

St. Johnsbury & Lake Champlain Railroad

SAFETY FIRST

TIME TABLE

No. 93

For Employees Only

TAKING EFFECT

at 12:01 A. M. Sunday

April 27th, 1947

SUPERSEDING TIME TABLE NO. 92

DATED SEPTEMBER 29, 1946

Study the Special Instructions, Note All Changes

L. A. PUTNAM, Exec. Vice-Pres.

G. F. NEWELL R. C. PIERCE
Superintendent Asst. Superintendent

SAFETY IS OF THE FIRST
DISCHARGE OF
OBEDIENCE TO THE RULES
SAFETY

The Management does not take unnecessary chances in the location and clearance of all situations which will not clear the engine or cars.

When necessary to cross, or employees must frequently do so along the tracks, and must which train, engine or car is employees must not cross a track between cars or engines nor between cars or engines first making sure it is perfectly safe.

Employees must not go in moving cars and/or engines, drawbars, to couple or uncouple, or close angle cocks, or to make close angle cocks, or to make

Employees must not attempt to move cars and/or engines, drawbars, to couple or uncouple, or close angle cocks, or to make

Employees must not cross in front of engine or car, after been given.

Employees must not ride on or any other place on the side or end of car, on engine or any other place on the engine, except at certain locations which will not clear the engine or cars.

Employees must not ride on side or end of car, on engine riggings, hand hose, journal

When riding on top of cars a position near the center, brakes.

This card must be immediately filled out, signed, properly addressed to your Superior Officer and mailed.

Date 1947

I have received a copy of

The St. Johnsbury & Lake Champlain Railroad Company } Time Table No. 93

Effective 12:01 A. M., April 27, 1947.

Name _____

Occupation _____

Location _____

**SAFETY IS OF THE FIRST IMPORTANCE IN THE
DISCHARGE OF DUTY**
OBEDIENCE TO THE RULES IS ESSENTIAL TO

SAFETY

The Management does not expect employees to take unnecessary chances in the performance of duty.

Employees must inform themselves respecting the location and clearance of all structures and obstructions which will not clear them when on top or side of engine or cars.

When necessary to cross, or to be on or near tracks, employees must frequently look in both directions along the tracks, and must clear the track upon which train, engine or car is approaching. Employees must not cross a track between cars or engines, nor between cars or engines and bunter, without first making sure it is perfectly safe to do so.

Employees must not go in front of, or between, moving cars and/or engines, to adjust couplers or drawbars, to couple or uncouple hose, to open or close angle cocks, or to make any other adjustments.

Employees must not attempt to line up drawbars or knuckles with foot or hand, when cars or engines are about to couple.

Employees must not cross the track immediately in front of engine or car, after the signal to move has been given.

Employees must not ride on the leading footboard, or any other place on the leading end of a moving engine, except at certain locations where operations cannot otherwise be performed.

Employees must not ride with feet hanging over side or end of car, on engine pilots, drawbars, brake riggings, hand hose, journal boxes, or brake wheels.

When riding on top of cars, employees must take a position near the center, except when operating brakes.

When staking cars, employees must keep behind the stake, and when stake is in position must move to a place of safety.

The above rules must not be considered as complete, nor as relieving employees from the duty of exercising that judgment and care which is essential for the prevention of accidents and personal injury in all and any circumstances.

REFERENCES

D—Day Telegraph.

F—Flag stop.

N—Day and Night Telegraph.

S—Stop.

C—Coal.

K—Standard Clock.

W—Water.

Y—Wye or Turntable.

G—Track Scale.

TIME TABLE NO. 93, Effective 12:01 A. M., April 27, 1947

WESTWARD TRAINS

Miles from St. Johns- bury	STATIONS	First Class		Third Class	
		51	75	77	
		Ex. Sun.	Pass.	Ex. Sun.	Sun. only
1.43	St. Johnsbury	A M	P M	A M	
6.27	Fairbanks	L 4 55	L 2 15	L 5 35	
11.48	Pumpkin Hill	YGCKWN	5 15	2 40	5 55
	Danville	D s	5 35	s { 3 05 74	s 6 20
14.85	Farrington	D s	5 44	f 3 20	f 6 30
19.69	Wadden	D s	5 56	s 3 33	f 6 40
22.17	Smith.	D s	6 01	3 40	6 46
23.87	Dows	f 6 04			
27.80	Greensboro	WD s	6 28	s 4 01	s 7 10
31.03	Lamoille	D s	6 36	s 4 09	f 7 18
34.73	Hardwick	D s	6 50	s .4 20	s 7 30
41.03	Granite Jct.	D s	6 52	4 22	7 32
48.88	Wolcott	s 7 04		f 4 35	f 7 45
	Morrisville	WD	s 7 35	s 5 01	s 8 25
51.56	Hyde Park	D s	7 43	s 5 10	f 8 33
56.35	Johnson	D s	7 55	s 5 23	s 8 45
64.26	Cambridge Jct.	YWD	A 8 10	s { 5 40	s 9 02
68.81	Fletcher			{ 5 57	{ 9 15
74.24	East Fairfield	D			
78.44	Fanton	D		s 6 22	f 9 40
83.05	Sheldon	G		s 6 45	s 10 00
84.56	Fairground	D		f 6 56	f 10 12
87.40	Rixford			s 7 10	s { 10 18 74
90.91	Hightgate			s 7 30	f 10 30
94.73	East Swanton				
96.10	Swanton	YWD			
		A M			
				A 8 00	P M
				A 11 10	A M

Eastward trains are superior to Westward trains of the same class.
No. 51 is superior to No. 52, St. Johnsbury to Cambridge Junction.

