



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

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

It is for the information and government of employees only.

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

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

Study the special instructions and note all changes.

*"If you have
PLANS FOR
TOMORROW
Be SAFE today."*



NORTHERN AND SOUTHERN
DIVISIONS

TIME TABLE

34

FOR EMPLOYEES ONLY
TAKING EFFECT

AT 12:01 A. M.

EASTERN STANDARD TIME

SUNDAY, APRIL 30, 1950

SUPERSEDING TIME TABLE NO. 33

DATED SEPTEMBER 25, 1949

J. A. ROGERS
General Manager

M. E. BARNES
Ass't. General Manager

T. W. PRIOR
Superintendent

NORTHERN DIVISION

T. W. PRIOR, Superintendent, St. Albans, Vt.
 C. E. SABINS, Asst. Superintendent, St. Albans, Vt.
 J. E. SIMPSON, Inspector of Transportation, St. Albans, Vt.
 C. L. EARLE, Rules Instructor, St. Albans, Vt.
 Dispatchers Office at St. Albans, Vt. Telegraph call "DS".
 R. J. SWEENEY, Chief Dispatcher.
 J. N. O'Connell L. J. Audette Dispatchers
 H. L. Thompson F. J. Brennan
 G. A. Jackson Relief Dispatcher
 E. J. Movalli, R. E. Keenan Spare Dispatchers

Page	Subdivision	Miles
4-11	Alburgh.....Rouses Point—East Alburgh	7.27
4-10	St. Armand.....St. Johns—North Jct.	39.58
5-6	Swanton.....East Alburgh—St. Albans	15.59
2-3-8	Roxbury.....St. Albans—White River Jct.	117.23
4-12	Richford.....Richford—St. Albans	27.35
4-12-13	Winooski.....Burlington—Essex Jct.	7.97
4-14	Barre.....Barre—Montpelier Jct.	8.05
22	General Special Instructions	
		223.04

SOUTHERN DIVISION

T. W. PRIOR, Superintendent, St. Albans, Vt.
 A. E. BOND, Asst. Superintendent, New London, Conn.
 J. E. SIMPSON, Inspector of Transportation, St. Albans, Vt.
 C. L. EARLE, Rules Instructor, St. Albans, Vt.
 Dispatcher's Office at East New London, Conn. Tel. call "DI".
 F. M. WEBBER, Chief Dispatcher
 D. A. Graham, J. C. Pierce, F. F. Lanier Dispatchers
 T. C. Sullivan Relief Dispatcher
 R. A. Anderson, D. K. Pierce Spare Dispatchers

Page	Subdivision	Miles
18-19-20	Willimantic.....New London—Palmer	64.95
18-20	Amherst.....Palmer—Brattleboro	56.14
	Joint Track C. V. - B. & M. Brattleboro—Windsor	48.81
21	Windsor.....Windsor—White River Jct.	14.08
22	General Special Instructions	
		183.98

LIST OF SURGEONS

Name	Location	Telephone
Dr. L. E. Sample, Chief Surgeon	St. Albans, Vt.	1600
Dr. H. L. Pierce	Swanton, Vt.	333
Dr. F. J. Lawliss	Richford, Vt.	467
Dr. E. D. McSweeney	Burlington, Vt.	496W
Dr. K. F. Truax	Burlington, Vt.	30
Dr. A. J. Crandall	Essex Jct., Vt.	109W
Dr. W. O. Hutchinson	Richmond, Vt.	160
Dr. W. H. Wright	Waterbury, Vt.	109
Dr. R. H. Bisson	Montpelier, Vt.	466W
Dr. E. P. Tomasi	Montpelier, Vt.	1820W or 1820R
Dr. J. A. Wark	Barre, Vt.	740
Dr. Wilmer W. Angell	Randolph, Vt.	70-4
Dr. Stanley L. Garipay	White River Jct., Vt.	120W or 120R
Dr. R. A. Whitney	White River Jct., Vt.	82W or 82R
Dr. W. J. Kaine	Brattleboro, Vt.	429W
Dr. P. H. Wheeler	Brattleboro, Vt.	246
Dr. W. D. Thomas	Millers Falls, Mass.	323 or 9375
Dr. J. E. Slowick	Palmer, Mass.	296W or 296R
Dr. G. H. Carter	Willimantic, Conn.	352W or 352R
Dr. Brae Rafferty	Willimantic, Conn.	2050 or 1427
Dr. David Sussler	Norwich, Conn.	2021 or 437
Dr. F. B. Hartman	New London, Conn.	7691 or 3556
Dr. A. J. Loiacono District Surgeon	New London, Conn.	8106 or 8840

INSTRUCTIONS IN CASE OF ACCIDENT.

In the event of a person being injured, such as having an arm or leg run over by car, or any severe injury to an extremity, attended by loss of blood, the following instructions should be observed in order to arrest bleeding, and conserve strength, until the assistance of a surgeon can be procured. In the absence of a proper instrument called a "Tourniquet" a small strap or rope about the size of a clothes line, should be tied loosely around the limb, if possible, about a foot above the injury, and then, by placing a short stick beneath the ligatures sufficient pressure can be easily made to prevent the loss of blood by twisting the stick, care being taken not to tighten the rope too much, as it might injure the soft parts, but merely twist the stick enough to prevent bleeding, and thereby place the man out of immediate danger. Loosen tourniquet slightly every fifteen minutes, if bleeding reoccurs tighten again. An injured person should be placed lying upon the back, and if weak from the effects of the shock and loss of blood, pillows should be removed and the head put on a level with the body. Should there be coldness and shivering, warm drinks, such as tea, should be given. Do not attempt to give an unconscious person anything by mouth. All station agents, trainmen, or other employees, having occasion to call a physician or surgeon to attend a passenger, employe, or other person injured while in train or on premises of the railroad, will act promptly to notify the railroad's surgeon. If not available, and a local surgeon must be called, the railroad will be responsible only for such primary treatment as is necessary for the proper transportation of injured person to residence or hospital. In all cases where further treatment is required the Railroad's surgeon will take charge. If the injured person is a trespasser, the railroad will take such action as may be humane for first aid and if any further attention is required and the injured person has no home or visible means 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.

WATCH INSPECTORS

Name	Location
M. D. Armstrong	St. Albans
F. J. Preston & Son	Burlington
Phillips and Lucas	Montpelier
Bogle Brothers	White River Jct.
L. O. Covey	Brattleboro
Poudrier's Jewelry Store	New London

WATCH COMPARISON SEMI-MONTHLY PERIODS

Each employee coming under Watch Inspection Regulations must submit his watch to any one of the Official Watch Inspectors for comparison with standard time between the 1st and 15th inclusive and between the 16th and last day of each month but there must be an interval of not less than ten days and not more than twenty days between each comparison. To prevent error or dispute, Inspectors must enter the rating comparison of each employes' watch on Weekly Comparison Slip, and employes are required to sign their full name and occupation against such entries in ink, and to indicate in column provided for that purpose their order of examination number as shown on rating or repair card. Inspectors will at the same time enter and initial record on employes rating or repair card. Comparison must be refused if rating card is not presented with watch, also if the number of the movement fails to correspond with that on rating card. To ascertain if such is the case Inspectors must make a rule of opening the back of each watch presented for comparison to verify movement number.

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

2/15/52
Darnell 218



WE WANT TO BEAT LAST YEAR'S SAFETY RECORD

That will be a hard job. We finished last year with 17 reportables, a ratio of 4.59. To April 1st this year we had seven reportables as against three in 1949 divided between three in Maintenance of Equipment and Stores and four in Transportation Dept.,—three Northern and one on the Southern Division. The Engineering Dept. is still accident free which shows the trend.

Last year we led the Canadian National in all departments as well as New England Railroads and missed leading all American Railroads of our size by .28 of one percent. But everyone must cooperate if it is to be done again.

Keep a close watch for unsafe practices. If you see an unsafe condition or practice - correct it if you can or report it immediately. Someone has truly said "An accident happens because someone didn't know enough about something."

The Association of American Railroads has set as a goal for 1950 fifteen percent reduction in accidents. That means a drive to better our record. Help us make the Central Vermont "The Safest Railroad of its size on the North American Continent."

"A GOOD SAFETY RECORD IS NO ACCIDENT"

NORTHWARD

ROXBURY SUBDIVISION

INFERIOR DIRECTION

Miles from end of track, Windsor	Symbols	Telegraph Call Letters	Train Order and Telephone Offices	TIME TABLE No. 34 Effective April 30, 1950		First Class						
				STATIONS		21	303	307				
						Psg.	Psg.	Psg.				
						Daily	Daily	Daily				
				Jct. with B. & M. R. R.		AM	AM	PM				
14.81	WCK	J	T	White River Jct. L	7.28	2.22	2.55	3.20				
22.09		WU		West Hartford	5.55	2.34	s 3.09	3.32				
27.64				Sharon	4.85	2.41	s 3.22	3.39				
32.49		DG	T	South Royalton	1.82	2.47	s 3.31	s 3.47				
34.31			P	Royalton	5.04		s 3.36					
39.35	W	FW	T	Bethel	7.05	2.55	s 3.44	s 3.56				
46.40		AX	T	Randolph	5.68	3.04	A 3.55 L 4.05	s 4.09				
52.08	W			Braintree	3.02	3.11	4.18	4.17				
55.10				East Granville	5.46		4.23					
60.56	W	RY	T	Roxbury	7.17	3.22	s 4.32	* 4.28				
67.73		HU	T	Northfield	3.95	3.32	s 4.46	s 4.39				
71.68			P	Riverton	4.71	3.37	s 4.53	4.44				
76.39	CK WY	KD	T	Montpelier Jct. A Jct. with Barre Sub. L	4.71	3.43	5.00	4.51				
81.10		MX	T	Middlesex	4.84	3.48	5.12	4.59				
85.94	W	W	T	Waterbury	7.19	3.55	s 5.22	5.06				
93.13		FT	P	Bolton	2.81	4.01	s 5.33	s 5.15				
95.94				Jonesville	3.19	4.09	5.42	5.25				
99.13		RN	T	Richmond	5.13		5.46					
104.26				Williston	4.01	4.16	s 5.53	* 5.33				
108.27	WY	SX	T	Essex Jct. A Jct. with Winoski Sub. L	3.67		s 6.01	5.41				
111.94				Colchester	7.19	4.27	6.08	5.47				
119.13		ON	T	Milton	3.24	4.31	6.18	5.55				
122.37				Georgia	4.47	4.36	s 6.26	6.01				
126.84	CK		P	Oakland	5.22	4.45	s 6.36	* 6.10				
132.06	WY	DS	T	St. Albans A			s 6.44					
				Jct. with Richford and Swanton Subs.		4.55	6.52	6.21				
						5.02	7.00	6.28				
						AM	AM	PM				
						21	303	307				

*See Pages 6, 7, 8 and 9 for footnotes and references

*No. 307—Will stop to handle revenue passengers as follows: Will make regular stop at Roxbury every Saturday and Sunday. On other days, effective June 15th, will stop at Roxbury to discharge from Concord, Springfield or beyond and to pick up for Montpelier or beyond. Richmond daily to discharge from White River Jct. or beyond. Milton daily to discharge from Montpelier Jct. or beyond.

