

# TONNAGE RATING FREIGHT TRAINS

<u>CLASS OF ENGINES</u>	<u>DRS-6</u>	<u>DRS-1</u>
Ogdensburg to Norwood	3600	3500
Norwood to Moira	4000	4000
Moira to Malone	2900	2000
Malone to Churubusco	2900	2000
Churubusco to Alburgh	3500	2700
Alburgh to Burlington	3000	2400
Burlington to Rutland	2200	1800
Rutland to Bellows Falls	1400	1100
Rutland to Shaftsbury	2000	1750
No. Bennington to Shaftsbury	2000	1500
Shaftsbury to Rutland	2600	2600
Bellows Falls to Rutland	1200	1000
Rutland to Burlington	3300	3000
Burlington to Alburgh	2700	2300
Alburgh to Rouses Point	2800	2800
Rouses Point to Churubusco	2200	1500
Churubusco to Ogdensburg	3600	3500

Percentage of tonnage ratings for combinations of DRS-6 and DRS-1.

DRS-6.....100%

DRS-1..... 50%

\* \* \* \* \*

## TEMPERATURE REDUCTION

Bad Rail	10%
32 Deg. Above to 16 Deg. above	0
15 " Above Zero	0
1 " Below to 10 Deg. below zero	5%
11 " Below and lower	10%

# Rutland Railway Corporation

## Time Table No. 128

FOR EMPLOYEES ONLY

Effective 12:01 A. M.

Sunday, Oct. 31, 1954

EASTERN STANDARD TIME

Superseding Time Table No. 127

Dated Sept 27, 1953

STUDY SPECIAL INSTRUCTIONS  
AND NOTE ALL CHANGES

W. E. LOVETT,  
Superintendent.

S. M. RODGERS,  
General Manager.



**BOSTON AND MAINE R. R. Trains (Cheshire Branch—Fitchburg Division) arriving and leaving Bellows Falls are Scheduled as Follows:**

(Arriving)	Ex. Sun.	FIRST CLASS	No. 5503	Lv. Walpole	11.22 A.M.	Ar. Bellows Falls	11.30 A.M.
"	Sun. Only	" "	" 5553	" "	11.37 A.M.	" " "	11.45 A.M.
"	Ex. Sun.	" "	" 5507	" "	7.19 P.M.	" " "	7.26 P.M. (See Note)
"	Sun. Only	" "	" 5555	" "	9.08 P.M.	" " "	9.15 P.M. (See Note)
"	Ex. Sun.	" "	" 5511	" "	10.53 P.M.	" " "	11.00 P.M.
"	Sun. Only	" "	" 5557	" "	10.57 P.M.	" " "	11.05 P.M.
(Leaving)	Ex. Sun.	" "	" 5506	" Bellows Falls	. . . . .		7.57 A.M. (See Note)
"	Sun. Only	" "	" 5556	" " "	. . . . .		7.57 A.M. (See Note)
"	Sun. Only	" "	" 5512	" " "	. . . . .		4.35 P.M.
"	Ex. Sun.	" "	" 5510	" " "	. . . . .		4.35 P.M.
"	Daily	SECOND CLASS	" 5500	" " "	. . . . .		11.50 P.M.

The Time at Bellows Falls applies at the Passenger Station.

Note: No. 5507 and No. 5555 pull over diamond at Bellows Falls and back through Rut. R. R. Connection to Conn. River line and No. 5506 and 5556 will back from Conn. River line to Rut. R. R. via Rutland Connection, then pull into station on Cheshire Branch at Bellows Falls.

**Boston and Maine R. R. Trains (Bennington Branch-Fitchburg Division) arriving and leaving North Bennington are scheduled as follows:**

<u>Arriving</u>		<u>Leaving</u>
None	First Class	None
None	Second Class	None

**Central Vermont Ry. Trains (Alburgh Sub-Division) arriving and leaving Alburgh are scheduled as follows:**

<u>Arriving</u>		<u>Leaving</u>
None	First Class	None
None	Second Class	None



# OGDENSBURG SUB-DIVISION

# MAIN LINE SUB-DIVISION

# BELLOWS FALLS SUB-DIVISION

Miles from Ogdensburg	Time Table No. 128 Effective Oct. 31, 1954  STATIONS	Office Calls
0.0	Ogdensburg.....	O F
8.5	Lisbon.....	S B
17.0	Madrid.....	X Y
25.2	Norwood.....	K E
35.3	Winthrop.....	C D
40.7	No. Lawrence.....	U A
46.9	Moir.....	M R
49.3	Brushton.....	
54.9	Bangor.....	K Q
60.5	Malone.....	A K
61.4	Morton Siding.....	
61.8	Malone Jct.....	M O
68.1	Burke.....	
72.8	Chateaugay.....	U G
80.6	Churubusco.....	
88.7	Ellenburgh.....	B R
94.3	Irona.....	
96.8	Altona.....	
102.6	Mooers Forks.....	
105.6	Mooers.....	J U
112.9	Champlain.....	M C
116.9	Rouses Point.....	R P
120.5	Alburgh.....	A G

