda
- 2.6 Newton Rd. Crossing
- 126.8 Oakland
- 122.4 Georgia
- 119.1 Cable Pole, Milton Station
- 114.5 South of Milton
- 111.9 Section Car House, Colchester
- 104.4 Williston
- 99.1 Waiting room, Richmond Station
- 95.9 Jonesville
- 93.1 Bolton
- 89.5 South End of North Duxbury Detour
- 82.6 Slip Hill, South of Waterbury
- 81.2 Cable Pole Middlesex Station.
- 73.9 South of Montpelier Jct.
- 71.7 Mail House, Riverton
- 67.7 Waiting Room, Northfield Station.
- 64.0 South of Northfield
- 60.8 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
- 32.5 Waiting room, South Royalton Station
- 28.7 North of Sharon
- 27.6 Sharon
- 22.2 Opposite Sec. House, West Hartford
- 21.0 South of West Hartford

TRAIN ORDER OFFICES

SWANTON, ROXBURY, RICHFORD AND WINOOSKI SUBS.

STATIONS	EXCEPT SATURDAY AND SUNDAY	SATURDAY AND SUNDAY
Cantic Swanton	Continuous 6.00 A. M. to 11.00 P. M.	Continuous 6.00 A. M. to 2.00 P. M. 3.00 P. M. to 11.00 P. M.
St Albans Italy Yard	Continuous	Continuous
Pgr. Station	Continuous	Continuous
Essex Jct.	Continuous	Continuous
Richmond	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	Closed
Waterbury Montpelier Jct.	Continuous	Continuous
Northfield	8.00 A. M. to 11.30 A. M. 12.30 P. M. to 5.00 P. M.	Continuous Closed
Randolph Bethel	Continuous 7.30 A. M. to 11.30 A. M. 12.30 P. M. to 4.30 P. M.	Continuous Closed
South Royalton	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	Closed
White River Jct. Yard	Continuous	Continuous
Pgr. Station	{ 7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	{ 7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.
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 Sunday)
Richford	{ 7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	{ 10.00 A. M. to 1.00 P. M. (Closed Sunday)
Winooski	{ 7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	Closed

PALMER AND WINDSOR SUBDIVISIONS

STATIONS	EXCEPT SATURDAY AND SUNDAY	SATURDAY AND SUNDAY
East New London	Continuous	Continuous
Montville	7.00 A. M. to 11.30 A. M. 12.30 P. M. to 4.00 P. M.	Closed
Norwich	9.00 A. M. to 12.30 P. M. 1.30 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 11.30 A. M. 12.30 P. M. 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
Palmer	Continuous	Continuous
Amherst	7.00 A. M. to 11.00 A. M. 12.00 noon to 4.00 P. M.	Closed
East Northfield	Continuous	Continuous
Brattleboro	Continuous	Continuous
Windsor	7.00 A. M. to 10.15 A. M. 11.15 A. M. to 4.00 P. M.	Closed

SPEED SCHEDULE

Northern Division	Distance	16 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	3.89	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
St. Albans and Oakland	5.22	20	53	15	40	12	32	10	26	8	57	7	50	6	58	6	16	5	42
Oakland and Georgia	4.47	17	53	13	25	10	44	8	56	7	40	6	42	5	58	5	22	4	52
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	30	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	32	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	27	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	47
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	06	9	04	7	15	6	02	5	11	4	32	4	02	3	47	3	18
Braintree and Randolph	5.68	22	43	17	02	13	38	11	22	9	44	8	31	7	34	6	39	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	34	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	23
Northfield and Northfield Farms	5.82	23	19	17	29	14	00	11	40	10	00	8	45	7	46	7	00	6	22
Northfield Farms and Millers Falls	2.86	11	26	8	35	6	52	5	43	4	54	4	17	3	49	3	26	3	07
Millers 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	59	11	41	10	38
Belchertown and Barretts	5.61	22	26	16	50	13	28	11	13	9	37	8	25	7	29	6	44	6	08
Barretts and Three Rivers	1.71	6	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	10	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
South Willington and Merrow	2.27	9	05	6	49	5	27	4	32	3	53	3	24	3	02	2	43	2	29
Merrow and Mansfield	1.65	6	36	4	57	3	58	3	18	2	50	2	29	2	12	1	59	1	48
Mansfield and Engleville	2.00	8	00	6	00	4	48	4	00	3	26	3	00	2	40	2	24	2	11
Engleville 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