SOUTHWARD

ROXBURY SUBDIVISION

SUPERIOR DIRECTION

Miles from end of track Windsor	Car Capacity		Train Order and Telephone Offices	TIME TABLE No. 34		First Class							
	Other Tracks	Sidings		Effective April 30, 1950		332	304	404	20				
				STATIONS		Psg. Daily	Psg. Except Sunday	Psg. Sunday Only	Psg. Daily				
132.06	Yard		T	Jct. with Richford and Swanton Subs.		AM	PM	PM	PM				
126.84		110	P	St. Albans.....L	5.22	10.28	7.30	8.00	9.41				
122.37	8			Oakland.....	4.47	10.36	7.39	8.08	9.49				
119.13	55	96	T	Georgia.....	3.24		7.44	8.13					
111.94	6	77		Milton.....	7.19	*10.46	s 7.51	s 8.20	9.58				
108.27	210	133	T	Colchester.....	3.67	10.56	* 8.00	* 8.29	10.06				
104.26	10	80		Essex Jct.A		11.01	8.06	8.35	10.11				
99.13	56	114	T	Jct. with Winoski Sub.L	4.01	11.06	8.22	8.40	10.14				
95.94	17			Williston.....	5.13	11.13	* 8.29	* 8.47	10.21				
93.13	18	105	P	Richmond.....	3.19	*11.20	s 8.38	s 8.56	10.27				
85.94	111	E 49 W 110	T	Jonesville.....	2.81		8.43	9.01					
81.10	12	68	T	Bolton.....	7.19	11.28	8.47	9.05	10.34				
76.39	225	113	T	Waterbury.....	4.84	s11.40	s 8.59	s 9.16	10.43				
71.68	4	60	P	Middlesex.....	4.71	11.47	s 9.09	s 9.25	10.49				
67.73	120	E 75 W 40	T	Montpelier Jct.A		11.54	9.16	9.32	10.55				
60.56	23	110	T	Jct. with Barre Sub.L	4.71	12.00	9.31	9.37	11.00				
55.10	12			Riverton.....	3.95	12.08	s 9.39	s 9.45	11.07				
52.08	6	110		Northfield.....	7.17	s12.16	s 9.48	s 9.55	11.13				
46.40	46	E 95 W 78	T	Roxbury.....	5.46	*12.28	s10.01	s10.07	11.26				
39.35	45	86	T	East Granville.....	3.02		10.09	10.15					
34.31			P	Braintree.....	5.68	12.38	10.14	10.20	11.36				
32.49	46	110	T	Randolph.....	7.05	s12.47	s10.25	s10.30	11.43				
27.64	16			Bethel.....	5.04	s12.58	s10.38	s10.41	11.52				
22.09	3	126		Royalton.....	1.82		s10.49	s10.51					
14.81	Yard		T	South Royalton.....	4.85	s 1.10	s10.56	s10.58	12.00				
				Sharon.....	5.55	1.18	s11.07	s11.07	12.06				
				West Hartford.....	7.28	1.27	s11.18	s11.18	12.14				
				White River Jct.A		1.37	11.30	11.30	12.25				
				Jct. with B. & M. R. R.		PM	PM	PM	AM				
						332	304	404	20				

*See Pages 6, 7, 8 and 9 for footnotes and references.

*See Pages 6, 7, 8 and 9 for footnotes and references.

*No. 332. Will stop to handle revenue passengers as follows: Milton to discharge from Montreal or beyond and to pick-up for Montpelier Jct. or beyond. Richmond to discharge from St. Albans or beyond and to pick-up for White River Jct. or beyond. Roxbury, effective June 15th, to discharge from Montreal or beyond and to pick-up for Concord, Springfield or beyond. Nos. 304-404 will stop at Colchester and Williston to discharge revenue passengers.

Third Class		Second Class		Miles from end of track, Windsor	Car Capacity		TIME TABLE No. 34		Telegraph Call Letters	Train Order and Telephone Offices	Symbols	Second Class		Third Class			
143	43	*607	*605		Other Trucks	Sidings	Effective April 30, 1950					*606	*608	44	144		
Pgr.	Pgr.	CN Ry. Pgr.	CN Ry. Pgr.				STATIONS										
Sunday Only	Except Sunday	Daily Ex. Sun	Daily Ex. Sun											Except Sunday	Sunday Only		
PM	AM	Lose right and schedule at 5:00 P. M.		Lose right and schedule at 9:00 A. M.									Lose right and schedule at 11:00 A. M.		Lose right and schedule at 7:00 P. M.		
3.49	7.19			133.56	Ya	rd	Jct. with Swanton Sub. North Jct.					F	P		PM		
				137.45			Fonda								7.11		
s 4.02	s 7.32			140.20	19	62	East Swanton					WS	P		7.00		
s 4.09	s 7.39			144.32	2		Highgate Springs								s 6.55		
s 4.21	s 7.51			149.13	13	105	St. Armand					RM	T	W	s 6.48		
s 4.34	s 8.04			155.51	14	57	Stanbridge					SB	P		s 6.26		
s 4.40	s 8.10			158.05	36		Des Rivières					DZ	P		s 6.19		
s 4.52	s 8.22	PM	AM	164.75	16	54	St. Alexander					XR	P	AM	PM	s 6.07	
5.05	8.35	L 3.57	L 7.37	172.48	23	63	Iberville					IB	T	A10.10	A 6.40	5.55	
5.09	8.39	4.02	7.42	173.14	Ya	rd	Jct. with C. N. Lemoyne Sub. St. Johns					J	T	KW Y	10.05	6.35	5.51
PM	AM	PM	AM				Jct. with C. N. Rouses Pt. Sub.							AM	PM	PM	PM
143	43	607	605				See Page 10 for footnotes							606	608	44	144

ALBURGH SUBDIVISION

RICHFORD SUBDIVISION

Miles from East Alburgh	Car Capacity		Westward	Eastward	Telegraph Call Letters	Train Order and Telephone Offices	Symbols	
	Other Trucks	Sidings	Inferior Direction	Superior Direction				
			STATIONS					
0.00	1	18	Jct. with Swanton Sub. East Alburgh			AH	T	RY
3.71	15	29	3.71 *Alburgh			AG	T	R
5.95	33		2.24 *West Alburgh			Handled by Rutland Railroad	RO	T RWY
7.30	Yard		1.35 *Rouses Point Jct. with C. N. R.					

RICHFORD SUBDIVISION							
Miles from St. Albans	Car Capacity		Northward	Southward	Telegraph Call Letters	Train Order and Telephone Offices	Symbols
	Other Trucks	Sidings	Inferior Direction	Superior Direction			
			STATIONS				
	Ya	rd	Jct. with Swanton and Roxbury Subs. St. Albans 4.22		DS	T	CKW
4.22			Greens Corners 4.37		S		W
8.39		5	Sheldon Springs 1.52				
10.11	2	11	Sheldon Jct. 5.20				
12.47		14	North Sheldon 5.20		UG	T	
17.67	28	13	Enosburg Falls 5.2				
22.89	5	7	East Berkshire 4.46		RK	T	RW
27.35	Ya	rd	Richford				

Rule 27 applicable
See Page 11 for footnotes

Rules 27 and 42 applicable
See Page 12 for footnotes

WINOOSKI SUBDIVISION

BARRE SUBDIVISION

Miles from Burlington	Car Capacity		Northward Inferior Direction 	Southward Superior Direction 	Telegraph Call Letters	Train Order and Telephone Offices	Symbols
	Other Trucks	Sidings					
			STATIONS				
7.97	Ya	rd	Jct. with Roxbury Sub. Essex Jct.		SX	T	KWY
6.09	55		1.88 Fort Ethan Allen		FO		
3.03	43	31	3.96 Winooski		KI	T	
0.12	Ya	rd	2.91 Burlington		BD	T	CK

Miles from Montpelier Jct.	Car Capacity		Southward	Northward	Telegraph Call Letters	Train Order and Telephone Offices	Symbols
	Other Trucks	Sidings	Superior Direction	Inferior Direction			
			STATIONS				
0.00	Ya rd		Jct. with Roxbury Sub. Montpelier Jct. 1.33		KD	T	CKW
1.52	Ya rd		Montpelier 5.13		K	T	
6.65			Barre Jct. 1.40				
8.05	Ya rd		Barre		BX	T	W

See Pages 12 and 13 for footnotes

Rules 27 and 42 applicable
See Page 14 for footnotes

SWANTON SUBDIVISION

WESTWARD Inferior Direction										EASTWARD Superior Direction									
Third Class		First Class		Miles from St. Albans	Car Capacity		TIME TABLE NO. 34 Effective April 30, 1950				Telegraph Call Letters	Train Order and Telephone Offices	Symbols	First Class		Third Class			
307 21		Pg.	Pg.		Other Trucks	Siding	STATIONS	332	20	44				144					
Pg.	Pg.							Pg.	Pg.	Pg.				Pg.					
Sunday Only	Except Sunday	Daily	Daily										Daily	Daily	Except Sunday	Sunday Only			
PM	AM	PM	AM					Jct. with Rutbury and Richford Subdivisions					AM	PM	PM	PM			
4:43	7:15	6:36	5:08	0.00	Yard	L.....St. Albans.....	1.50	A	DS	T	CK WY	10.21	9.36	7.15	8.45	7.15	8.45		
4:49	7:19	6:39	5:12	1.50		North Jct.....	6.56		F	P		10.17	9.31	7.11	8.41	7.11	8.41		
						Jct. with St. Armand Sub.	3.99								PM	PM			
PM	AM		6:44	5:16	5:30	Fonda.....	3.64					10.09	9.25						
			6:51	5:21	9.03	Swanton.....	6.56		V	T	W	10.03	9.20			From St. Armand Sub.	From St. Armand Sub.		
To St. Armand Sub.	To St. Armand Sub.		7:05	5:36	15.59	A.....East Alburgh.....		L	AH	T	R	9.48	9.07						
						Jct. with Alburgh and C. N. Alexandria Subs.													
			7:22	5:54	25.43	A.....*Cantic.....		L				9.31	8.44						
4:00	6:30	8:30	7:15	65.77		A.....*Montreal.....		L				8.20	7.35	5.00	6.30				
PM	PM	PM										AM	PM	PM	PM				
4:43	4:41	307	21			*Times shown at Cantic and Montreal are for information only.										332	20	44	144

SWANTON SUBDIVISION FOOTNOTES

Mile post 0.00 is midway of St. Albans passenger station.
INSTRUCTIONS, SPECIAL

THE MOVEMENT OF TRAINS BETWEEN CANTIC AND EAST ALBURGH IS UNDER THE JURISDICTION OF CENTRAL VERMONT RY. DISPATCHERS AT ST. ALBANS.

East Alburgh: Operators at East Alburgh will register all trains.

Trains may leave East Alburgh without Terminal Clearance.

Trains enroute from Swanton Subdivision to C. N. Alexandria Subdivision must receive Form "W" order prior to, or at East Alburgh, otherwise must stop and examine train register at East Alburgh.

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

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

Automatic Crossing Signals located at highway crossing M. P. 8.99. Limits of track circuit are marked with white circuit posts.

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

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

Eastward Movements: For eastward movements the track is bonded with two circuits; the first starting at a point 1613 feet west of crossing and the second at a point 290 feet west of crossing. As eastward train entering the first circuit will activate the crossing signal which will continue in operation for a period of fifty seconds. Eastward trains stopping at Swanton (except passenger trains) should stop in the clear of second circuit sign post and when resuming movement shall not exceed a speed of ten (10)

(Swanton Subdivision footnotes continued)

miles an hour until crossing is reached. This provision is necessary for the reason that after an eastward train enters the first circuit, the gates will raise unless train travels fast enough to enter the second circuit within a period of fifty seconds.

Eastward trains moving out of the passing siding will not exceed a speed of ten (10) miles an hour.

Switching or reverse movements over the crossing shall be governed by instructions as contained in Article 7 of General Special Instructions.

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 gates are down.

North Jct.: Switchtenders will maintain the proper intervals between westward trains as prescribed by Rule 91 and Article 25 of General Special Instructions in time table.

Italy Yard Office: T. K.; mileage 0.63. This point is a registering station only for trains originating or terminating at Italy Yard. Operators will register regular trains in accordance with Rule 82.

St. Albans: For all purposes in connection with the application of the Operating Rules, the entering switch on Swanton Subdivision in St. Albans will be the west switch leading to passenger station track No. 2 located in vicinity of coal chute.

RESTRICTIONS, BRIDGE

Trestle Bridge between East Alburgh, M.P. 15.59 and Lakewood, M.P. 14.84 ten (10) miles an hour for all engines and trains. Speed of ten (10) miles an hour must not be exceeded until entire train is clear of trestle.

RESTRICTIONS, SPEED

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

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

Passenger Trains, except as otherwise directed between North Jct. and Lakewood, mileage 14.84, fifty-five (55) miles an hour on straight track and fifty (50) miles an hour rounding curves.

Freight Trains, engines with caboose, or light engines, except as otherwise directed, thirty-five (35) miles an hour between North Jct. and Lakewood, mileage 14.84.

Swanton: Train No. 21 not to exceed thirty-five (35) miles an hour passing Swanton passenger station and freight house for the purpose of throwing off first-class mail.

See Special Instructions for speed restrictions over highway crossing M. P. 8.99.