Miles from Alburgh	Time Table No. 128 Effective Oct. 31, 1954  STATIONS	Office Calls
0.0	Alburgh.....	A G
6.4	Isle La Motte.....	
12.3	North Hero.....	
19.7	Grand Isle.....	G S
23.8	South Hero.....	
30.4	Colchester.....	
37.1	Burlington.....	B D
37.5	Burlington Yd.....	
43.9	Shelburne.....	S N
49.3	Charlotte.....	
53.4	No. Ferrisburg.....	F H
56.6	Ferrisburg.....	
58.5	Vergennes.....	V D
63.7	New Haven.....	N H
71.3	Middlebury.....	MD
78.3	Salisbury.....	
82.7	Leicester.....	J N
88.4	Brandon.....	B N
93.9	Florence.....	F R
94.9	Pittsford.....	
98.5	Proctor.....	S F
103.0	Center Rutland.....	
104.5	Rutland.....	R X
107.5	Alfrecha.....	
113.9	Wallingford.....	W F
118.1	So. Wallingford.....	
122.8	Danby.....	D N
130.4	East Dorset.....	
135.9	Manchester.....	H D
145.3	Arlington.....	A R
155.2	So. Shaftsbury.....	
157.1	No. Bennington.....	N R
161.6	Bennington	
218.6	Chatham	C X

Miles from Rutland	Time Table No. 128 Effective Oct. 31, 1954  STATIONS	Office Calls
0.0	Rutland.....	R X
2.9	No. Clarendon.....	
9.8	Cuttingsville.....	
13.0	East Wallingford.....	N G
15.7	Mount Holly.....	
18.3	Summit.....	
19.8	Healdville.....	
25.2	Ludlow.....	U
28.6	Proctorsville.....	P
30.1	Cavendish.....	
34.5	Gassets.....	
38.9	Chester.....	C R
43.0	Bartonsville.....	
50.2	Riverside.....	
52.2	Bellows Falls.....	D A

Southward trains on either the Ogdensburg, Main Line or Bellows Falls Subdivisions are superior to northward trains of the same class, unless otherwise specified.  
The direction from Bellows Falls to Rutland, No. Bennington to Alburgh, Alburgh to Ogdensburg is northward.



# Manual Block System Between Norwood and Alburgh, Alburgh and No. Bennington, Rutland and Bellows Falls.

## 373. TIME SIGNAL STATIONS ARE OPEN.

Signal Stations are open as specified in list of Stations, Signals and Telephones.

## 305. MANUAL BLOCK SIGNALS.

Between Norwood and Alburgh, Alburgh and No. Bennington, Rutland and Bellows Falls.

Manual Block Rules do not apply within yard limits at Norwood, Malone, Malone Junction, Rouses Point, Alburgh, Burlington, Burlington Yard, Rutland, North Bennington and Bellows Falls.

## Automatic Signals.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Signals and Telephones.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block".

## SIDINGS.

Capacity of Sidings as shown is based on number of 46-ft. cars siding will accommodate, in addition to two engines and a caboose, and where necessary space for opening highway crossing.

### STATIONS, SIGNALS AND TELEPHONES—NORWOOD TO NO. BENNINGTON

STATIONS	Capacity of Sidings (*Spur Track)	SIGNALS		TELEPHONES		
		Southward	Northward	Location	Side of Track	Line
NORWOOD..... Open Daily Ex. Sat. & Sun. 8:00 A. M. to 11:00 P. M. Open Saturdays 8:15 A. M. to 10:15 A. M. 3:00 P. M. to 5:00 P. M. Open Sundays 3:00 P. M. to 5:00 P. M.	87	Clearance Form A		Siding South End.....	E	T.D.&Station
WINTHROP..... Open Daily Ex. Sat. & Sun. 8:30 A. M. to 11:30 A. M. 12:30 P. M. to 5:30 P. M.		M.B.	M.B.	Outside Booth.....	E	M. B. & S.
NORTH LAWRENCE..... Open Daily Ex. Sat. & Sun. 7:00 A. M. to 11:30 A. M. 12:30 P. M. to 4:00 P. M.	75	M.B.	M.B.	Outside Booth..... Siding South End.....	W W	T.D. M. B. & S.
MOIRA..... Open Daily Ex. Sat. & Sun. 8:15 A. M. to 12:00 NOON 1:00 P. M. to 5:15 P. M.	75	M.B.	M.B.	Outside Booth..... Siding North End.....	E W	T.D. M. B. & S.
BANGOR..... Open Daily Ex. Sat. & Sun. 8:00 A. M. to 11:30 A. M. 12:30 P. M. to 5:00 P. M.		M.B.	M.B.	Outside Booth.....	W	M. B. & S.
MALONE..... Open daily Ex. Sat. & Sun. 8:00 A. M. to 12:00 NOON 1:00 P. M. to 5:00 P. M. Open Saturdays & Sundays 8:00 A. M. to 10:00 A. M.	88	Clearance Form A		Siding North End..... Siding South End.....	W W	M. B. & S. M. B. & S.