First and Second Class C.P. Trains due St. Johnsbury

Miles from Swanton	Passing Siding, Capacity Cars
1.37	Yard
5.19	Yard
8.70	12
11.54	Highgate Risford Fairgrounds
13.05	Sheldon
17.66	Fanton
21.86	East Fairfall
27.29	Fletcher
31.84	Cambridge
39.75	Johnson
44.54	Hyde Park
47.52	Morrilevilles
55.07	Wolcott
61.37	Granite J
65.07	Hardwick
68.30	Lamoille
72.23	Greenebeek
73.47	Dows
76.41	Smith
81.25	Walden
84.62	Farnham
89.88	Danville
94.67	Pumpkin
96.10	Fairbank
	St. Johnsbury

TIME TABLE NO. 93, Effective 12:01 A. M., April 27, 1947

EASTWARD TRAINS

Miles from Swanton	Passing Siding, Capacity Cars	STATIONS		YWD	A M	L f s s	A M 9 25 9 33 9 50 10 02	L 9 25 9 33 9 50 10 02	First Class 52	Second Class 74
		Ex. Sun.	Pass							
1.37	Yard	Swanton								
5.19	Yard	East Swanton								
8.70	12	Highgate								
11.54	9	Rixford								
	18	Fairground								
13.05	10	Sheldon								
17.66	7	Fanton								
21.86	19	East Fairfield								
27.29		Fletcher								
31.84	Yard	Cambridge Jct.								
39.75	29	Johnson	D s	9 08		s	10 27			
44.54	24	Hyde Park	D s	9 19		s	10 48			
47.52	Yard	Morrisville	WD s	9 35		s	11 05			
55.07	20	Wolcott	s	9 52		{	11 30			
						11	45			
61.37	25	Granite Jct.	D s	10 02		s	12 05			
65.07	Yard	Hardwick	D s	10 06		s	12 17			
68.30	15	Lamoille	D s	10 15		s	12 41			
	Yard	Greensboro	WD s	10 26		s	12 41			
72.23	6	Dows	f	10 34		f	12 59			
73.47	19	Smith	D s	10 38		f	1 11			
76.41	12	Walden	D s	10 43		f	1 26			
81.25	20	Farrington	s	10 56		f	1 41			
84.62	30	Danville	D s	11 04		f	2 06			
						s	3 10 75			
89.83	25	Pumpkin Hill								
94.67		Fairbanks								
96.10	Yard	St. Johnsbury	KYGWN	A 11 25		A	3 25			
				A 11 35		P	3 55			

Eastward trains are superior to Westward trains of the same class.

First and Second Class C.P. Trains due St. Johnsbury
7 20 a.m.
7 38 p.m.

No. 51 is superior to No. 52, St. Johnsbury to Cambridge Junction.

First and Second Class C.P. Trains due St. Johnsbury
210 - 12 28 a.m.
902 - 10 10 a.m.

212 - 2 00 p.m.
904 - 2 26 p.m.

Johnsbury
7 20 a.m.
7 38 p.m.

YARD LIMITS DEFINED BY SIGNS

LAND LIMITS DEFINED BY SIGNS
St. Johnsbury Combridge Jct.

P. R. main
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DNL.Y

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interlocking

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LINEAR ALGEBRA

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train

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Switches

104

Y SIGNS		Miles Per Hour
Combridge Jet.	Swanton	10
hamplain R. R. for the n Central Vermont Ry.	Over Bridge 68 at Cambridge Jct.	5
cks from the connection ger station to the freight	Over track scales at Fairground	6
. Before making such	Over Grand Ave. Crossing, Swanton	10
. Ry. operator on duty	Over Bridge 98 Swanton	
class trains due or over		
to make the movement		
ent is completed.		
A outside of station, is		
hen Operator is not on		
y, Inc., for the purpose		
ng track and industrial		
cks from the east switch		
cation of Yard Rule No.		
pass at this point they		
pass at this point they		
pass at this point they		
Passenger Freight		
35 35		
n lead truck) must not		
mane must not exceed		
fifteen miles per hour		
given by train order.		
miles per hour.		
out cars, must not ex-		
over highway crossings.		
at Cambridge-boro.		
Miles		
per hour		
1 15		
25 25		
6 6		
Buildings on either side of Morrisville Lumber Company track at		
Morrisville will not clear man on side of car.		
Car spotted on west end of scale track at Swanton, will not clear		
man on side of car.		
Car spotted on west end of siding at East Fairfield will not clear man		
on side of car.		
Cars spotted on siding at Rixford will not clear man on side		
of car.		