(Continued on page 6)

SWANTON SUBDIVISION FOOTNOTES

(Continued from page 5)

SIGNALS, FIXED

East Alburgh: Train order signal on south side of station building governs Alburgh Subdivision trains only.

Lakewood and East Alburgh Draw Bridge over Missisquoi Bay: Not interlocked. STOP BOARDS are located on either side of drawbridge, 550 feet from the center. Approach semaphores located each end of trestle. Home semaphores each end of drawbridge.

North Jct.—Eastward Movements:—Governed by the southerly of two semaphores located on south side of Swanton Subdivision main track 1000 feet west of Cabin No. 1. (Approach signal to this semaphore located 2797 feet west thereof.)

Westward Main Track Movements:—Governed by semaphore on north side of main track 1000 feet east of crossover. (Approach signal to this semaphore located 2087 feet east thereof.)

Westward Movements out of Italy Yard: Governed by ball signal located at North Jct. Indication: One ball or one red light—Trains moving from freight yard may proceed.

TRACKS, ADDITIONAL SIDE

Mileage	Name	Connected	Car Capacity
14.08	Lakewood Spur	East End	2

YARD LIMITS-LOCATION

East Alburgh: 4263 feet east of junction switch with Alburgh Subdivision.

Swanton: 2000 feet west of outer main track switch and 5384 feet east of outer main track switch.

North Jct.: 6100 feet west of Cabin No. 1.

For movement through St. Albans Terminal see Footnotes Pages 6 and 7.

ST. ALBANS TERMINAL FOOTNOTES

INSTRUCTIONS, SPECIAL

St. Albans: For all purposes in connection with the application of the Operating Rules, the entering switch from the Swanton Subdivision will be the West switch leading to passenger station track No. 2 located in vicinity of coal chute.

Main Track Irregular Movements between North Junction and Elm Street Cabins.

Eastward Movements: Switchtender North Jct. must not permit such movement eastward until he has first personally arranged with switchtender at Elm Street to not permit any westward movement on this track until the eastward movement arranged for is completed.

Westward Movements: Switchtender Elm Street must not permit such movement westward until he has first personally arranged with switchtender at North Jct. that he will not permit any eastward movement on this track until the westward movement arranged for is completed.

Only one movement of any kind will be permitted at one time in either direction between Elm Street and North Jct. ALL MOVEMENTS ON THIS MAIN TRACK WILL BE GOVERNED BY YARD LIMIT RULE 93.

Elm Street: Switchtenders at Elm Street, will maintain intervals as prescribed by Rule 91 and Article 25 of General Special Instructions in time table between all trains leaving Italy Yard enroute to Roxbury Subdivision. This interval shall be based on the time that rear of the preceding train passes Elm Street. Switchtenders will keep a book record of the times of such trains. This arrangement does not in any way modify the requirement of road crews maintaining intervals as prescribed by Rule 91 at Italy Yard as between trains leaving that point.

Spacing of Passenger trains between Elm Street and Passenger Station: Switchtenders at Elm Street must not permit any train to follow eastward passenger trains until such preceding train has left the passenger station.

Before allowing road engines to move from the Coal Hole track at Elm Street via the main track to the Lake Street section, the switchtender at Elm Street cabin will communicate with switchtender at Welden Street to ascertain whether the route is clear for such movement. If the route is not clear, or if such movements are on the time of regular trains, they shall be routed via the freight line, in compliance with Rule 93.

Road engines enroute from the Coal Hole track must not enter upon main track via spring switch unless crews in charge have suitably determined that overdue first-class trains have run and that the route is clear.

Spring Switch Located East End of Crossover Leading from South Coal Track near Engine House: Normal position is for main track. Color Light Signal—two Indications located on northerly side of main track immediately east of switch will govern Westward movements. Yellow Light—Train may proceed via route as indicated by switch target or light. Red Light—Train must stop and examine points before passing over switch. Eastward movements may move over this switch regardless of position of target, or points, but if stopped before entire train has passed over switch, must not reverse movement or take slack until switch has been set in reverse position by hand; otherwise wheels will straddle switch points. To set switch by hand the points must be cleared of all wheels.

Train and Yard Movements between Elm Street and Welden Street Cabin. The physical conditions through this portion of the yard are such that at times it is difficult to see and know what signals are displayed. Owing to this condition move with extreme caution through this locality and particularly around curve west of passenger station and opposite engine house to prevent any possibility of accident.

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

(Continued on page 7)

(St. Albans Terminal Footnotes Continued)

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

St. Albans: Operator "SA" office will register Trains Nos. 20 and 307, except when green signals are displayed by any section thereof, Conductor must register.

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

RESTRICTIONS, SPEED

Trains in either direction must not exceed speed of twenty (20) miles an hour through crossovers at North Jct.

Trains entering St. Albans station from the west on tracks Nos. 3 and 4 must not exceed speed of five (5) miles an hour over switches and into the train shed.

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

SIGNALS, FIXED

Elm Street Cabin—Four Ball Signal: Governs movement of trains on main track and freight lead; the confines are defined by signboards as follows: 200 feet north of Junction switch, Richford Subdivision; 150 feet west of Elm Street, south side of main track; 200 feet east of Gas Brook Bridge on south side of yard track.

Indication: One ball or one red light: Freight trains to or from Italy Yard may proceed.

Two balls or two red lights: Trains moving on main track from the west may proceed.

Three balls or three red lights: Trains from the East on Passenger tracks 1 and 2 may proceed.

Four balls or four red lights: Trains to or from Richford Subdivision may proceed.

All trains will approach this point under control prepared to stop clear of signboards unless proper signals are displayed. Trains using the freight route at a time when ball signal is displayed for passenger train, may proceed via the freight route on a hand signal from the switchtender.

Three Position Semaphore, Located 700 Feet West of Elm Street: Governs eastward main track train movements. Indications: Arm in 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".

Two Position (Stop Signal) Semaphore, Located 412 Feet East of Elm Street: Governs westward main track movements. Indications and manner of observance governed by operating rules 451 (a), 451 (c), and 453.

This signal together with the three position semaphore west of Elm Street which governs eastward main track movements, will protect all movements crossing main track at Elm Street and supercedes first and second paragraphs of Operating Rule 93. These semaphores are interlocked with main track switches.

Light engine and switcher movements crossing main track between Coal Hole and yard or vice versa will be made on hand signal from switchtender provided switches are properly lined.

Lake Street Cabin—Three Ball Signal: Governs movements between Lake Street Crossing and Gas Brook Bridge via freight lead.

Indication: One ball or one red light: Northward trains may proceed.

Three balls or three red lights: Trains enroute to Roxbury Subdivision may proceed.

No ball or no red light displayed: Switch engines may use freight lead.

Welden Street Cabin—Three Ball Signal: Governs movements between Lake Street and Welden Street.

Indication: One ball or one red light: Trains from the south may proceed.

Two balls or two red lights: Southward trains from passenger station may proceed.

Three balls or three red lights: Southward trains from

(St. Albans Terminal Footnotes Continued)

freight lead may proceed.

No ball or no red light displayed: Switch engines may proceed.

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

YARD LIMITS-LOCATION

West: 6153 feet west of Cabin No. 1.

South: 5832 feet south of outer main track switch.

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

ROXBURY SUBDIVISION FOOTNOTES

INSTRUCTIONS, SPECIAL

Terminal Clearance, must be obtained by first class trains at Essex Jct. and by all trains at Montpelier Jct.
Sounding Whistle: Trains must sound whistle, Signal 14-L, approaching Slip Hill, Blue Hill and Rocky Mountain to warn trackmen.

Essex Junction: Unless otherwise directed, northward freight trains taking siding for trains 332 or 20 will remain south of Maple Street until after these passenger trains have departed from station.

Park Street Crossings—“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 Winoski 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.

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.
2. All locomotives drawing trains into said Village from the north shall continue to whistle, as heretofore, north of Central Street grade crossing.
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 grade crossing south of the station. Central Street is the first grade crossing north of the station.

Richmond: Public Service Commission order number 2019 dated Sept. 27, 1937, re Highway Overpass: The highway overpass located at mileage 100.68 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.

Waterbury: Public Service Commission Order August 7, 1930, Relative Discontinuance of Sounding Engine Whistle Signals for the Station and Highway Crossings 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), Passenger Depot Crossing, Batchelor Street Crossing and Demeritt Crossing. The ringing of the engine bell and the sounding of other whistle signals as prescribed by the rules are not curtailed or regulated.

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

(Roxbury Subdivision Footnotes Continued)

RESTRICTIONS, ENGINE

Locomotives must not use the following tracks:
Essex Jct.—200 feet beyond switch to Brick Yard track.
Richmond—Borden Company track.
Bethel—700 class engines on the Tannery track.

RESTRICTIONS, SPEED

Freight Trains, Milk Trains, Engines with Caboose
Light Engine, except as otherwise directed, thirty-five (35) an hour.

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

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

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

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

Gas-Electric Cars, except as otherwise directed, (40) miles an hour.

Georgia: Curves between mileage 121.9 and 123.1 (40) miles an hour.

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

All trains not to exceed twenty (20) miles an hour on track between sign-boards at mileage 107.80 and 108.00, fifteen (15) miles an hour on “Back” track between sign-boards at mileage 107.80 and 108.29.

North Duxbury: Mileage 90.34, curve north on Bridge No. 90.34. Passenger trains forty-five (45) miles an hour, freight and milk trains thirty (30) miles an hour.

North Duxbury Detour: Between mileage 89.26 and passenger trains forty-five (45) miles an hour.

Middlesex: Wilder's Curve between mileage 79.24 and 79.58, forty-five (45) miles an hour.

Roxbury Hill: Between mileage 62.06 and 66.93, passenger trains forty (40) miles an hour.

Bridge 56.87 Curve, North of East Granville: Between mileage 56.87 and 57.25. Passenger trains forty-five (45) miles an hour.

Bethel: Curve between mileage 39.42 and 39.54, passenger trains forty (40) miles an hour.

Blue Hill, South of Bethel: Between mileage 37.71 and 38.00, thirty-five (35) miles an hour.

Royalton: Curve between mileage 34.05 and 34.41, passenger trains forty-five (45) miles an hour.

South Royalton, Curve north of: Between mileage 33.19 and 33.41, passenger trains forty-five (45) miles an hour.

West Hartford, South of: Between Mileage 20.9 and 21.1, passenger trains forty-five (45) miles an hour.

TRACKS, ADDITIONAL SIDE

Mileage	Name	Connected	Class
86.58	O'Clair and Anair Spur	South End	Passenger
60.05	Vernon Marble Co. Spur	North End	Freight

YARD LIMITS-LOCATION

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

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

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

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

WHITE RIVER JCT. TERMINAL FOOTNOTES

INSTRUCTIONS, SPECIAL

North Yard: Spring switch located at North Switch, Mileage 16.22. Normal position will be for main track. Color light protection signal of two aspects - yellow and red as defined by Rule 451-B is located 3063 feet north of switch, mileage 16.80, and governs movements of Southward trains over switch. Signal Indications Yellow aspect - trains may proceed. Red aspect - stop and proceed in accordance with Rule 454. Northward trains may pass over this switch regardless of position of target, or points, but if stopping before entire train has passed over switch, must not reverse movement, or take slack until switch has been set in reverse position by hand; otherwise wheels will straddle switch points. To set the switch by hand the points must be cleared of all wheels.

C. V. Yard Office: T. K. Mileage 15.44. This point is a registering station only for trains originating or terminating at Central Vermont Yard. Operators will register first class trains in accordance with Rule 82.

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

RESTRICTIONS, SPEED

Passenger trains forty (40) miles an hour, freight trains thirty (30) miles an hour for main track movements over turnout at North switch, mileage 16.26. Ten (10) miles an hour through all turnouts in Central Vermont Ry. Yard, fifteen (15) miles an hour through turnouts in Boston and Maine R.R. Yard. Ten (10) miles an hour on all wye tracks.

SIGNALS, FIXED

North Yard: Color light protection signal of two aspects located at mileage 16.80, or 3063 feet north of North Switch. Note item under heading of Special Instructions.