## STATIONS, SIGNALS AND TELEPHONES—NORWOOD TO NO. BENNINGTON.—Continued

STATIONS	Capacity of Sidings ("Spur Track")	SIGNALS		TELEPHONES		
		Southward	Northward	Location	Side of Track	Line
MORTON SIDING.....	62			Siding North End.....	E	M. B. & S.
				Siding South End.....	E	M. B. & S.
MALONE JUNCTION.....		M.B.	M.B.	Siding South End.....	E	T. D.
Open Daily Ex. Mon. & Sun.						
5:45 A. M. to 9:45 P. M.						
Open Mondays						
12:01 A. M. to 9:45 P. M.						
Open Sundays						
5:45 A. M. to 11:59 P. M.						
CHATEAUGAY.....	44	M.B.	M.B.	Outside Booth.....	E	M. B. & S.
Open Daily Ex. Sat. & Sun.				Siding North End.....	E	M. B. & S.
8:00 A. M. to 12:00 NOON				Siding South End.....	W	M. B. & S.
1:00 P. M. to 5:00 P. M.						
CHURUBUSCO.....	31			Outside Booth.....	E	M. B. & S.
				Siding South End.....	E	M. B. & S.
ELLENBURGH.....		M.B.	M.B.	Outside Booth.....	E	M. B. & S.
Open Daily Ex. Sat. & Sun.						
7:00 A. M. to 11:30 A. M.						
12:30 P. M. to 4:00 P. M.						
MOOERS.....	22	M.B.	M.B.	Siding North End.....	E	M. B. & S.
Open Daily Ex. Sat. & Sun.				Siding South End.....	E	M. B. & S.
8:00 A. M. to 12:00 NOON						
1:00 P. M. to 5:00 P. M.						
CHAMPLAIN.....	31	M.B.	M.B.	Siding North End.....	E	M. B. & S.
Open Daily Ex. Sat. & Sun.				Siding South End.....	E	M. B. & S.
8:00 A. M. to 11:30 A. M.						
12:30 P. M. to 5:00 P. M.						
ROUSES POINT.....	37	Clearance		Signal Station at D. & H. R. R.		
Open Daily Ex. Saturday		Form A		Grade Crossing.....	E	T. D.
8:00 A. M. to 12:00 NOON				Siding South End.....	W	M. B. & S.
1:00 P. M. to 5:00 P. M.						
Open Saturdays						
8:00 A. M. to 10:00 A. M.						
ROUSES POINT DRAWBRIDGE....		INT.	INT.	Drawtender's House.....	E	T. D.
				South of Trestle.....	E	T. D.
ALBURGH.....		Clearance		Yard Office.....	E	T. D.
Open Day and Night		Form A		Engine House Foreman's Office.....	E	T. D.
				Siding South End.....	W	Station
PELOT'S POINT DRAWBRIDGE....		1503	1480	North End of Drawtender's House...	E	T. D.
BOW ARROW DRAWBRIDGE.....		1440	1417	North End of Drawtender's House...	E	T. D.
GRAND ISLE.....	65	M.B.	M.B.	Siding South End.....	E	M. B. & S.
Open Daily Ex. Sat. & Sun.				Siding North End.....	E	M. B. & S.
7:00 A. M. to 11:30 A. M.				Outside Booth.....	W	M. B. & S.
12:30 P. M. to 4:00 P. M.						



## SPECIAL INSTRUCTIONS

### 1. MANUAL BLOCK SYSTEM.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Except as otherwise provided, Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Issuance of Clearance Forms A and B, or display of permissive indication will be authorized by the train dispatcher except in case of failure of communication.

### 2. PUBLIC CROSSINGS AT GRADE.

When it is necessary to push cars over public crossings at grade, the movement must be made with caution, prepared to stop before reaching such crossing if necessary to insure safety to traffic on the highway. The last sound of whistle signal 14 (I) must be sounded until the leading car has passed the crossing.

**Trainmen must flag trains or engines over crossings as follows:**

First north of Norwood—Main Street.....	At all times
Second south of Malone—Elm Street.....	At all times
First south of Rouses Point—Lake Street (Second Class & Extra Trains).....	At all times
First south of New Haven—State Highway (Sidetrack movements, except when automatic gate arms are known to be down).....	At all times
Park Row - Kinderhook Street, Chatham.....	At all times

**Highway crossings having automatic protection with cut-out device:**

When switching movements, or when trains or cars left standing on the approach track circuit of a highway flashing light signal, cause the continuous operation of the signal a member of the crew must, when practicable, be stationed at the crossing to facilitate movement of highway traffic, advising such traffic when it is safe to cross.

Button switches to cut-out automatic crossing protection, and to restore to normal operation are provided at certain locations as follows—

Location of Crossing	Kind of Protection	Location of Button Switches
Second North of Champlain	Flashing Lights with Automatic Gate Arms.	Box on relay box at crossing.
First North of Champlain (Oak Street)	Flashing Lights.	1. Box on relay box at crossing.
First South of Alburch	Flashing Lights with Automatic Gate Arms.	2. Box on track side of station.
		On Signal Mast, south side of crossing, between Rutland Ry., and Central Vt. Ry., main tracks.
Flynn Ave., Burlington Yard (One and one-half miles south of Burlington)	Flashing Lights with automatic Gate Arms.	1. Box on post at south switch of siding.
First South of New Haven	Flashing Lights with Automatic Gate Arms.	2. Box on relay box at crossing.
First North of Brandon	Flashing Lights with Automatic Gate Arms.	Relay box opposite station.
		1. Box on relay box at crossing.
Second North of Wallingford	Flashing Lights with Automatic Gate Arms.	2. Box on post at north switch of siding.
First North of Manchester	Flashing Lights.	3. Box on post at Dutton switch.
First South of Arlington	Flashing Lights with Automatic Gate Arms.	1. Box on relay box at crossing.
		2. Box on post at north switch of siding.
First South of No. Bennington	Flashing Lights	Box on post at north switch of yard tracks.
First South of Rutland (South Main St.)	Flashing Lights with Automatic Gate Arms.	1. Box on post at north switch of Scale Track.
First North of Cuttingsville	Flashing Lights.	2. Box on track side of station.
First North of Mount Holly	Flashing Lights.	3. Box on post at crossing.
First South of Chester	Flashing Lights.	Box on signal mast (West side of track) at crossing.
Second South of Chester	Flashing Lights.	Box on relay box at crossing.
		Box on relay box at crossing.
		Box on relay box at crossing.
		Box at south end of station.
		Box on relay box at crossing.