PALMER SUBDIVISION

Miles from New London	Symbols	Northward Inferior Direction ↓	STATIONS	Southward Superior Direction ↑	Office Signals	Car Capacity											
						Slings	Other Trucks										
0.0			New London (Union Station) 1.2			Yard											
1.2	CKWZ		East New London..... 4.8		FO	Yard											
6.0			Montville..... 6.1		MO	32	98										
12.1			Thamesville..... 1.1			55	13										
13.2			Norwich..... 3.7		N	40	53										
16.9			Yantic..... 8.5		NC		25										
17.4			Gibbs..... 5.5														
22.9			Lebanon..... 6.7		NA		33										
29.6	Z		Willimantic..... 5.2			Yard											
34.8			South Coventry..... 3.5			56	11										
38.3			Mansfield..... 5.7		MF	18	4										
44.0			West Willington..... 5.7			39	12										
49.6			Stafford..... 6.2		FD	28	41										
55.9			State Line..... 5.1			27											
61.0	P		Monson..... 4.8			41	16										
64.9	BZ		Palmer..... 4.4		F	44	Yard										
69.4			Barretts..... 3.9			39											
73.3	PR*		Canal Jct. Jct. with B.&M.R.R. 1.7														
75.0			Belchertown..... 6.6			39	35										
81.6	PR*		Norwottuck Jct. with B.&M.R.R. 3.2														
84.8			Amherst..... 5.5		AD	88	76										
90.3			Leverett..... 5.7			53											
96.0			Montague..... 3.7			36											
99.7	PZ		Millers Falls..... 2.2			27	26										
108.4			Northfield..... 2.2			33	22										
110.6	KZ		East Northfield Jct. with B.&M.R.R. 5.1		SV	38	4										
115.7	CK		Vernon..... 5.4			25											
121.1	WYZ		Battleboro Jct. with B.&M.R.R.		BO	Yard											

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

See pages 14, 15, 16 and 17 for footnotes.

PALMER SUBDIVISION FOOTNOTES

Main track switches are equipped with reflectorized lenses in lieu of lights.

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 N.Y.N.H.&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 restricted speed.

East New London: Main track begins and terminates at mileage 1.4.

East New London: Fourth St. Crossing, M. P. 0.7. Trains must sound whistle, Signal 14(I), and yard engines must have bell ringing approaching this crossing.

East New London - State Pier: A swing type bridge has been installed across State Pier tracks Nos. 4 and 5, just outside doors of State Pier Warehouse Building. This bridge to be maintained in open position when not in use. Should this bridge be in closed position when necessary for switcher to go into building, switching crew will contact U. S. Navy Sentry who will open bridge on request.

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 traiman may ride the end ladder on rear car of drafts when being pulled out.

Sloesberg Spur - Mileage 3.0: Platform has been erected on east side of Dart & Bogue Spur about 110 feet from north end of track. Very close clearance will not clear man on side of car. Cars over 10 ft. 5 in. wide must be left just south of this platform, and engine must not be operated to this platform as it will not clear.

Montville: Train and enginemen will exercise care when switching Dump Track, and south of crossover to Pioniff track because of low side and overhead clearances where roof extends over tops of cars.

Account close clearances, cars must not be left within one hundred (100) feet of Gair's Crossing, M. P. 6.0, on siding at Montville. Should trains meet or pass at Montville, train on siding to make cut to clear crossing one hundred (100) feet north and south of crossing. In event of trains meeting at Montville, 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 12.3, between which are six 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 six 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.

Engines 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.

Palmertown 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, Thamesville, W. Willington: Sidings at these stations may be found at any time blocked with cars.

Daren's Spur, Mileage 15.8: Permanent folding canopy over No. 5 door, Daren's Building must be folded back against building before coupling to, or moving, cars on this track.

(Palmer Subdivision Footnotes Continued)

Lebanon: Canopies erected on extreme north end, and just north of crossing, opposite belt cover "Old Spur Track" Pedestrian Grain Co. will not clear man on top of car. Traimen are prohibited from riding tops of cars at this industry.

Sign erected sixteen (16) feet north of derail, east side of Old Spur siding. "DO NOT LEAVE CARS SOUTH OF THIS SIGN."

Willimantic, Bridge Street Public Crossing at Grade: Highway crossing signals, flashing light type with pedestrian bell, are manually operated. All movements over this crossing must stop, and start signals with button located on relay cases on either side of crossing before passing over crossing. Signals will automatically cut out after rear of movement passes over crossing.