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

Railway Crossing at Grade with B. & M. R. R. east side of station not interlocked. One ball or one red light will allow trains from C. V. Ry. (Roxbury Subdivision) or movements from the west to cross. Two balls or two red lights will allow trains from the Concord-White River Jct. main track (New Hampshire Division) or movements from the east to cross, but switching may be done over crossing east and west on two balls or two red lights. Three balls or three red lights will allow trains from the Berlin-White River Jct. line (New Hampshire Division) or movements from the north to cross, but switching may be done over crossing north or south on three balls or three red lights. Four balls or four red lights will allow trains from the C. V. Ry. (Windsor Subdivision) or movements from the south to cross. When no signal is displayed at main track all trains or movements approaching the diamond must come to a stop. Any movement over the diamond when no signal is displayed will be made on authority of the signalman. Each engineman approaching the crossing must bring his engine to a stop at a point within one thousand (1000) feet therefrom and understand they must use the utmost care with reference to trains moving on the same track, as the fixed signals only protect movements on tracks at right angles with each other. If the signal is right, he may proceed, but must sound whistle signal 14-M before starting, and pass carefully over the crossing. The law of Vermont inflicts a penalty of \$100.00 on the engineman for each violation of this rule.

(White River Jct. Terminal Footnotes Continued.)

Trains from the B. & M. (New Hampshire Division) must stop to clear fouling point of the C. V. main track just north of passenger station, except they may proceed onto C. V. main track upon hand signal from the switchtender at Bridge Street underpass and under flag protection as arranged by the switchtender at that point, against Roxbury Subdivision regular trains that may be due, or overdue.

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

YARD LIMITS-LOCATION

4000 feet north of entering switch C. V. Yard, and 200 feet south of southerly switch at mileage 13.36.

ST. ARMAND SUBDIVISION FOOTNOTES

INSTRUCTIONS, SPECIAL

St. Johns: All trains must approach St. Johns station platform under control, expecting to find main track occupied.

Jacques Cartier Street: Cars must not be placed closer than fifty (50) feet from street line on north side of crossing and on south side placed at a point not nearer street line than the end of freight office building. All switching movements over crossing, not headed by an engine, must be flagged by a member of the train crew. (B. R. C. orders-41191-41605-65543).

Spring switch located at end of double track, M. P. 173. Normal position from single to double track. Color light signal - two indications located on easterly side of track immediately south of switch will govern Northward movements. Yellow light - train may proceed via route as indicated by switch target or light. Red light - train must stop and examine points before passing over switch. Southward movements may move over this switch regardless of position of target, or points, but if stopped before entire train has passed over switch, must not reverse movement or take slack until switch has been set in reverse position by hand; otherwise wheels will straddle switch points. To set the switch by hand the points must be cleared of all wheels.

Iberville-Lemoyne: Lemoyne, as designated by sign board, is C. N. R. station located at QMA&S connection switch on siding at Iberville 0.33 miles south of Iberville station. Lemoyne Subdivision trains will use "SIDING" between Iberville and Lemoyne, but have no time table authority. This siding must be kept clear for these trains.

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

C. N. Ry. trains 605, 606, 607 and 608 to and from Lemoyne Subdivision will not be required to obtain terminal clearance at Iberville provided train order signal is in proceed position.

St. Armand: Siding north of crossover may be found blocked with cars at any time.

North Jct.: St. Armand Subdivision trains in either direction will not be required to obtain terminal clearance at North Jct.

Switchtenders will maintain the proper intervals between northward trains as prescribed by Rule 91 and Article 25 of General Special Instructions in time table.

RESTRICTIONS, BRIDGE

St. Johns Bridge No. 172.77: Engines heavier than the 218, 230, and 400 class, and C. N. R. 40% Pacific and 40% Consolidation types are prohibited from operating over this bridge. EXCEPTION: 450 class engines may be operated in emergencies only. Speed of six (6) miles an hour must not be exceeded until entire train is clear of trestle.

Pike River Bridge No. 157.70: Engines heavier than the 218, 230, and 400 class, and C. N. R. 40% Pacific and 40% Consolidation types are prohibited from operating over this bridge. EXCEPTION: 450 class engines may be operated in emergencies only. Speed of ten (10) miles an hour must not be exceeded until entire train is clear of bridge.

When two engines in service are operated in a train, there must be at least three (3) cars between the engines while passing over this bridge.

Jewetts Bridge No. 135.22: Engines of the 400 to 600 class inclusive twenty (20) miles an hour. C. N. 3200 to 3254 inclusive, also 3700 class, fifteen (15) miles an hour C. V. 700 and C. N. 6000 to 6400 class ten (10) miles an hour.

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

RESTRICTIONS, ENGINE

Engines of the 700 class must not be operated on Gravel Pit tracks at East Swanton beyond the inside switch.

RESTRICTIONS, SPEED

Freight Trains, engines with caboose or light engine, except as otherwise directed, thirty (30) miles an hour.

(St. Armand Subdivision Footnotes Continued)

Passenger Trains, except as otherwise directed, forty (40) miles an hour.

Except as otherwise directed, 700 class engines thirty (30) miles an hour when in Passenger Service.

Gas Electric Cars, except as otherwise directed, forty (40) miles an hour.

St. Johns: Trains in either direction must not exceed a speed of ten (10) miles an hour over Jacques Cartier Street; the first crossing south of station. (B. R. C. orders 41191-65543)

Iberville: Board of Transport Commissioners for Canada Order No. 73590 dated December 5, 1949 orders that no engine, car, or train shall pass over highway crossing at mileage 171.96 at a speed greater than twenty (20) miles an hour.

SIGNALS, FIXED

St. Johns, Draw Bridge over Richelieu River, Not Interlocked, STOP BOARDS are located on either side of draw bridge, 550 feet from the center. DRAWBRIDGE TARGET SIGNALS are located on either side of drawbridge 310 feet from center.

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

North Jct.—

Southward Movements:—Governed by the easterly of two semaphores located on west side of Swanton Subdivision main track 1000 feet north of Cabin No. 1. (Approach signal to this semaphore 2797 feet north thereof.)

Northward Main Track Movements:—Governed by semaphore on east side of main track 1000 feet south of crossover. (Approach signal to this semaphore 2087 feet south thereof.)

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

TRACKS, ADDITIONAL SIDE

Mileage	Name	Connected	Car Capacity
141.52	Gravel Pit	South End	38
139.91	Remington Plant	South End	41

YARD LIMITS-LOCATION

St. Johns:—884 feet south of outer main track switch at Iberville.

St. Armand:—5000 feet north of outer main track switch and 400 feet south of outer main track switch.

North Jct. 6153 feet north of Cabin No. 1.

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

ALBURGH SUBDIVISION FOOTNOTES

1/2 Mile Post 0.00 is junction with Swanton Subdivision at west end of trestle near station.
INSTRUCTIONS, SPECIAL

Rule 27: Lights will not be displayed on switches from sunset to sunrise.

Alburgh Subdivision trains in either direction will not be required to obtain terminal clearance at East Alburgh.

All trains from Alburgh Subdivision to Swanton Subdivision must receive train order Form "W" at East Alburgh or prior thereto.

East Alburgh: Junction switch with the Swanton Subdivision is located at west end of the trestle. The normal position of switch is when set for movements between Swanton Subdivision and C. N. Alexandria Subdivision. Telegraph operators, when on duty, will operate junction switch.

Siding may be found blocked with cars at any time.

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

Train orders will be issued to Central Vermont Railway trains by Rutland Railroad train dispatchers giving exclusive right over all trains between Alburgh and Rouses Point.

Central Vermont Railway trains must register, and also check bulletin boards and books, at Rutland Railroad station, Rouses Point, and joint station, Alburgh.

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

RESTRICTIONS, BRIDGE

Trestle Bridge between West Alburgh and Rouses Point: Engines heavier than the 460 or 600 class are prohibited from operating over this bridge. Speed of ten (10) miles an hour must not be exceeded until entire train is clear of trestle.

RESTRICTIONS, SPEED

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

Freight Trains, engines with caboose, or light engines, except as otherwise directed, thirty (30) miles an hour.

C. V. 700 class and C. N. 3700-6100 class engines, except as otherwise directed, twenty (20) miles an hour between East Alburgh and West Alburgh.

SIGNALS FIXED,

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

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

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

West Alburgh and Rouses Point Drawbridge over Lake Champlain; interlocked. Semaphores located 480 feet east and 530 feet west of drawbridge. A red arm in horizontal position, and in addition, a red light by night, indicates "Stop". A red arm at an angle of forty-five (45) degrees or more below horizontal position, and in addition a green light by night indicates "Proceed". Trains must proceed at a restricted speed approaching drawbridge and enginemen must sound whistle fifteen

(Alburgh Subdivision Footnotes Continued)

hundred (1500) feet before reaching drawbridge, work as little steam as possible while crossing. During period navigation is open green light will be shown at top of drawbridge when draw is in position for train to cross. Red lights will be shown at top of drawbridge when draw is open.

YARD LIMITS-LOCATION

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

Alburgh: 2033 feet east of switch to freight house track and 1000 feet west of C. V. switch on crossover to Rutland R. R.

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

RICHFORD SUBDIVISION FOOTNOTES

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

INSTRUCTIONS, SPECIAL

Rule 42 is applicable.

Rule 27: Lights will not be displayed on switches and train order signals from sunset to sunrise.

Sidings may be found blocked with cars at any time.

Sheldon Junction, Railway Crossing at Grade with St. Johnsbury and Lake Champlain R. R. Not Interlocked. Trains must stop within 1000 feet of the crossing and sound whistle, signal 14-M, before proceeding.

Richford: Main track begins and terminates at south wye switch, mileage 26.94.

RESTRICTIONS, BRIDGE

Richford, Bridge No. 0.26 on C. P. R. Connection: All classes of engines, ten (10) miles an hour.

RESTRICTIONS, ENGINE

Engines heavier than the 600 class must not operate between St. Albans and North Sheldon. Engines heavier than the 460 class must not operate between North Sheldon and Richford.

RESTRICTIONS, SPEED

Passenger trains, except as otherwise directed, twenty-five (25) miles an hour.

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

Sheldon Jct., Curve South of: All trains fifteen (15) miles an hour between signs each side of curve mileage 10.04.

East Berkshire, South of: All 450 class engines, ten (10) miles an hour on reverse curves between mileage 21.14 and 21.36.

TRACKS, ADDITIONAL SIDE

Mileage	Name	Connected	Car Capacity
1.59	Natural Carbon Spur	North End	31
1.60	Runaround Track	Both Ends	6
5.59	Chadwick Hill Siding	Both Ends	11
16.91	U. S. S&B Co. Spur.	South End	4
17.01	Oil Tank Spur	North End	3
22.60	Loading Track	Both Ends	11
26.94	C. P. Railway Connection	South End	
27.13	C. P. Railway Connection	North End	

YARD LIMITS-LOCATION

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

Richford—1160 feet south of the south wye switch.

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

WINOOSKI SUBDIVISION FOOTNOTES

Mile post 0.00 is southerly limit of joint section, located 600 feet south of Burlington passenger station.

INSTRUCTIONS, SPECIAL

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

Burlington Station Joint Section—The Rutland Railroad single main track will start on track No. 1 at a point 150 feet south of King Street extending northward on this track through Union Station premises to first crossover north of College Street, thence via this crossover to track No. 2, and continuing on latter track through the interlocking. By virtue of this route being Rutland Railroad main track, trains of that company will have full rights thereon in accordance with Rutland Railroad timetable schedules and special instructions, and trains of the Central Vermont Railway may use this route (except within interlocking limits) under yard limit rule or as specially authorized. Before entering or fouling the Rutland Railroad single main track route (except between home signal limits of interlocking) conductors of Central Vermont trains will check the Rutland Railroad train register against the current time table to know that all due or overdue first class trains have arrived and left, and will ascertain from the telegraph operator at Union station whether the track is clear to make the movement and report to him when the movement has been completed.

Freight trains in both directions must use track No. 4 through Union station premises. Inferior Rutland Railroad first class or extra passenger trains meeting an opposing train at Burlington must use track No. 2 at Union Station unless otherwise provided.

That portion of former main track No. 1 between the interlocking and the junction with Rutland main track, which is the crossover just north of College Street, will be operated as a yard track. For all operating purposes Central Vermont main track will begin and terminate at No. 4 switch machine located opposite Central Vermont engine house facility.

All trains moving in either direction over Rutland main track will proceed only when switches are properly lined and track is seen or known to be clear, and must under all circumstances move at a restricted speed.