Push button marked, "Raise" or "Cut-out" to cut-out protection; "Lower" or "Restore" to restore to normal operation. Crossing protection must always be restored to normal operation and box closed and locked before leaving.

It must be understood that highway flashing light signals with or without automatic gate arms are activated by trains or cars moving or standing on main track only, and all train or engine movements through sidetracks, over public highway crossings at grade, where such signals are located, must be made with caution, prepared to stop before reaching such crossings, if necessary, to insure safety to traffic on the highway.



### 3. MARKERS.

Green lights will be displayed as markers where yellow lights are prescribed. Rule 19 is modified accordingly.

### 4. AIR BRAKES.

Southward freight trains must stop at Summit with not more than half of train over peak of grade and make test of brakes to determine that brakes apply on rear of train. Brakes must then be released and train remain standing until fully recharged and number of retaining valves specified by engineer are turned up.

On Southward trains at Churubusco and on Northward trains at Summit and Churubusco, similar procedure must be followed when engineer desires retaining valves turned up, or does not have knowledge by previous use, that brakes are functioning properly.

Retainers will be turned down as follows—

#### Northward—

Summit — Turn down at Rutland.

#### Southward—

Churubusco—Turn down at Mooers. If stop is made at Altona, retainers may be turned down there, if in judgment of engineer, they are no longer required.

Summit —Trains of not more than 700 tons turn down at Ludlow. Trains over 700 tons turn down at Ludlow, unless engineer requests some to be left up to Gassetts.

If, in judgment of engineer, retainers are required on other grades, the number specified by him will be used.

### 5. OBSERVATION OF PASSING TRAINS.

Agents and Operators will, from the station platform, observe the general condition of all trains that do not stop, and if any defects, such as hot journals, sticking brakes, defective running gear, loose car doors, or any other dangerous conditions are apparent, train must be signalled to stop.

If no defects are noted, the proceed signal will be given.

The rear trainman of trains running, will be on the lookout for signals from agents or operators, while passing stations, and acknowledge same, and the head trainman and engineman of freight trains will be on the lookout for signals from the rear, after passing stations, drawbridges and section men.

Section men, drawtenders and bridgemen will watch passing trains, and if any bad conditions are observed will signal the train to stop.

These Requirements are additional to those outlined in Rule 701.

### 6. FLANGER EQUIPMENT.

When flanger is being operated in either a revenue freight train or a mixed train consisting of five cars or less, it may be placed in such train next behind engine, and whenever such train consists of more than five cars, it shall be handled on extreme rear of train, behind caboose or riding car.

This does not apply to deadhead movement of flangers.

Rule 703 is modified accordingly.

### 7. HANDLING DEFECTIVE CARS.

Defective cars must not be handled by means of chains, instead of couplers, in revenue trains, or in association with other cars that are used in commercial service, unless such defective cars contain live stock or perishable freight.

A "chained" car containing live stock or perishable freight may be taken through to terminal, but other "chained" cars must be left at nearest repair point.

### 8. ENGINE HEADLIGHT.

Headlights of all Diesel Locomotives in train or yard service must be kept lighted at all times, day and night. Rules 17 and 18 "Rules For The Government Of The Operating Department" are modified accordingly.

9. The display of white signals will be omitted by extra trains.

### 10. ENGINE WHISTLE SIGNALS.

#### Approaching Meeting or Waiting Point.

The last paragraph of Rule S-90, prescribes procedure for trains equipped with communicating signal appliance.

If communicating signal appliance is inoperative or train is not so equipped, the same procedure will be followed, except that the engineman will sound Signal 14 S(n) without having received signal 16 (l) from the conductor, and if the engineman fails to do so, the conductor will take action to stop the train.

#### Approaching Public Crossings at Grade.

Whistle signal prescribed by Rule 14 (l) must be started at whistling post and prolonged or repeated until engine is on crossing.

When engines are running backward by night over public crossings at grade the last sound of whistle signal 14 (l) must be sounded until the engine has passed the crossing.

#### Failure of Whistle or Headlight.

Should the whistle or headlight fail after leaving a terminal, the train must proceed with caution and approach all public crossings at grade prepared to stop before reaching the crossings, if necessary to insure safety to traffic on the highway.

In case of headlight failure a white light must be displayed on the front of the engine.

The failure of headlight or whistle must be reported to the train dispatcher at the first available point of communication.



# **11. SIDING AND YARD SWITCH TARGETS AND SIDING DERAIL TARGETS.**

Color signals [Indications for siding derails and yard switch (inside)], when displayed, will be as prescribed by Rule 293. Rule 10, (f) and (g) are modified accordingly.

# **12. MOVEMENT OF TRAINS OVER DRAWBRIDGES.**

Trains must proceed at restricted speed approaching Burlington Yard and Rouses Point drawbridges.

The speed restrictions over Allen's Point, Bow Arrow and Pelot's Point drawbridges apply to the entire distance between the Home Signals at each drawbridge.

Enginemen must sound the whistle fifteen hundred (1500) feet before reaching all drawbridges, working as little steam as possible in crossing over them.

During period navigation is open, green lights will be shown at top of drawbridges when the draw is in position for trains to cross. Red lights will be shown at top of drawbridges when the draw is open.