How to operate crossing signals. Small relay cases, attached to the side of large battery box, each containing two buttons, reading "Start Flashers" and "Stop Flashers" are located on east side of track, north and south of crossing, and equipped with C. V. and N. H. switch locks. To start signals, press button marked "Start Flashers" and to stop flashers press button marked "Stop Flashers". In the event it is necessary to perform switching over crossing and signals not required, a member of the crew must stop signals by pressing "Stop Flashers" button. Should the signals fail to stop after this button is pressed, the "Stop Flashers" button in the emergency case on the opposite side of the relay case must be pressed.

Mansfield: Due to poor condition of University of Connecticut trestle, Mileage 38.5, cars must not be placed on this trestle.

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 emergency; 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.

Cars on Cinder Track must not be left foul of siding. Adequate clearance between south end of Cinder Track and siding must be provided for man to ride side of car.

Switching movements over Dublin St. Crossing, M. P. 64.7, 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 engines. In view of this condition, enginemen and others should not lean out of windows or doors of engines when passing that facility.

Three Rivers: Department of Public Utilities Order Number 7223 dated November 2, 1944, permits operation on and across Springfield Street and Bridge Street at grade on Tampax, Inc. 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 8372 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.

(Continued on Page 15)

(Palmer Subdivision Footnotes Continued)

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. Clearance at Amherst and northward trains at Bondsville. B&M trains may leave Norwottuck and Canal Jct. without obtaining 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, Northampton, Mass. and the B&M crews will procure their supply from this source.

Amherst: Massachusetts Department of Public Utilities Order No. 12240 dated September 20, 1957, orders that the engines of trains approaching the Main Street, High Street and Whitney Street crossings at grade with the Central Vermont Railway in the Town of Amherst shall cause the engine bell to be rung from the whistle post to the crossing and in addition to sound the whistle signal just before reaching such crossings, so that the last long blast will end as the engine goes onto the crossing, the duration of the whistle signal (2 long, 1 short, 1 long) to consume approximately ten (10) seconds.

Main Street is located at mileage 84.8, High Street at mileage 84.9, and Whitney Street at mileage 85.0; all north of Amherst station. Emergency or necessary whistling to convey signals to employees as prescribed by the rules are not curtailed or regulated.

Automatic crossing protection signals located at Main Street crossing. If a southward movement is standing on main track north of south switch to siding, signals will continue in operation until this switch is reversed. Southward movements leaving siding must allow a lapse of twenty (20) seconds from time of passing "End of Circuit" sign until crossing is reached. Northward movements leaving Middle track must not foul crossing until signals have been activated by push button on signal case.

Millers Falls: Switching movements over public crossings at grade at Main Street, M.P. 99.7, 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."

East Northfield, Rule 5: Time applies at the Junction Switch with the B. & M. R. Y.

Southward trains whose initial terminal is Brattleboro, will not leave East Northfield earlier than seventeen (17) minutes after listing time from Brattleboro.

REGISTER STATIONS

Palmer: Through extra trains may register by delivering register tickets to the operator.

All trains must obtain clearance.

*Canal Jct. and Norwottuck: Canal Jct. and Norwottuck are register stations for B & M trains only.

East Northfield: Trains may register by delivering register ticket to operator.

MAXIMUM SPEEDS

Between East New London and mileage 18, thirty (30) miles per hour.

Between mileage 18 and mileage 93, forty (40) miles per hour.

Between mileage 93 and mileage 98, thirty (30) miles per hour.

Between mileage 98 and East Northfield, forty (40) miles per hour.

(Palmer Subdivision Footnotes Continued)

PERMANENT SLOW ORDERS

East New London: Curve south end Winthrop Cove Bridge, mileage 0.4, fifteen (15) miles per hour.

Curve, mileage 1.2, ten (10) miles per hour.

Montville: Palmertown Branch, maximum eight (8) miles per hour, six (6) miles per hour on curves.

Gair Crossing, Mileage 6.0, ten (10) miles per hour until crossing occupied.

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

Gibbs: Palmer Broe. Industrial Spur, eight (8) miles per hour.

Willimantic: Bridge Street, ten (10) miles per hour through junction switches.

Stafford: Between mileage 49.4 and mileage 50.0, twenty (20) miles per hour.

Mileage 60.8: Overhead bridge, thirty (30) miles per hour.

Three Rivers: Curve between mileage 67.7 and mileage 68.3, fifteen (15) miles per hour.

Amherst: Between mileage 85.2 and Amherst Station, Southward Trains, twenty-five (25) miles per hour, applies to engine only.