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

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

After removing switch lock from switch machine the appearance of a white light on surface of switch machine case indicates the machine is electrically unlocked and the movement may be consummated in accordance with the several steps as outlined on yard plan shown on page 13. In the event white light does not appear this is because, - either a Rutland Railroad train is in the circuit, thus having right to the route, or the mechanism is out of order. In this event a time relay of three minutes duration will function subsequent to which the machine will unlock. When it does unlock, movement may then be consummated even though the white light does not appear.

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

When electric lock does not permit normal operation of switch machine, the switch may be unlocked by use of an emergency release which is located beneath cover on right hand side of electric lock when trainman is facing switch machine in position to throw switch. Method of operation: 1st—Raise emergency release cover. (This cover cannot be raised until switch lock has been removed.) 2nd—Break seal holding emergency release lever. 3rd—Move emergency release lever to right as far as it will go. 4th—Switch machine will now be unlocked and switch may be

(Continued on Page 13)

WINOOSKI SUBDIVISION FOOTNOTES

(Continued from Page 12)

operated in usual manner. 5th—After switch hand throw lever has been returned to normal position, close cover of emergency release. 6th—Insert and lock switch lock. **IMPORTANT:** Before using emergency release to unlock electric switch lock, the conductor must notify telegraph operator at Union Station as the entire signal system will be out of service until necessary repairs and adjustments have been made by Signal Maintainers.

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

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

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

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

RESTRICTIONS, ENGINE

Engines of the 700 class must not operate south of entering switch to Fort Ethan Allen, located at mileage 6.09.

RESTRICTIONS, SPEED

Passenger Trains twenty-five (25) miles an hour. Freight Trains twenty-five (25) miles an hour. All trains six (6) miles an hour crossing Bridge Mileage 4.12 Winooski Gorge.

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

SIGNALS, INTERLOCKING AND FIXED

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

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

For southward movements - on signal bridge on west side of Rutland main track, opposite Central Vermont engine house.

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

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

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

The interlocking limits extend between the two home signals.

TRACKS, ADDITIONAL SIDE

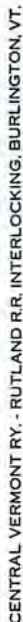
Mileage	Name	Connected	Car Capacity
4.67	Lime Kiln	West End	13
3.95	Green Mt. Power	" "	1
3.28	Porter Screen Company	" "	20
3.24	Porter Screen Company	" "	23

YARD LIMITS—LOCATION

Burlington - 1636 feet north of No. 4 switch.

Essex Junction - 1256 feet south of Winooski Subdivision
Wye switch.

Essex Jct.: For Movement Through Essex Jct. Yard,
See Roxbury Subdivision Footnotes, Page 8.



SEQUENCE TO BE FOLLOWED WHEN OPERATING AUTOMATIC SWITCH MACHINES

NORTHWARD MOVEMENTS (C.V. YARD TO C.V. MAIN TRACK)

- | RETURN TO NORMAL POSITION BY | | RETURN TO NORMAL POSITION BY | |
|------------------------------|---------------|------------------------------|--------------------------|
| 1st | OPEN SWITCH 1 | 1st | CLOSING SWITCHES 2 AND 3 |
| 2nd | OPEN SWITCH 2 | 2nd | CLOSING SWITCHES 1 AND 4 |
| 3rd | OPEN SWITCH 3 | | |
| 4th | OPEN SWITCH 4 | | |
| | | | |
| 1st | OPEN SWITCH 1 | 1st | CLOSING SWITCHES 2 AND 3 |
| 2nd | OPEN SWITCH 2 | 2nd | CLOSING SWITCHES 1 AND 4 |
| 3rd | OPEN SWITCH 3 | | |
| 4th | OPEN SWITCH 4 | | |

BARRE SUBDIVISION FOOTNOTES

Mile post 0.00 is located 270 feet south of car house Montpelier Jct.

INSTRUCTIONS, SPECIAL

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

Rule 27: Lights will not be displayed on switches from sunset to sunrise.

Rule 42 is applicable.

Irregular Movements Between Montpelier and Montpelier Junction. Will be governed by yard rule No. 93.

Montpelier

Northward movements over the following crossings must stop 50 feet from these crossings and sound whistle, signal 14-M, before proceeding, Taylor Street (south end of Station Platform), Main Street (B. & C. R. R. Station), Granite Street ($\frac{1}{2}$ mile south of the B. & C. R. R. Station).

Southward movements over the following crossings must stop 50 feet from these crossings and sound whistle, signal 14-M, before proceeding, Main Street (B. & C. R. R. Station), Granite Street ($\frac{1}{2}$ mile south of the B. & C. R. R. Station).

Engine bell must be sounded continuously by all movements on the main track between C. V. Passenger station and Granite Street one-half ($\frac{1}{2}$) mile south of the B. & C. R. R. Station.

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

Barre and Chelsea R. R. Crossing at Grade, one mile south of Montpelier Station, Not interlocked. All movements over the grade crossing must stop within 1000 feet of the crossing sounding whistle, signal 14-M, before proceeding.

Montpelier Interchange of Cars, Etc., by the Barre and Chelsea R. R. to the Central Vermont Ry.

The B. & C. R. R. switcher may use the C. V. Ry. main track between the B. & C. R. R. and C. V. Ry. passenger stations under protection of yard rule No. 93.

Before making such movement the B. and C. R. R. switching crew must ascertain from the C. V. Ry. operator at Montpelier whether the track is clear to make the move. They must have a copy of the C. V. Ry. current time table and be amenable to other rules and regulations while on C. V. Ry. territory.

Barre

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

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

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

RESTRICTIONS, ENGINE

700 class may operate between Montpelier Jct. and Bridge No. 1.42 north of Montpelier station but must not enter on bridge No. 1.42.

600 class may operate to Bridge No. 1.66 between C. V. Ry. and the B. & C. R. R. passenger stations, south of the Montpelier station. Must not enter on Bridge No. 1.66 and will not exceed ten (10) miles an hour over Bridge No. 1.42 just north of Montpelier station.

Engines heavier than 400 class must not operate on the South Barre Industrial Spur.

RESTRICTIONS, SPEED

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

Engines of the 400-450-460-600 and 700 class twenty (20) miles an hour.

Lombard's Crossing (300 feet south of Bridge No. 0.34 Montpelier Junction) Northward movements six (6) miles an hour.

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

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

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

TRACKS, ADDITIONAL SIDE

Mileage	Name	Connected	Length
6.65	South Barre Industrial Spur North End		3.35 mi.

YARD LIMITS-LOCATION

Montpelier-Limits extend between Montpelier Junction and Bridge No. 3.51 two miles south of Montpelier station.

Barre—1154 feet north of Barre Junction Switch.

LISTING TIME OF MILK TRAINS, WAYFREIGHTS AND TRAVELLING SWITCHERS

St. Armand Subdivision

Wayfreight listed for 6.00 A. M., St. Albans to St. Johns and return, Tuesdays and Fridays. Wayfreight

Swanton and Alburgh Subdivisions

No. 35 listed for 6.30 A. M. St. Albans to Rouses Point and return daily except Sunday. Wayfreight

Richford Subdivision

Wayfreight listed for 6.20 A. M. St. Albans to Richford and return daily except Sunday. Wayfreight

Roxbury Subdivision

No. 210 listed for 11.30 P. M. St. Albans to White River Jet. daily. Milk Train

No. 211 listed for 6.00 A. M. White River Jet. to St. Albans daily. Milk Train

Winooski Subdivision

Day Switcher listed for 7.00 A. M. Burlington to Essex Jet. and return, daily except Sunday. Travelling Switcher

Night Switcher listed for 7.00 P. M. Burlington to Essex Jet. and return, daily except Saturday. Travelling Switcher

Barre Subdivision

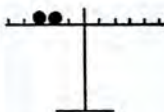
Barre Switcher listed for 5.35 A. M., Montpelier Jet. to Barre and return, daily except Sunday. Travelling Switcher

POLE LINE DIAGRAMS

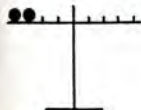
Showing Location of Dispatcher Telephone Wires



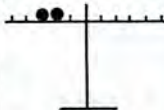
LOOK WEST
EAST ALBURGH
TO CANTIC



LOOK WEST
FONDA JCT. TO
EAST ALBURGH



LOOK NORTH
ST. ARMAND TO
ST. JOHNS



LOOK NORTH
ST. ALBANS TO
INTER'L BOUNDARY



LOOK NORTH
ESSEX JCT. TO
ST. ALBANS



LOOK NORTH
WHITE RIVER JCT.
TO ESSEX JCT.

DISPATCHER'S EMERGENCY PHONES

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

Located at M. P.

172.47 Waiting room, Iberville Station

149.12 Customs Office, St. Armand

144.31 Highgate Springs

9.03 Swanton

137.44 Fonda

122.35 Georgia

119.13 Baggage room, Milton Station

114.50 South of Milton

111.92 Section Car House, Colchester

104.24 Williston

99.13 Waiting room, Richmond Station

95.92 Jonesville

89.46 South End of North Duxbury Detour

83.00 South of High Ledges, South of Waterbury

74.16 South of Montpelier Jct.

64.00 South of Northfield

60.56 Waiting room, Room, Roxbury Station

57.00 South of Roxbury

55.10 East Granville, Section Car House

52.08 Braintree

49.15 River Curve, North of Randolph

43.05 Between Bethel and Randolph

39.35 Waiting room, Bethel Station

38.00 North End of Blue Hill

28.70 North of Sharon

27.64 Sharon

25.00 South of overhead bridge No. 24.99 South of Sharon

21.09 Waiting room, West Hartford Station

20.33 South of West Hartford

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

TRACK ASSIGNMENTS **ST. ALBANS PASSENGER STATION** **Effective April 30, 1950**

Occupy Track No. 1	Occupy Track No. 2	Occupy Track No. 3
No. 21	No. 303	No. 304
No. 43	No. 44	No. 404
No. 332	No. 144	
No. 143		
No. 307		
No. 20		

No. 4 track to be used for storage purposes.

TRAIN ORDER OFFICES

SWANTON AND ROXBURY SUBDIVISIONS

STATIONS	EXCEPT SATURDAY AND SUNDAY	SATURDAY	SUNDAY
East Alburgh.....	Continuous	Continuous	Continuous
Swanton.....	6.30 A. M. to 10.30 P. M.	6.30 A. M. to 10.30 P. M.	6.30 A. M. to 10.30 P. M.
St. Albans			
Italy Yard.....	Continuous	Continuous	Continuous
Pgr. Station.....	Continuous	Continuous	Continuous
Milton.....	7.00 A. M. to 4.00 P. M.	7.00 A. M. to 4.00 P. M.	7.00 A. M. to 4.00 P. M.
Essex Jct.....	Continuous	Continuous	Continuous
Richmond.....	7.00 A. M. to 4.00 P. M.	7.00 A. M. to 4.00 P. M.	7.00 A. M. to 4.00 P. M.
Waterbury.....	Continuous	Continuous	Continuous
Middlesex.....	8.00 A. M. to 5.00 P. M.	Closed	Closed
Montpelier Jct.....	Continuous	Continuous	Continuous
Northfield.....	{ 6.00 A. M. to 5.00 P. M. 9.30 P. M. to 5.30 A. M. }	{ 6.00 A. M. to 2.00 P. M. 2.15 P. M. to 5.15 P. M. 9.30 P. M. to 5.30 A. M. }	{ 6.00 A. M. to 2.00 P. M. 2.15 P. M. to 5.15 P. M. 9.30 P. M. to 5.30 A. M. }
Roxbury.....	{ 9.00 A. M. to 5.00 P. M. 10.00 P. M. to 6.00 A. M. }	{ 9.00 A. M. to 5.00 P. M. 10.00 P. M. to 6.00 A. M. }	{ 9.00 A. M. to 5.00 P. M. 10.00 P. M. to 6.00 A. M. }
Randolph.....	Continuous	Continuous	Continuous
Bethel.....	{ 7.30 A. M. to 4.30 P. M. 7.15 A. M. to 4.15 P. M. }	{ 7.30 A. M. to 4.30 P. M. 7.15 A. M. to 4.15 P. M. }	{ 7.30 A. M. to 4.30 P. M. 7.15 A. M. to 4.15 P. M. }
South Royalton.....	{ 10.30 P. M. to 7.15 A. M. }	{ 10.30 P. M. to 7.15 A. M. }	{ 10.30 P. M. to 7.15 A. M. }
White River Jct.			
Yard.....	Continuous	Continuous	Continuous
Pgr. Station.....	Continuous	Continuous	Continuous