# **13. PELOT'S POINT DRAWBRIDGE—Between North Hero and Isle La Motte—Interlocking.**

**BOW ARROW DRAWBRIDGE—Between Grand Isle and North Hero—Interlocking.**

**ALLEN'S POINT DRAWBRIDGE—Between Colchester and South Hero—Interlocking.**

The Distant Signals are located approximately one (1) mile north and one (1) mile south of the Drawbridge.

The Home Signals are located five hundred (500) feet north and five hundred (500) feet south of the Drawbridge.

# **14. ROUSES POINT DRAWBRIDGE—Interlocking.**

Inoperative distant (Northward) signal as prescribed by Rule 285-A, Figure 104, is located on the east side of gauntlet track 1980 feet south of drawbridge.

Signals located approximately four hundred eighty (480) feet south and five hundred thirty (530) feet north of the Drawbridge.

# **15. BURLINGTON YARD DRAWBRIDGE—Interlocking.**

Burlington Yard Drawbridge closed to navigation and signals are inoperative.

# **16. STANDARD CLOCKS.**

Ogdensburg, Station; Norwood, Station; Malone, Station; Alburgh, Station; Burlington, Telegraph Office; Rutland, Yard Office; Rutland, Enginehouse Call Office; Bellows Falls, Passenger Station.

# **17. BULLETIN BOARDS AND BOOKS.**

Ogdensburg Norwood, Malone, Malone Junction, Rouses Point, Alburgh, Burlington Rutland, Bellows Falls. Bulletins affecting train movements posted in books at Rutland will be placed in separate books Rutland to Chatham, Rutland to Alburgh and Rutland to Bellows Falls, and these books are located at New Office Building and Enginehouse Call Office.

Only such bulletin orders as affect the territory indicated by the heading of these books will be posted in same, thus making a bulletin book for each territory; and it will be necessary for crews moving out of Rutland to examine only such books as refer to the territory over which their train is to move, and only such bulletins as affect each territory will be posted in bulletin books at outlying points on that territory.

Bulletin Orders posted in books, not previously signed for, must be signed for by qualified conductors and enginemen.

# **18. TRAIN REGISTERS.**

Ogdensburg, Norwood, Malone, Rouses Point, Alburgh, Burlington, Rutland, Bellows Falls, North Bennington and Chatham.

Where train registers are provided at intermediate stations trains must be registered by the conductor unless otherwise specified by time-table. Rule 83b is modified accordingly.

Conductors of New York Central Railroad northward extra trains moving between Malone Junction and Norwood will throw off register slip at Norwood. The operator must be on hand to receive and enter same on train register. Rule 83a is modified accordingly.

When a train authorized to use register slip displays signals, stop must be made and conductor register in person.

Conductor and engineman of train authorized to use register slip or to omit registering their train, are relieved from checking train register at that station.

Burlington will be a registering station for all trains whose initial or terminal point is Burlington Yard.

# **19. YARD LIMITS.**

Ogdensburg, Norwood, Malone, Malone Junction, Rouses Point, Alburgh, Burlington, Burlington Yard, Rutland, North Bennington and Bellows Falls.

# **20. CLEARING OF TRAINS.**

Trains must not leave the following stations without Clearance Form A:

Ogdensburg, Norwood, Malone, Rouses Point, Alburgh, Burlington, Rutland, Bellows Falls, North Bennington.

Trains passing through Norwood, Malone, Rouses Point, Burlington or No. Bennington, will not be required to receive Clearance Form A during the hours said signal station is authorized to be closed.

Burlington will be a clearance station for all trains whose initial point is Burlington Yard.

Train Order Signal located at Joint Station, Alburgh, is exclusively a Central Vermont Railway Signal.

Train Order Signal located at Joint Station, North Bennington, is exclusively a B. & M. Railroad Signal.



## 21. SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour between the points named, except where less speed is prescribed and apply to the entire train.

Attention is called to the fact that Reduce Speed Board, Rule 295—Slow Speed Board, Rule 295A and Resume Speed Board, Rule 295B are of a rectangular shape, and equipped for hanging lanterns, instead of as shown in "The Rules For The Government of The Operating Department".

### Freight Trains

Ogdensburg and Norwood.....	35	Rutland and Bellows Falls.....	45
Norwood and No. Bennington.....	45		

## 22. SPECIAL SPEED RESTRICTIONS.

### Over Bridges.

DRS-6 and DRS-1 Classes of engines	
over Bridge 367, one-quarter mile north of Norwood.....	20
over Bridge 331, just south of Ellenburgh.....	25
Trains over Rouses Point Trestle and Drawbridge.....	10
Trains or Engines over Underpass Bridge 279 south end Alburgh Yard.....	10
Trains over Pelot's Point, Bow Arrow and Allen's Point Drawbridges.....	30
Trains over Burlington Yard Drawbridge.....	10
Trains over Brooksville Bridge, three miles north of Middlebury.....	30

### Approaching Highway and Railroad Crossings at Grade.

Trains approaching first crossing (Main Street) and second crossing (Ashley Street) north of Norwood.....	8
Trains over N. Y. C. R. R. crossing at Norwood.....	20
Trains northward, approaching first highway crossing north of Moira.....	20
Trains approaching Elm Street crossing, second south of Malone.....	6
Trains approaching first highway crossing north of Chateaugay.....	25
Trains approaching first highway crossing north of Altona.....	20
Trains approaching first highway crossing north, and first and second highway crossings south of Champlain.....	25
Trains approaching Lake Street crossing, Rouses Point.....	Restricted Speed
Trains approaching Highway Crossings first north also first and second south (College St., King St., and Maple St.,) Burlington.....	6
Trains approaching South Main, Allen and Park Street crossings, Rutland.....	12
Trains approaching second highway crossing north of Healdville.....	25