Bridge Mileage 99.9: Ten (10) miles per hour, applies to engine only.

Bridge Mileage 109.2: Twenty-five (25) miles per hour.

RESTRICTIONS, ENGINE

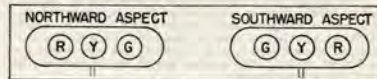
All engines must not operate on so-called Jones and Laughlin Track beyond the sign reading "Engines must not operate beyond this point" located on the east side of this spur approximately five hundred (500) feet from the main track switch.

Engines of the 4500 or 4900 class must not operate beyond Connecticut State Highway Route 32 crossing on the Palmertown Branch.

SIGNALS, FIXED

Norwich: Three indication color light Train Order signal.

Diagram { Red displayed - Stop for Orders.
Yellow displayed - Caution for 19 Orders.
Green displayed - Proceed, no Orders.

**NON-INTERLOCKING**

Willimantic: Railway Crossing at Grade with the N. Y. N. H. & H. R. R. Non-interlocking. Normal position of junction switches with the N. Y. N. H. & H. R. R. (located just north and south of Bridge Street) will be lined for C. V. Ry. main track. All movements must stop at "stop" signs located 400 feet north and south of junction switches and, if route is properly lined, engine men must sound whistle signal 14 (m) before fouling N. Y. N. H. & H. R. R. tracks.

(Continued on Page 16)

(Palmer Subdivision Footnotes Continued)

INTERLOCKINGS

Palmer: Railway Crossing at Grade with the Boston & Albany Railroad. Interlocking. Approach signals, not controlled through track circuits, displaying aspect as per Rule 285 are located 5680 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 indicate no trains are approaching on the 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.

Sand should not be used on B & A Diamond at Palmer. If train stalls with diesel on diamond and sand must be used to start train, one of the crew should immediately open the crossing switch located in box adjacent to steel cabin. Then if train movement can be continued in same direction, and after entire train has cleared crossing, the crossing switch can be restored, and everything will be normal.

A member of the head end crew to remain at diamond to advise rear end crew to restore the crossing switch to normal. If, however, it is necessary for train to move in reverse, the emergency switch should be restored only after entire train is in rear of signal. Another movement over crossing can only be made on signal indication obtained by regular procedure of pushing "CLEAR" button if the two indicator lights are lighted.

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.

(Palmer Subdivision Footnotes Continued)

TRACKS, OTHER

Mileage	Name	Connected	Car Capacity
2.0	Thames Shipyard, Inc.	North End	3
3.0	Slosberg	South "	16
5.1	American Propane Corp.	North "	6
5.2	Connecticut Power Co.	South "	15
6.1	Palmerton Branch 2.6 Miles	North "	
7.8	Road Dept. Spur	South "	14
10.6	Olin-Mathieson's	South "	35
11.8	Dahl No. 1	South "	8
12.1	Lehigh Petroleum	North "	14
12.4	Norwich Iron & Metal Co.	North "	5
12.6	Yantic Grain Co.	South "	10
13.1	Junction Track	South "	
13.6	Van Tassel Warehouse	North "	5
13.7	Sachem	South "	4
14.1	Falls Mfg. Co.	North "	3
15.8	Daren's	South "	15
16.4	Yantic Grain Co.	North "	3
17.4	Palmer Bros. Industrial Spur		
	1.6 Miles	South "	
18.5	Rytec Feed Co. Spur	North "	2
24.5	Farm Supply	South "	2
26.1	South Windham (Spur)	Both Ends	9
		South End	7
31.2	So. N. E. Tel. & Tel. Co. Pole Yard Track	North "	21
31.2	Jones & Laughlin	South "	8
31.2	American Screw Co.	South "	23
31.7	American Screw Co.	North "	30
36.3	Eagleville	Both Ends	11
42.2	South Willington	North End	6
44.1	Conn. State Highway Spur	North "	2
59.7	South Monson Depot Track	South "	11
60.4	Squires Coal Co.	North "	7
62.1	Church Mfg. Co.	South "	7
62.2	East Side Church Mfg. Co.	South "	3
66.3	Wickwire Spencer Wire Mill	North "	Yard
67.7	Three Rivers	Both Ends	7
71.5	J. W. Toper	North End	2
75.3	Belchertown State School	South "	18
77.1	Williamson Waste	North "	33
87.6	Cushman	Both Ends	8
102.5	Northfield Farms	South End	8
119.0	Last Block Spur (Woodruff)	South "	8

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(Palmer Subdivision Footnotes Continued)

LISTING TIME OF WAYFREIGHTS

Palmer Subdivision

Wayfreight listed for 8.30 A. M. Palmer to Brattleboro Mondays, Wednesdays and Fridays.