ST. ARMAND SUBDIVISION

St. Johns.....	Continuous	Continuous	Continuous
Iberville.....	7.30 A. M. to 4.30 P. M.	Closed	Closed
Stanbridge.....	7.00 A. M. to 4.00 P. M.	Closed	Closed
St. Armand.....	7.30 A. M. to 11.30 P. M.	{ 7.30 A. M. to 10.30 A. M. 6.00 P. M. to 9.00 P. M. }	6.00 P. M. to 9.00 P. M.
St. Albans			
Italy Yard.....	Continuous	Continuous	Continuous
Pgr. Station.....	Continuous	Continuous	Continuous

ALBURGH SUBDIVISION

East Alburgh.....	Continuous	Continuous	Continuous
Alburgh.....	Continuous	Continuous	Continuous
Rouses Point.....	{ 9.00 A. M. to 6.00 P. M. 11.00 P. M. to 7.00 A. M. }	{ 9.00 A. M. to 6.00 P. M. 11.00 P. M. to 7.00 A. M. }	{ 9.00 A. M. to 6.00 P. M. 11.00 P. M. to 7.00 A. M. }

RICHFORD SUBDIVISION

Enosburg Falls.....	7.00 A. M. to 4.00 P. M.	12.00 Noon to 3.00 P. M.	Closed
Richford.....	7.00 A. M. to 5.00 P. M.	9.00 A. M. to 12.00 Noon	Closed

BARRE SUBDIVISION

Montpelier Jct.....	Continuous	Continuous	Continuous
Montpelier.....	7.15 A. M. to 11.15 P. M.	{ 9.15 A. M. to 12.15 P. M. 8.15 P. M. to 11.15 P. M. }	{ 9.15 A. M. to 12.15 P. M. 8.15 P. M. to 11.15 P. M. }
Barre.....	8.30 A. M. to 5.30 P. M.	8.30 A. M. to 11.30 A. M.	8.30 A. M. to 11.30 A. M.

WINOOSKI SUBDIVISION

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

CLASS "A" ENGINE RATINGS
Swanton - Windsor - Amherst - Willimantic and Winooski Subdivisions

ST. LOUIS

Southward or Eastward

Northward or Westward

6105 to 6114	6114 to 6159	6159 to 6189	6189 to 6199	6199 to 6200	6200 to 6254	6254 to 6359	6359 to 6459	6459 to 6559	6559 to 6659	6659 to 6759	6759 to 6859	6859 to 6959	6959 to 7059	7059 to 7159	7159 to 7259	7259 to 7359	7359 to 7459	7459 to 7559	7559 to 7659
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500	6550	6600	6650	6700	6750	6800	6850	6900	6950	7000	7050	7100	7150	7200	7250
6300	6350	6400	6450	6500															

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

WILLIMANTIC AND AMHERST SUBDIVISIONS

			Miles from New London	Car Capacity		Northward Inferior Direction	Southward Superior Direction	STATIONS	Telegraph Call Letters	Train Order and Telephone Office	Symbols						
				Other Tracks	Sidings												
			0.00	Yard				New London (Union Station) 1.17									
			1.17	Yard				East New London 4.53	DI	T	CWK						
			6.00	100	37			Montville 6.07	MO	T							
			12.07	13	60			Thamesville 1.13									
			13.20	99	46			Norwich 3.71	N	T	W						
			16.91	25				Yantic .45	NC	T							
			17.36					Gibbs 5.53									
			22.89	9	27			Lebanon 3.21	NA	T							
			26.10	17				South Windham 3.54									
			29.64	83	L 29 B 93			Willimantic 5.12	JN	T	W						
			34.76	11	62			South Coventry 1.56	SC	T							
			36.32	11				Eagleville 2.00									
			38.32	14	27			Mansfield 3.52	MF	T							
			42.24	6				South Willington 1.75									
			43.99	15	45			West Willington 5.67									
			49.56	65	33			Stafford 6.26	FD	T							
			55.92		29			State Line 5.08									
			61.00	18	49			Monson 3.95	MK	T							
			64.95	Yard				Palmer 2.74	F	T	CWK						
			67.69	22				Three Rivers 1.71									
			69.40		44			Barretts 3.86									
			73.26					Canal Jct. 1.75									
			75.01	35	45			Jct. with B.&M.R.R. 6.61	BN	T	*R						
			81.62					Belchertown 3.13									
			84.75	81	63			Norwottuck Jct. with B.&M.R.R. 2.82	P	T	*R						
			87.63		8			Amherst 2.69	AD	T	W						
			90.32	8	62			Cushman 5.67									
			95.99		44			Leverett 3.68									
			99.67	54	34			Montague 2.86	JA	T	Y						
			102.53	8				Millers Falls 5.83									
			108.36	22	41			Northfield Farms 2.19									
			110.55	7	44			Northfield 5.17	SV	T	KW						
								East Northfield Jct. with B.&M.R.R. 5.37									
			115.72		30			Vernon 5.37									
			121.09	Yard				Brattleboro Jct. with B.&M.R.R.	BO	T	CK WY						
All train movements handled by B. & M. Railroad. B.&M. timetable and train rules govern.																	
All train movements handled by B. & M. Railroad B.&M. timetable and train rules govern.																	

ADDITIONAL STATIONS

Norwichtown, mileage 14.91, and Merrow, mileage 39.97.

* See pages 19, 20 and 21 for additional footnotes.

WILLIMANTIC SUBDIVISION FOOTNOTES

INSTRUCTIONS, SPECIAL

New London N. Y., N. H. & H. R. R. trains may operate between New London Union Station and East New London under C. V. Ry. Rule 93.

East New London: Fourth St. Crossing: Trains must sound whistle, Signal 14-L, and yard engines must have bell ringing approaching this crossing. In event of cars being shoved ahead, or kicked, during switching movements, crossing must also be protected by a trainman against vehicular or pedestrian traffic.

East New London Dock: Account of insufficient overhead and side clearance on Tracks 1, 2, 3 and 4, trainmen are prohibited from riding on cars during switching movements on these tracks excepting that one trainman may ride the end ladder on rear car of drafts when being pulled out.

Switcher will not shove into Tracks 2 and 3 nor couple on to cars standing on these tracks until conductor has ascertained by actual inspection that drawbridges are clear and derails are in non-derailing position.

East New London Yard: Following switches are equipped with hooks instead of locks; south end switch to track No. 21, north end switch to track No. 20, and crossover switch to track No. 1. Be governed accordingly.

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

Thamesville: Whistle posts are located at mileage 11.65 and 12.17, between which are five private grade crossings. Engine whistle signal 14 (I) must be sounded and so spaced or prolonged that it is sounding while approaching and passing over each of the five crossings.

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

Locomotive must not proceed farther than the heel of the frog on the Junction track at mileage 13.20. When necessary, cars must be taken with the engine to avoid operating engines beyond the frog.

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

Willimantic: Terminal clearance must be obtained by all trains at Bridge Street.

N. Y., N. H. & H. R. R. Bridge Street Siding: May be used for the meeting and passing of Central Vermont trains under the following provisions and arrangements:

1. Before Central Vermont Railway train dispatcher arranges for a meet at Bridge Street siding, he shall first ascertain from operator-switchman at Bridge Street whether it will be satisfactory to consummate such a meet.
2. Before southward trains take siding, conductor or engineman shall call operator-switchman at Bridge Street on telephone located at north switch and obtain authority to use the siding.
3. Northward trains desiring to use this siding shall have such right providing operator-switchman lines up switches for entering into siding.

Trains in either direction whether using siding or main track, will be required to have the proper signal indication, as specified under Fixed Signals, before passing through this section.

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

Bridge St. Crossing: Department of Public Utilities Order No. 8353 dated August 27, 1948 permits operation upon and

(Willimantic Subdivision Footnotes Continued)

across Bridge Street at grade on Lock Joint Pipe Co. spur track subject to the 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."

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

RESTRICTIONS, BRIDGE

Bridge Mileage

M.P.H.-All Engines

34.84

10

RESTRICTIONS, ENGINE

Engines of the 700 class must not operate.

RESTRICTIONS, SPEED

ALL TRAINS

Except as otherwise directed, all trains between New London and Norwich, thirty (30) miles an hour, and between Norwich and Palmer thirty-five miles (35) an hour.

East New London, Fifteen (15) miles an hour on curve at south end of Bridge mileage 0.38 over Winthrop Cove.

Ten miles (10) an hour between curve at mileage 1.18 and north end of Bridge mileage 1.21.

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

Norwich Tunnel: Mileage 14.15, twenty (20) miles an hour.

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

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

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

Stafford, Between mileage 49.43 and 49.96: twenty (20) miles an hour.

SIGNALS, FIXED

Willimantic: Railway Crossing at Grade with the N. Y., N. H. & H. R. R. Not interlocked. Double Arm Mast Signal. Signal Located North of Bridge Street Crossing One Half Mile North of Station: Trains must stop not less than 200 feet and not more than 800 feet from signal. Enginemen of movements to or from Hartford route and Central Vermont Ry. must sound engine whistle, signal 14-M. Enginemen of movements to or from Chestnut Hill route must sound engine whistle, signal 14-Q. The indication of the fixed signal governs movements as follows:

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

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

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

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

Palmer: Railway Crossing at Grade with the B. & A. R. R. Not interlocked. One arm lower quadrant two position blade semaphores. One located south of the B. & A.

(Continued on Page 20)

WILLIMANTIC SUBDIVISION FOOTNOTES

(Continued from Page 19)

Main tracks governing northward movements for the C. V. Railway. The other located north of the B. & A. Main tracks governing southward movements for the C. V. Railway. Trains must stop within 500 feet of the crossing and sound whistle, signal 14-M, before proceeding. The arm in a diagonal position or a green light Central Vermont movements may proceed. The arm in a horizontal position or a red light, Boston & Albany movements may proceed. Covered by Commonwealth of Massachusetts Board of Railroad Commissioners orders dated August 3 and September 28, 1885.

TRACKS, ADDITIONAL SIDE

Mileage	Name	Connected	Car Capacity
2.00	Thames Shipyard, Inc.	North End	6
2.95	Slosberg	South "	16
3.43	Tidewater Oil Co.	" "	11
5.07	Dart & Bogue	North "	4
5.25	Connecticut Power Co.	Both Ends	36
6.10	Palmertown Branch, 2.62 miles	South End	"
10.50	Road Dept. Spur	North "	6
11.80	Dahls No. 1	South "	8
12.06	Lehigh Petroleum	North "	15
12.62	Yantic Grain Co.	South "	10
13.14	Junction Track	" "	"
14.11	Falls Mfg. Co.	North "	6
16.44	Yantic Grain Co.	" "	2
17.36	Palmer Bros. Industrial Spur	" "	"
	1.64 miles	South "	"
24.54	Farm Supply	" "	4
31.19	So. N. E. Tel. & Tel. Co.	" "	"
	Pole Yard Track	North "	21
31.25	Pratt & Whitney Track	South "	23
31.74	Pratt & Whitney Track	North "	30
33.09	Jos. A. Couto Siding	South "	3
33.17	Colony Track, 1 mile	North "	"
44.11	Conn. State Highway Spur	North "	2
50.35	Rhode Island Worsted	South "	6
59.74	So. Monson Depot Track	" "	11
60.44	Squires Coal Co.	North "	7
62.21	Church Mfg. Co.	South "	9

YARD LIMITS-LOCATION

East New London: At mileage 1.84 or 4520 feet north of north switch to Thames Lumber Company.

Willimantic: 1400 feet north of north switch to Bridge Street siding, M. P. 30.85, and 988 feet south of south switch to Long Siding.

Palmer: 4501 feet north of M. P. 65 and 2207 feet south of entering switch.

AMHERST SUBDIVISION FOOTNOTES

(Between East Northfield and Palmer)

INSTRUCTIONS, SPECIAL

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

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

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

Belchertown: Department of Public Utilities Order Number 8572 of July 26, 1949 permits operation upon and across the state highway known locally as Maple Street at level on Ryther and Warren Co. Inc. spur track, mileage 75.12, 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."

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 White Aircraft Corporation spur track, mileage 67.66 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."