### General.

Diesel Engines operating through water (unless otherwise restricted).....	3
Note. Diesel Engines must not be operated through water more than 3 inches over top of rail.	
Trains approaching Overpass Bridge No. 375 three fourths mile north of Madrid.....	20
Southward freight trains, Summit to Ludlow.....	25
Troop trains with one or more cars not passenger equipped.....	25
Trains and engines making turnout movements.....	10
Trains and engines between turnouts on sidings.....	20
Trains in which snow plows or flangers are being operated.....	Freight train speed
Engines, light or with caboose.....	Freight train speed
Trains with one or more cars not passenger equipped.....	Freight train speed
Trains with scale test car, wrecking cranes, pile drivers, Jordan Spreader, ditching machines, power shovels and cranes and other similar equipment.....	25
Trains passing Southward Inoperative Distant Signal — Burlington Interlocking.....	25
Trains entering and moving through Burlington Station joint section and Interlocking.....	Restricted Speed
Trains on Peck's siding, 1.2 miles north of New Haven.....	10
Trains on Whiting Spur Track, Leicester.....	10
Trains between Delaware and Hudson R. R. junction switch north of West St., Rutland, and junction switch of Main Line and Bellows Falls Sub-Divisions just south of River St., Rutland.....	Restricted Speed
Trains on Yard Track between No. Bennington and Bennington.....	20
Trains over East Wye track, North Bennington.....	10
Trains switching over highway crossings second north of Bennington (Soldiers' Home) to First south of Bennington (River Street).....	15

## 23. ENGINE AND CAR RESTRICTIONS:

DRS-6 and DRS-1 Classes of engines must not use the following tracks:

OGDENSBURG, No. 2 Elevator Track; NORWOOD, Swamp track beyond ice house; MALONE, Riders' Coal Trestle; BURLINGTON, Green Mt. Power Co. Track, General Electric Co. Coal Trestle; VERGENNES, Coal Trestle at Hood's Milk Plant; RUTLAND, Welch Coal Trestle, Duffy Coal Trestle, Central Vermont Public Service Corp. Trestle; CAVENDISH, Coal Trestle.



**ENGINE AND CAR RESTRICTIONS—Continued.**

Engines or cars must not be moved directly from Central Vermont Railway House Track to South Leg of Wye Track at Alburgh.

Trains handling snow plows must not use the following tracks:

Tracks 1, 2, and 3, Burlington Union Station.

Tracks 1, 2, and 3, Rutland Station.

Main Track adjacent to station platform, Bellows Falls.

Main Track adjacent to platform at former station, Bennington, except upon hand signal from member of crew, who must observe the clearance by walking beside plow.

**NORWOOD.****24. New York Central R.R. Grade Crossing—Interlocking.**

The interlocking signals govern the use of the crossing by the New York Central Railroad and Rutland Railway trains.

Inoperative distant signals as prescribed by Rule 285-A, Figure 104, are located approximately 5200 feet north and 4600 feet south of the crossing.

The Home Signals are located 160 feet north and 90 feet south of crossing.

When a train is held by stop indication the signalman, located at Norwood Station, will be informed by use of a bell push button located on signal box at crossing or by use of New York Central R. R. telephone located at the diamond.

**25. Sidings.**

Trains meeting at Norwood will meet in the freight yard south of N. Y. C. R. R. Grade crossing, the inferior train using tracks Nos. 1, 2 or 3.

**MALONE.****26. Siding.**

The siding is located west of the main track. The south switch is the sixth switch, located approximately nine hundred (900) feet north of private crossing at Freight House (known as Brewster Street); the north switch is located approximately six hundred (600) feet south of Bridge 343, Fort Covington Street.

**MALONE JUNCTION.****27. New York Central R. R. Grade Crossing.**

Signals located 15 feet north and 15 feet south of crossing govern the authority to cross the New York Central R. R. tracks only. Trains must stop before crossing, and then proceed only when proper signal is displayed as prescribed by Rule 281, Figure 32.

**New York Central R. R. Tracks:**

Rutland Ry. trains must not use New York Central R. R. tracks south of the crossing without permission from the New York Central R. R. Agent or Yardmaster.

**ROUSES POINT****28. Delaware & Hudson R. R. Grade Crossing.**

Signals located 50 feet north and 50 feet south of crossing govern the authority to cross the Delaware and Hudson R. R. tracks only. Trains must stop before crossing, and then proceed only when proper signal is displayed as prescribed by Rule 281, Figure 32.

**29. Canadian National Rys. Connection.**

Junction switch between Rutland Ry. and Canadian National Rys. is located 620 feet north of Rouses Point Station.

The position of this switch is normal when lined for the Ogdensburg Sub-Division of the Rutland Ry.

Canadian National Rys. trains will approach connection switch and Rouses Point passenger station prepared to stop unless the main track is seen or known to be clear.

**ROUSES POINT TRESTLE.****30. Gauntlet Track.**

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

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

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

**ALBURGH.****31. Sidings.**

Second class and extra trains will meet in the freight yard.