Wayfreight listed for 1.00 P. M. Brattleboro to Palmer Tuesdays, Thursdays and Saturdays.

Wayfreight listed for 1000 A. M. East New London to Palmer Mondays, Wednesdays and Fridays.

Wayfreight listed for 9.00 A. M. Palmer to East New London Tuesdays, Thursdays, and Saturdays.

Wayfreight listed for 11.00 A.M. East New London to Norwich, Yantic, Fitchville and South Windham, Mileage 26.1 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.	59.9 South Monson
1.0 E. New London Yard	61.0 Monson
6.0 Montville	64.1 Hospital Sdg., Palmer
7.9 Massapeag	65.1 B. & A. Tfr., Palmer
11.9 Thamesville	67.7 Three Rivers
13.2 Norwich Frt. House	69.4 Barretts
14.9 Norwichtown	73.3 Canal Jet
16.9 South of Yantic	75.0 Belchertown Frt. House
17.4 Gibbs	79.7 Dwight
20.1 Franklin	81.6 Norwottuck
22.9 Lebanon Station	84.8 Amherst
26.1 South Windham	87.6 Cushman
29.5 Willimantic Yard	90.3 Leverett
29.7 Willimantic Bridge St.	93.0 Mt. Toby
34.8 South Coventry	96.0 Montague
38.3 Mansfield	99.7 Millers Falls
41.0 North of Merrow	102.5 Northfield Farms
42.2 South Willington	105.2 Gill
44.0 West Willington	108.4 Northfield
49.6 Stafford Frt. House	115.7 Vernon
52.0 Orcutt's	
55.9 State Line	

WINDSOR SUBDIVISION

Miles from end of track Windsor.	Symbols	Northward	Southward	Office Signals	Car Capacity	
		Inferior Direction	Superior Direction		Sidings	Other Tracks
		↑	↓			
		STATIONS				
	CKW	Jct. with B. & M. R. R.				
14.8	Z	White River Jct.			VN	Yard
		6.7				
14.1	CKW	White River Jct., B&M Yd.			JS	Yard
	Z	4.3				
9.8	P	Everts				95 3
		4.7				
5.1	P	Hartland				90 8
		4.4				
0.7	Z	Windsor			WR	40 163
		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, wiggags 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 and Point St. Charles Diesel Shop, Montreal; Yard Office, and Diesel Shop Turn-around, Montreal Yard; 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 I. C. C. Booklet "The Power Brake Law Of 1958", a copy of which must be in the possession of all train and engine men. Regulations contained in C. V. Booklet, Form G. T. 8914, issue "A" of June 1941, remain in effect, where such regulations do not conflict with the Power Brake Law.
4. **Close Clearances** All Trainmen, Yardmen and Engine men must acquaint themselves with the location of structures or obstructions whose 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.
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 Engines - 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 sanded rail immediately to ensure proper operation of the automatic signals and highway protection devices.
8. **Diesel Engines, 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 not to 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.
When three or more diesel units are coupled in multiple and it is necessary to make a reverse movement with entire train, power will be supplied by the two trailing units only. Units other than the two trailing units must be isolated. This action is necessary to avoid possible "jacking" of diesels.
For the purpose of taking slack only, it will not be necessary to isolate the diesel units as indicated above.
9. **Diesel Engines-CV 8000 Class switchers** in tow must be placed next behind operating unit. All members of head end crew will watch for possible sticking brakes.
10. **C.T.C. Territory**
In C. T. C., when it is necessary to change any route for which the signals have been cleared for an approaching train or engine, switches must not be changed, nor signals cleared for an opposing train or engine, until the train or engine for which the signals were first cleared, has been brought to a stop.
11. **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 August, 1953), which may be obtained at Superintendent's office, should be in the possession of employees affected:
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 exempt 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 the train consists of placarded loaded tank cars. When train is engaged in "pick-up" and/or "set-off" service, placarded loaded tank cars shall be not nearer than the second car from the engine or occupied caboose.

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SPECIAL INSTRUCTIONS

(Continued from page 18)

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.

12. **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.

13. **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.

14. **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.

Train Baggageman's Daily Report of United States Mail Carried: Use form CV 1999-5 for all trains.

Every train baggage man, 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.