RESTRICTIONS, BRIDGE

Bridge Mileage

59.89

109.15

M.P.H.-All Engines

10

25

RESTRICTIONS, ENGINE

Engines of the 700 class must not operate.

RESTRICTIONS, SPEED

All Trains, except as otherwise directed, thirty (30) miles an hour.

Three Rivers: All trains fifteen (15) miles an hour on curve between sign-boards at mileage 67.71 and 68.32.

SIGNALS, FIXED

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

TRACKS, ADDITIONAL SIDE

Mileage	Name	Connected	Car Capacity
66.30	Wickwire Spencer Wire Mill	North End	Yard
69.40	Bondsville Realty Co. Spur	South "	Spur
75.16	Belchertown Team Track	North "	11
75.30	Belchertown State Asylum	South "	18
118.95	Last Block Spur	" "	48

YARD LIMITS-LOCATION

Palmer 4501 feet north of M. P. 65 and 2207 feet south of entering switch.

Millers Falls: 1575 feet north of entering switch and 2361 feet south of entering switch.

East Northfield: 1163 feet north of entering switch and 2725 feet south of entering switch.

TRAIN ORDER OFFICES

WILLIMANTIC, AMHERST AND WINDSOR SUBDIVISIONS

STATIONS	EXCEPT SATURDAY AND SUNDAY	SATURDAY AND SUNDAY
East New London	Continuous	Continuous
Montville	7.00 A.M. to 4.00 P.M.	Closed
Norwich	9.00 A.M. to 6.00 P.M.	Closed
Yantic	7.00 A.M. to 4.00 P.M.	Closed
Lebanon	7.00 A.M. to 4.00 P.M.	Closed
Willimantic, Bridge Street	Continuous	Continuous
South Coventry	2.00 P.M. to 4.00 P.M.	Closed
Mansfield	7.00 A.M. to 2.00 P.M.	Closed
Stafford	7.00 A.M. to 4.00 P.M.	Closed
Monson	7.00 A.M. to 4.00 P.M.	Closed
Palmer	Continuous	Continuous
Belchertown	7.00 A.M. to 4.00 P.M.	Closed
Amherst	7.00 A.M. to 4.00 P.M.	Closed
Miller Falls	8.00 A.M. to 5.00 P.M.	Closed
East Northfield	Continuous	Continuous
Brattleboro	Continuous	Continuous
Windsor	Continuous	Continuous

LISTING TIME OF WAYFREIGHTS

Amherst Subdivision

Extra listed for 7.00 A. M. Palmer to Brattleboro Mondays, Wednesdays and Fridays.

Extra listed for 10.00 A. M. Brattleboro to Palmer Tuesdays, Thursdays and Saturdays.

Willimantic Subdivision

Extra listed for 6.15 A. M. East New London to Palmer Mondays, Wednesdays and Fridays.

Extra listed for 6.00 A. M. Palmer to East New London Tuesdays, Thursdays, and Saturdays.

DISPATCHER'S EMERGENCY PHONES

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

Located at M. P.

- 1.00 East New London Yard
- 6.00 Montville
- 7.86 Massapeag
- 10.50 Road Dept. spur
- 12.07 Thamesville
- 13.20 Norwich Freight House
- 14.90 Norwichtown
- 16.88 South of Yantic
- 17.36 Gibbs
- 20.07 Franklin
- 26.10 South Windham
- 29.64 Willimantic Station
- 30.85 Willimantic Yard
- 34.76 South Coventry
- 36.32 Eagleville
- 41.00 North of Merrow
- 42.24 South Willington
- 44.00 West Willington
- 49.66 Stafford Freight House
- 51.95 Orcutt
- 55.92 State Line
- 59.88 South Monson
- 61.00 Monson
- 65.10 B. & A. Transfer, Palmer
- 67.69 Three Rivers
- 69.40 Barretts
- 73.26 Canal Jet.
- 75.01 Belchertown
- 79.73 Dwight
- 81.62 Norwottuck
- 84.75 Amherst
- 87.63 Cushman
- 90.32 Leverett
- 93.00 Mt. Toby
- 95.99 Montague
- 99.67 Millers Falls
- 102.53 Northfield Farms
- 105.18 Gill
- 108.36 Northfield
- 115.72 Vernon

WINDSOR SUBDIVISION

Miles from end of track Windsor.	Car Capacity		Northward Inferior Direction	Southward Superior Direction	Telegraph Call Letters	Train Order and Tele- phone Office	Symbols
	Other Tracks	Sliding	STATIONS				
			↑	↓			
14.81	Yard		Jct. with B. & M. R. R.	White River Jct.	VN	T	CKW
14.08	Yard		White River Jct.	72 B&M Yd	JS	T	CKW
9.85	3	101	Everts	4.23	NH		
5.09	8	98	Hartland	4.76	H		
0.73	127	N 48 S 46	Windsor	4.37	WR	T	
			Jct. with B. & M. R. R.				

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

Mile post 0.03 is the beginning of line at North end of Connecticut River Bridge, south of Windsor.

POLE LINE DIAGRAMS

Showing Location of Dispatcher's Telephone Wires



LOOK NORTH
EAST NORTHFIELD
TO BRATTLEBORO



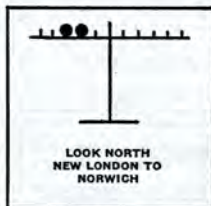
LOOK NORTH
PALMER TO
EAST NORTHFIELD



LOOK NORTH
WILLIMANTIC
TO PALMER



LOOK NORTH
NORWICH TO
WILLIMANTIC



LOOK NORTH
NEW LONDON TO
NORWICH

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

GENERAL SPECIAL INSTRUCTIONS

1. **The rules of the Transportation Department issued in book form dated July 1, 1929, govern.**
2. **Accidents, Automobile** When accidents to automobiles occur on grade crossings which are protected by electric signal, bell, wigwag or flashlight, after the accident and in the presence of witnesses, the crew should back the train over the bonded circuit and come on the circuit again so as to have witnesses to prove the electric signal was operating properly. 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.
3. **Bulletin Books** Central Vermont Railway Bulletin Books are located at the following off-line points—Central Station, Montreal; Turcot Yard Office, Engine House, Turcot, Que.; Yard Office, Brockville, Ont.; Engine House, Brockville, Ont.; Passenger Station, Cantic, Que.; "NO" Tower, Northampton, Mass.; Engine House, Northampton, Mass.
4. **Brakes, Air** One hundred percent of brakes must be operative on all trains when leaving initial terminals. Air brakes must not be cut out enroute on more than two (2) consecutive cars in any train. The car immediately behind the engine must always have its brakes operative. When necessary to cut out a defective brake while enroute conductor must attach to cross-over pipe near triple valve a Defective Air Brake Card, Form No. C. V. 466 properly filled out.
Maintenance and handling of air-brake and air-signal equipment shall be in accordance with regulations and recommendations contained in C. V. booklet, Form G. T. 8914, issue "A" of June 1941, a copy of which must be in the possession of all train and enginemen.
5. **Clearance-Terminal** When there are no orders to be delivered to a train to which it is necessary to deliver a clearance, the dispatcher's OK must be obtained; except when communication with the dispatcher is interrupted, the operator will deliver the clearance without obtaining OK and notify the dispatcher as soon as communication is restored.
Where Terminal Clearance Form "B" is used, the time to be shown at the top of the clearance shall be as close as practicable to—and in no case later than—the time clearance is delivered to the conductor, and that the information called for with respect to superior trains, and trains of the same class due to arrive and leave, shall show the situation as it actually is at the hour the clearance is so timed.
6. **Crossings - Protection of Highway** When switching operations are being performed or when protection against approaching trains or other movements is necessary, a flagman must be in proper position at crossing to afford protection to highway traffic.
Where unprotected public highway crossings are located, and it is necessary for train standing on tracks adjacent to the main track to be cut to permit the passage of highway traffic, a member of the train crew must remain at the crossing and flag highway traffic over the crossing during time the train is cut for the crossing. This for the purpose of preventing highway traffic from passing through the gap in standing train into the path of a train using the main track.
7. **Crossings Protected by Automatic Signals or Gates**
When a train or engine passes over any highway crossing protected by automatic signals or gates, it will be necessary before making reverse movement over the crossing that it be protected by a member of the crew. Whenever a siding is used over a highway crossing 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.
8. **Doors-Closing of Car** Conductors of mixed and freight trains must see that doors of all empty cars in their train are kept closed.
9. **Double Heading and Helper Service** When two engines in service are operated in a train, three (3) cars will be placed between the engines; except that on the Swanton Subdivision, the Roxbury Subdivision, the Willimantic Sub-

division and on the Amherst Subdivision between Miller Falls Station and Palmer, two engines may be coupled. On the St. Armand Subdivision two engines may be coupled except when double heading over Pike River Bridge No. 157-70, there must be at least three (3) cars between the engines.

When double heading 700 class engines with engines of smaller types, the smaller type engine shall be coupled ahead.

It is permissible for helper engines to push freight trains Amherst to Belchertown and Palmer to State Line, but air must be coupled between the caboose and helper engine.

10. **Engines in Tow or Dead Engines—Handling of** Unless otherwise directed, engines in tow under steam with rider in attendance, or dead engines without rider, handled in trains will have pilot pointed ahead and must be placed at least five cars from train engine and if more than one such engine is handled in train they must be separated by at least five cars.
EXCEPTION: Engines of 387 or 400 class when handled in trains of more than 40 cars will be marshalled ahead of caboose with five cars separating each engine.

Dead engines with side rods removed from one side must not be handled in a train except in case of extreme emergency and then for only a short distance at a very reduced speed.

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 February 1948), which may be obtained at Superintendent's office, should be in the possession of employees affected:
20-A Rate Clerk, Billing, Ticket 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 sixteen 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 moved in a train engaged in "pick-up" or "set-off" service it shall be placed not closer than second car from engine or occupied caboose to avoid unnecessary switching or handling of such car enroute. At all terminals the railroad shall execute and keep on file a consecutively numbered notice showing location in freight train of every car placarded "Explosives" and a copy shall be delivered to the train and the engine crew. "PLACARDED TANK CARS" - not nearer than sixth car from engine or occupied caboose unless the remainder of train consists of placarded loaded tank cars or train is engaged in "pick-up" and/or "set-off" service.

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

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

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 initial 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 Albany by the U. S. Immigration Patrol Service. An Immigration officer

(Continued on Page 23)

GENERAL SPECIAL INSTRUCTIONS

(Continued from page 22)

will be stationed at highway crossing 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 Albion.

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

14. **Mail Regulations-U. S.** Trains scheduled to catch mail pouch from cranes, must stop and pick up pouch, when passing the crane on both main track.
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, persons in, on or about them must be warned to avoid injury.
16. **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.
17. **Passenger Equipment-Wooden** When handled in trains with all steel or steel underframe equipment, must be on rear of train. Gas-electric, storage battery cars or trailers, when handled by steam passenger train, must be on the rear of the train.
18. **Passenger Trains** All doors and traps are to be kept closed when running. When rear car is observation car, side gates and platforms must be kept closed when running. Tail Gates, Chain or Bar at rear of last car must invariably be kept closed. Back up Air Hose equipped with air whistle must be in service on rear platform of all passenger trains moving backwards and sounded approaching public highways or where necessary to warn people crossing or approaching track.
After a passenger train has stopped at a station, or at other points for water or coal, or where cars are to be cut off, when enginemen finds it necessary to move train for any purpose, engine whistle must first be sounded to indicate direction of move, and move must not then be made until proper signal has been received from trainman. Trainman must not give this signal until danger to passengers getting on or off is removed, or where danger to car inspectors is involved.

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

Enginemen will report slipping when:

1. Speed of train at time of slipping is twenty-five (25) miles an hour or greater and provided the revolutions of the drivers attained an equivalent speed of fifty-five (55) miles an hour or more.
 2. No report need be made when speeds are less than those specified above.
- Dispatcher upon receipt of such report will:
1. Immediately place slow order of ten (10) miles an hour

at slipping point.