## ALL SUB-DIVISIONS.

### 43. General.

All movements of cars over the "River Track" serving General Ice Cream Corporation at North Lawrence must be made with air brakes in operation.

All movements of cars over the so-called "Paper Mill Track" at Malone will be made with air brakes in operation and hand brakes must be tested to insure they are functioning properly before such movements are made. A speed of six (6) miles per hour must not be exceeded over this track on downhill movements.

All movements of cars over spur track at Lakeside Avenue, Burlington Yard, must be made with air brakes in operation.

The position of the inside switch leading to Dock Track at Center Rutland is normal when lined for the Dock Track. This switch must be locked when not in use.

Tracks not shown as stations on page 1 are located as follows:

Rendering Plant Switch	2.4 miles north of Burlington.
Peck's Siding	1.2 miles north of New Haven.
Stafford Pit, north switch	0.4 mile south of South Wallingford.
Stafford Pit, south switch	1.1 miles south of South Wallingford.
Davis Siding	1.5 miles south of Danby.
Dailey Siding	0.4 miles north of South Shaftsbury
Eagle Square Siding	0.5 mile south of South Shaftsbury.
Samica Track	2.3 miles south of Rutland (B. Falls-Sub. div.)

### 44. OVER-HEAD CLEARANCES.

Employees are warned of close over-head clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

#### MAIN TRACK.

Bridge 383—Highway—Ford Street, 1 mile south of Ogdensburg.

Bridge 343—Highway—Fort Covington Street,  $1\frac{1}{4}$  miles north of Malone.

Bridge 339—Highway—Morton Street, Malone.

Bridge 278—Highway—3 miles north of Isle LaMotte.

Bridge 276—Drawbridge— $2\frac{1}{2}$  miles north of North Hero.

Bridge 275—Drawbridge— $3\frac{1}{2}$  miles north of Grand Isle.

Bridge 274—Highway— $2\frac{1}{2}$  miles north of Grand Isle.

Bridge 273—Highway— $1\frac{1}{2}$  miles north of Grand Isle.

Bridge 272—Highway— $\frac{3}{4}$  mile south of Grand Isle.

Bridge 270—Drawbridge—3 miles north of Colchester.

Bridge over Tracks Nos. 1 and 2 Burlington Union Station.

Bridge 241—Highway—Main Street,  $\frac{1}{4}$  mile south of Middlebury.

Bridge 240—Highway—Merchants Row,  $\frac{1}{4}$  mile south of Middlebury.

Bridge 224A—Highway— $1\frac{1}{2}$  miles north of Brandon.

Bridge 219—Steel Truss— $\frac{1}{4}$  mile south of Florence.

Bridge 211—Highway— $\frac{1}{2}$  mile north of Proctor.

Bridge 210—C. & P. R. R.— $\frac{1}{4}$  mile north of Proctor.

Bridge 209—Highway—south of Proctor.

Bridge 130—Steel Truss—south of Proctorsville.

Bridge 114—Steel Truss— $1\frac{1}{2}$  miles north of Bartonville.

Bridge 90A—Highway— $\frac{3}{4}$  mile south of Wallingford.

Bridge 79B—Highway— $\frac{1}{4}$  mile south of North Dorset.

Bridge 79A—Highway— $1\frac{1}{2}$  miles north of East Dorset.

#### TRACKS OTHER THAN MAIN TRACK.

Norwood Track of M. J. Regan—Doorway.

Champlain Track entering Sheridan Iron Works Building—Doorway.

Alburgh Track on turntable—Collector frame.

Tracks entering enginehouse—Doorways and smoke jacks.

Burlington Track under coal dock—Structure.

Tracks east and west of coal dock—Chutes.



## OVER-HEAD CLEARANCES — Continued.

	Track under ash conveyor—Structure.
	Track on turntable—Collector frame.
	Tracks entering enginehouse—Doorways and smoke jacks.
	Track of Champlain Valley Fruit Co. and others—Doorway of O. C. Taylor Co. Building.
	Track entering General Electric Co.—Openings through building.
Proctor	Track of Vermont Marble Co.—C. & P. R. R. Bridge 210.
Rutland	Track of Welch Coal Co.—Coal shed.
	Track of Duffy Coal Co. and Norcross-Eldridge Inc.—Coal shed and doorway.
	Track of Howe Scale Co. entering north gate—Crane rail.
	Track of Howe Scale Co. entering south gate—Track scale structure and shop doorway.
	Track south of enginehouse—Steam line.
	Track under coal dock—Structure.
	Tracks east and west of coal dock—Chutes.
	Track on turntable—Collector frame.
	Tracks entering enginehouse—Doorways and smoke jacks.
	Tracks entering locomotive and car shops—Doorways.
Bennington	Track entering Ben-Mont Paper Co. building—Doorway.

## 45. HOURS OF SERVICE LAWS.

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

## TRAINMEN AND ENGINEMEN.

(a). No Conductor, Engineer, Trainman, Fireman, Yardman, or Switch Tender shall remain on duty for a longer period than 16 hours in any 24-hour period.

(b). 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.

(c). 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. The belief held by many that such employees must be given eight (8) consecutive hours off duty in each 24-hour period, is not correct.

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.

Enginemen, Firemen, Conductors, Flagmen, Train Baggage-men and Trainmen, must familiarize themselves, as well as comply strictly with instructions issued in accordance with ICC requirements which are printed on reverse side of time slips.

## PROVIDED:

(d). 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.

(e). 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.

(f). 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.

(g). 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.