Mail actually loaded or unloaded at Central Vermont stations by the train baggage man or station baggage man 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 baggage man at White River Junction will advise train baggage man 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".

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".

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.

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.

Knowledge relative to mail which may have been lost or stolen should be immediately forwarded 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.

15. **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.

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SPECIAL INSTRUCTIONS

(Continued from Page 19)

16. **Measured Mile** signs have been installed at Mileage 97.2 and Mileage 98.2 north of Jonesville, Vt. on the Northern Division and at Mileage 101.8 and Mileage 102.8, north of Montague, Mass. on the Southern Division for the purpose of checking speedometers on locomotives of trains in either northward or southward directions.

The signs read "Begin Measured Mile" and "End Measured Mile". Approach signs reading "Approaching Measured Mile" have been installed one fourth (1/4) mile in advance of each "Begin Measured Mile" sign.

Upon approaching a measured mile, engineers on all trains in both directions will be prepared to check the number of seconds required to negotiate the measured mile and must record the difference in miles per hour between the clocked time and the speedometer reading on work report, Form 538-D.

When there are any variations between the miles per hour indicated by time check and the reading on speedometer, engineer must regulate speed of train so that time table or other speed restrictions are not exceeded. To assure accuracy of the check it is suggested that engineer call out when passing the posts at the beginning and ending of the measured mile while the fireman checks the time consumed by his watch. It is important that a constant speed be maintained throughout the measured mile.

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 Of** 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. **Rail Diesel Cars** when handled by steam heated passenger trains must be on rear of 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 fuel, 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 engine operators 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. **Restrictions, Car** Cars with gross weight over 220,000 pounds must not be operated over any part of the system without authority of Superintendent.

22. Restrictions - General Speed

Unless further restricted, modified or cancelled by other instructions, the following must be observed:

Prior to placing work equipment, scale test cars, or dead engines in any train yardmasters or agents must obtain authority from Chief Dispatcher. Except for snow plows in operation, train order will be issued 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
i. (a) Through turnouts	10
(b) Spreaders in operation	15
(c) Trains handling pile drivers, scale test cars (except CV 4599), and deadhead snowplows (deadhead snowplows must be headed in direction of train's movement).	
(i) Pile drivers and deadhead snowplows	25
(ii) Scale test cars:	
On tracks where the freight speed restriction is 30 m. p. h. or higher	30
(iii) Scale test cars:	
On tracks where the freight speed restriction is less than 30 m. p. h. five (5) m. p. h. less than the freight speed restriction.	
(d) Trains receiving and discharging mail at catch posts	40
(e) Equipment not headed by an engine	20
(f) Over track scales	4
(g) Power hoist cranes with boom trailing	20
(h) Caterpillar hoist cranes - draglines (Gopher) loaded on rider car	20
(i) Jordan Spreaders headed in direction of train's movement	25
(j) Jordan Spreaders handled with rear end forward	20
(k) 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.	
2. 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 engines (including engines of foreign road ownership of equivalent size and horsepower, or less) whether in service, light, or in tow, must not be moved in excess of five (5) miles per hour LESS than the maximum speed for freight trains, except on the Richford and Winocoddi Subdivisions.	
3. Trains handling wrecking cranes (Care must be exercised in handling on down grades and rounding sharp curves)	
Where freight train restriction is over 25 miles an hour	25
Where freight train restriction is 25 miles an hour or less	20

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SPECIAL INSTRUCTIONS

(Continued from page 20)

4. The following speeds must not be exceeded, and dynamic braking must not be used, by the units and combinations named below when approaching any public road crossing at grade protected by automatic signals or automatic gates; between the approach signal and any railroad crossing at grade protected by automatic interlocking; and where a signal system with automatic features is in service:

Miles Per Hour

- | | |
|---|----|
| One unit diesel engine running light; rail diesel or similar car running alone | 30 |
| Two unit diesel engine running light; one unit diesel engine or one rail diesel or similar car coupled to one other unit of equipment | 50 |
| Two rail diesel or similar cars coupled and running alone on Roxbury and Swanton Subdivisions | 55 |
23. **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.
24. **Sidings** The capacities of sidings are computed on the basis of forty-eight feet per car, plus one hundred fifteen feet for two diesel units, and one hundred feet to allow for cutting of each public highway crossing.
25. **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, trainman must exercise great care to keep away from the handle when it is being released.
26. **Standard Time** will be transmitted between 10.58 A. M. and 11.00 A. M. daily.
27. **Switchtenders** Switchtenders will use yellow lanterns for the giving of hand signals during the night time.
28. **Watch Comparison Regulations** Employees required to use railway grade watches must, unless otherwise directed, submit them to one of the designated Watch Inspectors for examination and record, during the months of November, February, May and August, at intervals not exceeding ninety days, or more often when there is evidence that attention is needed to ensure reliability. 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 employees 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.