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

20. **Restrictions, Car Cars** with gross weight over 180,000 pounds must not be operated between Barre and South Barre, and with gross weight over 210,000 pounds between other points on system, without authority of superintendent.
21. **Restrictions - General Speed**

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

	Miles Per Hour
Trains entering or leaving sidings	10
Trains handling wrecking cranes (Cars must be exercised in handling on down grades and rounding sharp curves.)	25
Steam and Diesel hoist cranes with boom connected and trailing	25
Steam and Diesel hoist cranes with boom connected and pointing forward	20
Caterpillar hoist cranes-draglines (Gopher) loaded on rider car with boom connected and trailing	25
Caterpillar hoist cranes-draglines (Gopher) loaded on rider car with boom connected and pointing forward	20
Jordan Spreaders headed in the direction of train's movement	25
Jordan Spreaders handled with rear end forward	20
Die drivers, scale test cars and deadhead snowplows. (Deadhead snowplows must be headed in the direction of train's movement)	25
Deadhead electric passenger equipment	40
Dead engines with side rods removed	15
Dead engines with only main rods removed	25
Engines running tender first (Main track)	25
Engines running tender first (Branch lines)	20
Engines not equipped with lead truck (Main track)	25
Engines not equipped with lead truck (Branch lines)	20
Snow plows and scraper cars in operation shall not exceed a speed of twenty-five (25) miles an hour. Speed must be reduced to fifteen (15) miles an hour well in advance of operating through station yards, approaching and passing station platforms, truss and girder bridges, and other structures which extend above the top of rail, requiring the closing of wings or lifting of scraper. Also, at locations where highway is parallel with and close to track, a speed of fifteen (15) miles an hour must not be exceeded and extreme care must be exercised to avoid throwing snow onto vehicles or plowing snow into highway. (These instructions also apply to scraper cars operating in passenger or mixed trains.)	25 or 15
Speed of trains handling work equipment must always be regulated to safety limit when rounding curves.	
22. Rule 11 Applicable on Southern Division only, between East Northfield and New London, second paragraph of Rule 11 is amended to read: "On track not protected by automatic block signals, a train approaching a fusee burning red, on or near its track, must stop before any part of the train has passed it, and not proceed until ten minutes after the fusee is burned out."	
23. Rule 82 In the application of Rule 82 (registering of trains) when the helper engine is being handled as part of a train, registering of the helper engine is not required. Only	

(Continued on Page 24)

GENERAL SPECIAL INSTRUCTIONS

(Continued from Page 23)

- the engine as designated in the train orders as prescribed by Rule 206 shall be registered.
24. **Rule 90-B** In the application of Rule 90-B agents and operators, except when held to the office for train order purposes, will from the station platform, observe the general condition of all passing trains and if any exceptions are noted, signal the train to stop. If no exceptions are noted, a proceed signal will be given. Sectionmen, drawtenders and bridgemen will also inspect passing trains and signal in like manner.
25. **Rule 91** In the application of Rule 91 the restriction on a train following a train carrying passengers will also apply to a train following a light engine without flagman, and the restrictions on a light engine following any train will also apply to an engine moving with caboose only.
- The interval required between FREIGHT TRAINS, under the conditions specified in last paragraph of Rule 91, is increased to not less than twenty (20) minutes.
26. **Rule 99** Requires that when the flagman has gone out the necessary distance under conditions existing he will place two torpedoes on the rail. It must be further understood that when the flagman goes BEYOND this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.
27. **Rule 103 Amended** (Paragraph 1.) When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a man must take a position on the leading car for the purpose of giving signals necessary to such movement.
- (Paragraph 2.) Whenever in any city, town or village, cars not headed by an engine or its tender, are passing over or along a highway at rail level, which is not adequately protected by gates or otherwise, a man must be stationed on the leading car to warn persons standing on, or crossing, or about to cross, the track. (B. T. C. G. O. 708 dated January 22, 1948.)
28. **Rule 206-A** All locomotives of Canadian National Railway ownership, consisting of G. T. W. - C. N. R. and D. W. & P., will for the purpose of identification, as prescribed by rule 206-A, be designated in train orders as C. N.
29. **Section Of Schedule Train Loses Authority To Operate As Such.** (A) Where a schedule terminates at an intermediate station on a subdivision, authority ends when the train reaches first switch in the direction in which it is moving, unless otherwise provided.
- (B) When signals are displayed to an intermediate point of the schedule on a subdivision, authority ends and the section for which signals are so displayed, is required to clear the main track at the first switch reached by that train in the direction of its movement, unless otherwise provided.
- (C) When signals are displayed through to the final terminal on a subdivision (if the train using the schedule has superiority to the station) all sections are entitled to the main track to the station unless otherwise instructed.
- In the cases of (A) and (B) if there are yard limit boards, advantage may be taken of them to remain on the main track, if desirable but such movements beyond the first switch can only be made as prescribed for other than first or second class trains moving within yard limits.
30. **Sidings, Fouling of** No car or dead engine shall be placed on or foul of track used for meeting or passing trains without permission from Superintendent or Assistant Superintendent.
31. **Signals-Engine Whistle** Rule 14-L (Two long and two short blasts of the whistle) is amended to read "Two long, one short and one long".
- Rule 14-K must be sounded by a train displaying green signals for following sections, when passing sectionmen,

bridge men and other workmen.

32. **Snow Plows—Extra Copy of Train Orders** In order that foreman in charge of the operation of snow plows may be fully informed with respect to train meets and other operating provisions as conveyed by train orders, it is required that a copy of all train orders as issued to snow plow trains be delivered to the plow foreman. To facilitate the fulfillment of this requirement, the Dispatcher will see that operators are instructed to make an extra copy of all train orders which are addressed to snow plow trains.
33. **Standard Time** will be transmitted at 11.00 A. M., daily except Sunday.
34. **Switches-Position Of** Unless otherwise specified, the position of switches at junction points with other subdivisions is normal when set for the main traffic subdivision, and unless otherwise specified the position of switch at the end of double track is normal when set for trains from single to double track.
35. **Switchtenders** Switchtenders will use yellow lanterns for the giving of hand signals during the night time.
36. **Whistling Posts**, which have no connection with public road crossings, are located approaching certain obscure places for the benefit of sectionmen and are identified by a small sign reading "6.00 A. M. to 6.00 P. M." Such posts require that whistle be sounded only between the hours specified.
37. **Work Equipment - Handling of** Pile drivers, hoist cranes or any other work equipment moving on its own wheels must not be moved in trains unless travel mechanism is put out of gear and rotating body blocked to body of car and secured by safety rods. The boom of cranes, except wrecking cranes, must rest on an idler on specially equipped flat cars and be free to slide to allow for curvature in track and slack between cars. The boom must be further secured with slack cables attached to the body of flat car to permit same to slide within the limits provided on the idler. During all movements in trains, boom of wrecking cranes must be secured by safety rods attached to body of crane car.

Caterpillar hoist cranes-draglines (Gopher) with boom connected, loaded on specially equipped (flat) rider car must not be moved in trains unless rotating body is blocked to body of car and secured by safety rods. The boom of caterpillar hoist cranes-draglines must rest on an idler on specially equipped flat car and be free to slide to allow for curvature in track and slack between cars. The boom must be further secured with slack cables attached to body of flat car to permit same to slide within the limits provided on idler. Caterpillar machines or any other work equipment which is moved on flat cars in trains must be loaded and secured in accordance with existing A. of A. R. rules governing the loading of commodities on open top cars (pages 53 and 59, Supplement No. 1, effective May 15, 1948).

Jordan Spreaders handled in trains must have wings secured and must, whenever possible, be headed in the direction of train movement.

All work equipment such as steam and diesel hoist cranes, caterpillar hoist cranes-draglines, pile drivers, Jordan spreaders, scale test cars, water and coal tanks, deadhead snowplows, boarding and other cars when occupied, must be placed immediately ahead of caboose when handled on freight or work trains and immediately ahead of passenger equipment when handled on mixed trains, except that unoccupied boarding cars equipped with steel underframes may be handled in any location in work, freight or mixed trains.

Exceptions covering movement in work trains:

When any work equipment is moved in work trains to or from or at point of work, the requirements as for 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 of safety. This exception does not apply to wrecking cranes which must, in all cases, be secured and moved as required under Rule 21.

Conductors will be held responsible for strict observance of this rule.

(Continued on Page 25)

GENERAL SPECIAL INSTRUCTIONS

(Continued from Page 24)

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

GENERAL ORDER 361

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

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

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

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

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

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

GENERAL ORDER 509

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

GENERAL ORDER 522

In the event of a headlight failure between sunset and sunrise rendering the headlight on an engine of a train inoperative and occurring while train is enroute, the engineman will use a temporary device to substitute the regular headlight when necessary to move the train from the point at which the headlight equipment has broken down or failed, provided the train moves at a speed not exceeding ten miles an hour over any

public highway crossing not specially protected by watchman, gates or automatic signal, until the first station with passing track, or siding, as shown in the time-table is reached where an examination must be made and, if possible, the headlight put in good working condition.

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

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

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

The engineman must advise dispatcher from the first open communicating station when he is proceeding with temporary headlight.

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

GENERAL ORDER 608 (Dated January 7, 1941)

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

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

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

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

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

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

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

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

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

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

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

(10). Tail gates, chains, or bars. The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.

(Continued on Page 26)

GENERAL SPECIAL INSTRUCTIONS

(Continued from Page 25)

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

GENERAL ORDER 603 (Dated March 20, 1941)

Rule 98 (amended), paragraph 3. At railway crossings at grade, unless otherwise permitted by order of the Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing.

GENERAL ORDER 700 (Dated June 20, 1947)

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

GENERAL ORDER 707 (Dated January 12, 1948)

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

RULES

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

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

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

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

GENERAL ORDER (Dated February 12, 1948)

"It is ordered:

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

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

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

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

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, fireman or trainman shall remain on duty for a longer period than 16 hours in any 24-hour period.

(2.) Whenever any such employee 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 employee 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 employee goes on duty after having had at least eight (8) consecutive hours off duty.

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

PROVIDED:—

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

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

Engines not steaming.	Drawheads pulled out.
Cleaning fires or ash pans.	Broken draft gear.
Injectors failing.	Burst air hose.
Engines slipping on sand.	Broken couplers or knuckles.
Hot boxes.	Broken train line.

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

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

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

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

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

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

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

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

(Continued on Page 27)

GENERAL SPECIAL INSTRUCTIONS

(Continued from Page 26)

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

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

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

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

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

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

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

(20.) Employees 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 employees 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 engineman.

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

TRAIN DISPATCHERS AND OPERATORS

(23.) No operator, train dispatcher, or other employee who by the use of the telegraph or telephone, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than: First, 9 hours in any 24-hour period in all towers, offices, places and stations continuously operated night and day. Second, 13 hours in any 24-hour period in all towers, offices, places and stations operated only during the day time, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for 4 additional hours in a 24-hour period on not exceed-

ing 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 18 hours in the aggregate in any 24-hour period, and who may occasionally use telegraph or telephone instruments for the receipt or transmission of orders effecting the movement of trains.

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

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

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

(28.) The act provides that operators employed at night and day stations or at 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 the period of rest required by the law, he must immediately call that fact to the attention of the person who has given the instructions.

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

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

MANIFEST FREIGHT SCHEDULES

(For references only)

Northward			Southward		
Train	Rocket	STATIONS	Train	Newaybo	
491	429		490	430	
5.30 AM	6.00 PM	L NEW LONDON, CONN.	A 5.13 AM	4.15 PM	
7.00	7.15	L WILLIMANTIC, CONN.	A 3.45	2.45 PM	
9.15	9.15	L PALMER, MASS.	A 2.00 AM	1.15 PM	
11.45 AM	11.15	A BRATTLEBORO, VT.	L 11.00 PM	10.15	
12.15 PM	11.40	L	A 10.25	9.15	
4.30	3.00 AM	A WHITE RIVER JCT.	L 8.30	6.15	
6.30	8.30	L	A 4.30 PM	4.00 AM	
1.00 PM	1.30 PM	A ST. ALBANS, VT.	L 11.30 AM	9.30 PM	
4.30	5.00	L	A 8.45	4.00 PM	
5.15 AM	5.45	L EAST ALBURN, VT.		2nd day	2.15
1st day	8.30	L ST. JOHNS, QUE.	L	1.00 PM	
	10.30 PM	A MONTREAL, QUE.	L	10.30 AM	
11.45 AM		A BROCKVILLE, ONT.	L 1.30		
12.45 PM		L	A 1.00 AM		
1.00 PM		A CHICAGO, (ELSDON) ILL.	L 8.45 PM		
3rd day					