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



# M E D I C A L   S T A F F

DR. H. R. RYAN, JR.....82 MERCHANTS ROW, RUTLAND....CHIEF MEDICAL OFFICER

## DISTRICT PHYSICIANS

Ogdensburg.....Dr. F. E. Clark  
 Norwood.....Dr. James P. Smith  
 Malone.....Dr. M. M. Kissane  
 Malone.....Dr. Chester Rutkowski  
 Chateaugay.....Dr. J. E. McIntosh  
 Rouses Point....Dr. Harris Sklaire  
 Alburgh.....Dr. O. L. Dugan  
 Burlington.....Dr. Lyman Allen  
 Burlington.....Dr. E. D. McSweeney  
 Vergennes.....Dr. L. R. Goodrich  
 Middlebury.....Dr. Stanton S. Eddy

Brandon.....Dr. F. C. Thorne  
 Brandon.....Dr. Arthur Dick  
 Ludlow.....Dr. M. D. Carey  
 Bellows Falls....Dr. Michael F. Powers  
 Manchester.....Dr. Clifford Harwood  
 Arlington.....Dr. Geo. A. Russell  
 No. Bennington..Dr. Wm. A. Flood  
 Bennington.....Dr. M. J. Lewis  
 Chatham.....Dr. Oscar W. Wilcox, Jr.  
 Troy.....Dr. D. W. Houston, Jr.  
 Albany.....Dr. A. M. Dickinson

The territory of each District Physician extends from the station at which he resides to an undefined point midway between said station and the next station on either side where another District Physician resides.

In case of accident involving injury to an employee, or passenger, or person crossing highway, communicate promptly, through the Station Agent, with the District Physician nearest to the place of accident, as shown in list above, who will immediately assume charge of the case and report his findings to the Chief Medical Officer.

In case of serious injury to any person or employe, the nearest Physician will be called, as outlined in Rule 727, "Rules For The Government Of The Operating Department".

Employees will make telegraphic report to the Chief Medical Officer, General Manager, Department Head, and Claims Agent, of personal injury accidents of every character, however trivial, subsequently sending written report on Form O. D. 13, giving more detailed information.

Corporation Physicians will look after and attend to all employees of the Railway who have received an injury while in line of duty upon the Railway, also, any person or persons receiving bodily injuries, who are not employees, of the Railway, when called upon by the Chief Medical Officer, General Manager, Superintendent, Claims Agent, Trainmaster, Master Mechanic, Road Foreman of Engines, Chief Engineer, Supervisors of Track, Supervisor of Bridges and Buildings, Conductors, Bridge, or Section Foremen, or Station Agents.

The Corporation will not be responsible for bills of any Physician, other than the Corporation Physicians, except especially authorized.

## S P E E D   S C H E D U L E

*Time per mile   Miles per hour.*

1 min. 0 sec.	60.00
1 min. 5 sec.	55.38
1 min. 12 sec.	50.00
1 min. 15 sec.	48.00
1 min. 20 sec.	45.00
1 min. 25 sec.	42.35
1 min. 30 sec.	40.00
1 min. 35 sec.	37.89
1 min. 42 sec.	35.29
1 min. 45 sec.	34.29
1 min. 50 sec.	32.73
1 min. 55 sec.	31.30
2 min. 0 sec.	30.00
2 min. 5 sec.	28.80

*Time per mile.   Miles per hour.*

2 min. 10 sec.	27.69
2 min. 15 sec.	26.67
2 min. 20 sec.	25.71
2 min. 24 sec.	25.00
2 min. 30 sec.	24.00
2 min. 35 sec.	23.23
2 min. 40 sec.	22.50
2 min. 45 sec.	21.82
2 min. 50 sec.	21.18
2 min. 55 sec.	20.57
3 min. 0 sec.	20.00
3 min. 5 sec.	19.46
3 min. 10 sec.	18.95
3 min. 15 sec.	18.46

*Time per mile.   Miles per hour.*

3 min. 20 sec.	18.00
3 min. 25 sec.	17.56
3 min. 30 sec.	17.14
3 min. 35 sec.	16.74
3 min. 40 sec.	16.36
3 min. 45 sec.	16.00
3 min. 50 sec.	15.65
3 min. 55 sec.	15.32
4 min. 0 sec.	15.00
4 min. 17 sec.	14.00
4 min. 36 sec.	13.00
5 min. 0 sec.	12.00
5 min. 27 sec.	11.00
6 min. 0 sec.	10.00



# Safety First

Protect absolutely rear end.

Run carefully where conditions require.

In foggy weather and when view is obscured regulate the speed of train accordingly to avoid accident.

Trains must not stand upon a grade crossing of another railroad.

Study and comply strictly with all rules and instructions.

In case of doubt or uncertainty, the safe course must be taken.

---

S. M. RODGERS, General Manager

W. E. LOVETT, Superintendent

J. W. LOVETT, Trainmaster

E. J. HARRISON, Terminal Trainmaster

P. E. SLATTERY, Road Foreman of Engines

H. J. NICHOLS, Chief Train Dispatcher  
Joint Superintendent of Telegraph

F. W. PERRY, Dispatcher

W. T. FAGAN, Dispatcher

K. C. WALKER, Dispatcher

E. V. PAGE, Dispatcher

E. L. PAYNE, Dispatcher

R. L. SEARLES, Dispatcher

K. F. LINIHAN, Dispatcher

G. E. SMITH, Dispatcher

J. K. LOVETT, Dispatcher