When sickness or working conditions prevent an employee from personally presenting his watch and rating card a messenger may be sent with watch and rating card to Watch Inspector. The messenger will sign the name of employee on Comparison Slip, together with his own name and the words "by proxy" on the next line.

Watch rating cards and corresponding watches must be carried by employee while on duty and are subject to inspection by Company officers on request.

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
White River Jewelry	White River Jet
L. O. Covey	Brattleboro
Brook's Jewelry Store	Palmer
Brooks & Co.	New London

29. **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 during the hours specified.

30. Work Equipment - Handling of

Pile drivers, power shovels, hoist cranes or any other work equipment moving on its own wheels must not be moved in trains unless the travel mechanism is 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. During all movements in trains, boom of wrecking cranes must be secured.

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.

Pile drivers, power shovels, scale test cars, boarding, advertising or other cars occupied by employees or passengers must be placed immediately ahead of caboose 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 paragraph three of Item 22.

Work equipment operators are required to ride on locomotive cranes, hoists, power shovels, ditchers, pile drivers, rail loaders, rapid unloaders, and similar work equipment, 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.

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SPECIAL INSTRUCTIONS

(Continued from Page 21)

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 hereon*, 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 relief 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 slipping on sand. Broken draft gear.
Hot boxes. Burst air hose.
Drawheads pulled out. Broken couplers or knuckles.
Broken train line.

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

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

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

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

(8.) A casualty or unforeseen or unavoidable accident occurring after 14 hours on duty, shall be considered as a reason for exceeding the hours of service for the time, and the time only of 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 judgement 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," or "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, pumpmen 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 22)

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, employee, or other 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 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

- 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.
- The assistance of the Railway in such cases of injury to persons on railway premises, other than passengers or employees, 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.
- 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.
- 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 application for 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.
- 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.
- 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.
- When practicable, the services of a railway medical officer shall be requisitioned.
- The Coroner of the District or the nearest police officer shall be notified as soon as possible of any accident which proves immediately fatal.
- Whenever a person is killed in or by the operation of trains, either as the result of a wreck, 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

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SPECIAL INSTRUCTIONS

(Continued from Page 23)

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 employee involved to severe personal penalties under the various State laws.

RADIO—GENERAL AND OPERATING RULES

The following rules and requirements issued by the Federal Communications Commission cover use of railroad radio systems and govern employees using such systems:

A. Definition: A Railroad Radio Communication system is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

B. Federal communication systems are under the jurisdiction of the Federal Communications Commission. **THE RAILROAD COMPANY AND ITS EMPLOYEES ARE GOVERNED BY THE COMMISSION'S OPERATING RULES. VIOLATION IS A FEDERAL OFFENSE FOR WHICH SEVERE PENALTIES ARE PROVIDED.**

C. In order to operate a radio transmitting set a railroad employee must read and study the following rules:

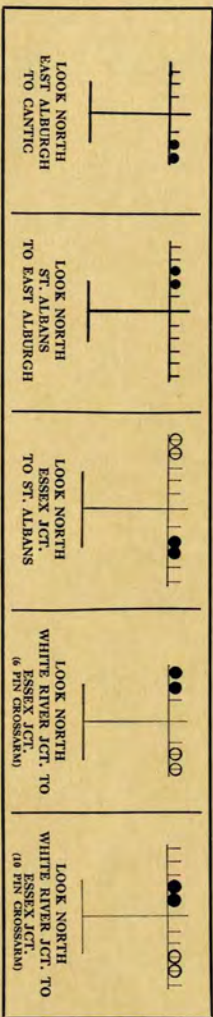
- All employees, except those specifically authorized to do so, are prohibited from making any adjustments to a railroad radio set. Employees so authorized must carry their FCC operator license or verification card when on duty. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the designated railroad official (Asst Superintendent or Yardmaster) notified as soon as possible.
- No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.
- No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.
- Before transmitting, any employee operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

- A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.
- The Railroad Company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within three days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.
- Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.
- Employees, except in yard operation, shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example, "ABC (Railroad) Caboose Train 92 calling Engine", "XYZ (Railroad) Caboose Train 92 calling Engine Train 89", or "MAIN (Railroad) Engine 547 calling Caboose 1402."
- In certain cases at crossings, junctions or paralleling tracks some interference may develop with another railroad. In such cases special care in making identification shall be used and the employees concerned shall cooperate in handling their business by alternating calls and being as brief as possible.
- If any communication from a station other than another railroad radio station interferes with Railroad Radio service the railroad employee will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels, to the designated railroad official (Assistant Superintendent or Yardmaster) giving the exact time, nature of the communication and identity of the station, if possible.
(Internationally, the word "MAYDAY" indicates a distress message, the word "PAN", an urgent message and the word "SECURITY", a safety message. Railroad employees may bear such messages sent by aircraft or, in coastal areas, by boats. Railroad employees hearing such messages must report them immediately through authorized channels to the designated railroad official (Assistant Superintendent or Yardmaster) in addition to taking such appropriate action to relieve the distress as may be possible.)

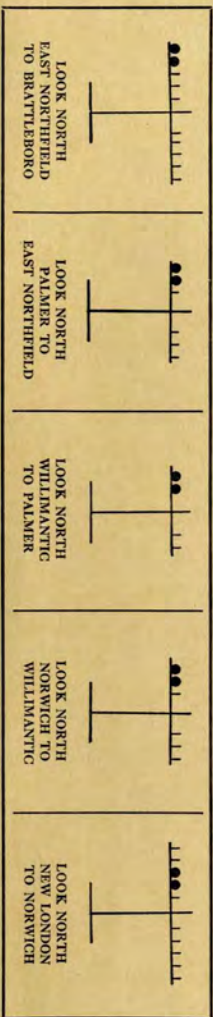
POLE LINE DIAGRAMS

Showing Location of Dispatcher's Telephone Wires
and Message Phone Wires

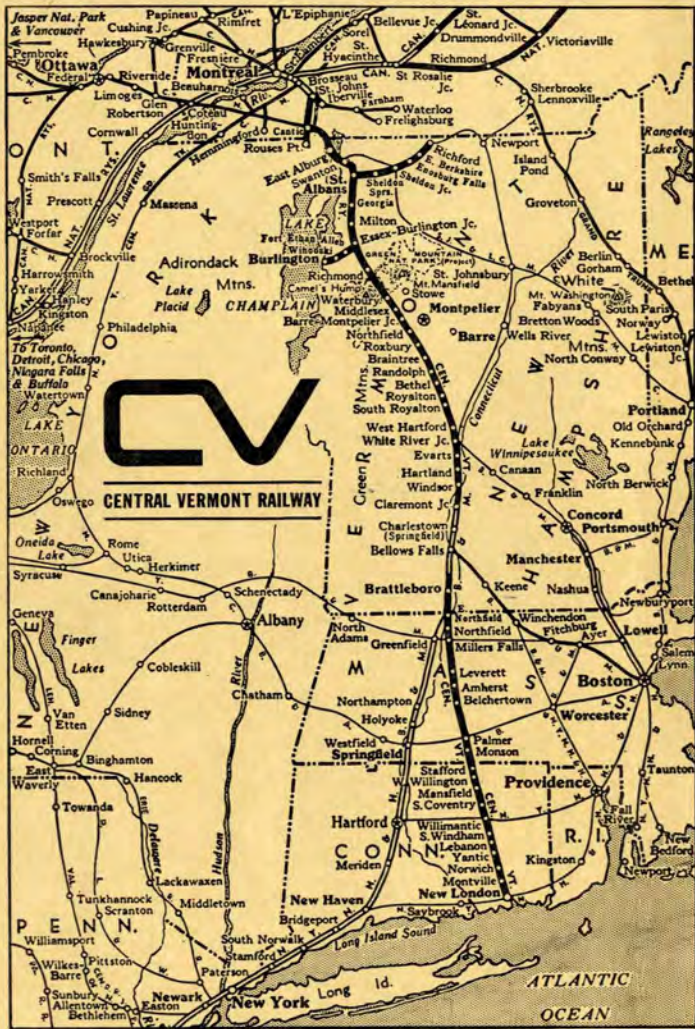
NORTHERN DIVISION



SOUTHERN DIVISION



NOTE: All dispatcher's telephone, and message phone wires are located on top crossarm. Only one arm shown on diagrams.
Solid circles indicate dispatcher's telephone wires and blank circles indicate message phone wires.
When dispatcher's telephone fails, message phone will be used as a substitute.



CENTRAL VERMONT RAILWAY