The New York Central Railroad Company

LITTLE FALLS AND DOLGEVILLE DIVISION

Time Table No. 6

FOR EMPLOYES ONLY

Effective 12:01 A. M.

Sunday, Nov. 25, 1917

Superseding Time Table No. 5, Dated July 1, 1917

STUDY THE SPECIAL INSTRUCTIONS AND NOTE ALL CHANGES

E. J. WRIGHT,
General Superintendent

C. F. SMITH,
General Supt. Pass. Trans.

T. W. EVANS,
Asst. General Manager

W. J. FRIPP,
General Manager

CHARLES SULLIVAN,
Superintendent

SPECIAL INSTRUCTIONS

1.

2. STANDARD CLOCK is located at:

Dolgeville	Train Dispatcher's Office.

3. BULLETIN BOARDS are located at:

Dolgeville	Train Dispatcher's Office.

4. TRAIN REGISTERS are located at:

Dolgeville	Train Dispatcher's Office.
Little Falls	Signal Station 24.

5. YARD LIMITS, designated by signs, are located at:

Dolgeville.
Little Falls.
Salisbury Centre.

6. WATER STATIONS are located at:

Dolgeville.
Little Falls.

7. SIDINGS (capacity based on 40-foot cars) are located at:

Dolgeville, Belcher switch	15
Dolgeville, Team track	10
Dolgeville, Back track	14
Dolgeville, House track	13
Dolgeville, Scale track	6
Dolgeville, Main Street	6
Inghams	7
Little Falls, Switch at Gulf	4
Little Falls, Siding in Yard	10
Salisbury Centre, Pulpwood Siding	10
Salisbury Centre, Burwell Rice switch	5
Salisbury Centre, House track	7
Salisbury Centre, Team track	6
Salisbury Centre, Corey's switch	5

8.

9. Use of main tracks.

Single track is in use between
Little Falls and Salisbury Centre.

10. **Flagmen.** Rules 14 (*d* and *e*) and 99c, Book of Rules of the Operating Department, are modified as follows:

Flagmen must not be recalled by the whistle of the engine when flagging trains in a direction against traffic, but must be sent for when track has been cleared.

When one or more engines running light are stopped by preceding train and such engines are not accompanied by flagman, the flagman of preceding train will protect such light engines and the enginemen of the light engines must know that proper protection is afforded.

Until recalled or released, flagmen must stop all trains on track or tracks they are flagging and notify them of the existing conditions. They must not flag certain trains and allow others to proceed.

11. **Extra Trains** may run ahead of second-class trains.

12.

13. SPEED OF TRAINS IS RESTRICTED, as follows:

Between Little Falls and Salisbury Centre.

Southbound:

Passenger trains	20 miles per hour.
Freight trains	17 miles per hour.

Northbound:

Passenger trains	20 miles per hour.
Freight trains	17 miles per hour.

When using crossovers or switches to and from main tracks or sidings, trains must not exceed a speed of 10 miles per hour, or as much less as may be necessary to insure safety, and must proceed over crossovers or switches and through sidings only as the way is known to be clear.

Engines not equipped with headlights on the rear must not be run over the road backward at night, except in case of emergency. If necessary to make such movement, the speed over public highways or street crossings at grade must not exceed 15 miles per hour, or as much less as may be necessary to comply with local speed restrictions.

Engines running backward must not exceed a speed of 20 miles per hour, and enginemen will exercise care while passing passenger stations.

Slow boards governing movement with the current of traffic will also govern movement when trains are run against the current of traffic at points where speed is restricted.

Enginemen are specially cautioned if any difficulty with machinery temporarily withdraws attention from constant lookout ahead, or weather conditions make observation of signals or warnings in any way doubtful, that they must at once so regulate speed as to make train progress entirely safe.

14.

15.

16.

17.

18.

19. **Hours of Service.** When a train crew or engine crew has been on duty 14 hours, the conductor will send a telegram to the Superintendent advising him of that fact; and when an engine is run light over the road and the engine crew or flagman has been on duty 14 hours, the engineman will make telegraphic report to the Superintendent.

When telegraph or telephone operators or signalmen are not relieved at the expiration of their regularly assigned hours of service, they must make immediate telegraphic report to the Superintendent.

20. Rule 19, and diagrams on pages 92, 94, 95, 96, 97 and 100, Book of Rules of the Operating Department, are modified as follows:

Marker lamps without light will be used as day markers except on freight or work trains without cabooses on rear of train. Yellow instead of green lenses will be used in markers at night.

21. Rules 10*a* and *b*, Book of Rules of the Operating Department, are modified as follows:

Yellow instead of green will be used for night indication of dwarf signals.

Lunar white instead of green will be used to indicate when yard switches are set for straight track or lead.

Yellow instead of green will be used on derail switch-targets.

22.

23. On single track, conductors of passenger trains must give a communicating signal of one short and one long sound approaching all meeting points, which enginemen, or motormen must acknowledge by three short sounds of the engine or motor whistle. Enginemen, or motormen, of all other trains must give two short and one long sound of the engine or motor whistle at a distance of one mile approaching schedule or train order meeting points, or points where they are to stop for orders; should they fail to give this signal, conductors and brakemen shall give signal prescribed by Rule 12 (a), Book of Rules of the Operating Department, and make every possible effort to bring the train to a stop before passing that point.

24. Rules 334 and 455, Book of Rules of the Operating Department, are modified as follows:
Steel flat cars may be handled in any part of train.

25. Where engines are equipped with automatic bell ringers the bell must be kept in operation while moving. This does not apply within the limits of cities or towns where local ordinances prohibit same, where bell will be rung only in case of emergency or when approaching or passing over a grade crossing.

26. When a train is being handled by both a hauling and a pushing engine, special precautions must be taken in giving signals to prevent same from being acted upon by other than the engineman for whom signals are intended; and when the situation requires it, the signals must be conveyed by messenger instead of being given by hand.

27. If a car is handled at the rear of caboose, unless the air brakes are working on the entire train, such car must be chained as well as coupled to the caboose.

28. All cars which have been converted from commercial to "X" series are to be handled on rear of trains. This does not apply to ballast cars.
Scale test cars are to be placed on rear of train next ahead of caboose.

29. A yellow flag, and in addition a yellow light by night, must be placed at each end of boarding cars standing on side track. When cars are placed ahead of boarding cars, the flag and light must be moved so as to afford protection, and when such cars are removed the flag and light must immediately be placed at the end of the boarding cars. The employee in charge of the cars must know that signals are displayed. When cars are placed ahead of boarding cars or when cars so placed are removed, the conductor must arrange the signals so as to afford protection.

30. 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.

31. Care must be exercised in starting engines to avoid slipping the wheels, which is liable to damage the rails. Make prompt report to engine house foreman of any flat or defective wheels on engine.

32. Steam cranes should be placed ahead of cars occupied by the crew, and the booms must be kept lowered while cranes are being moved over the road.

33. When snow plows or flangers are being operated a member of the train crew will remain in the plow or flanger to assist in operating the same and to govern the movement of the train handling the plow or flanger.
Snow plows must not be hauled backward when being moved in freight trains.

34. Company Surgeons.

Little Falls	Dr. G. S. Eveleth.

Company Hospitals.

Little Falls	Little Falls Hospital.

NORTH BOUND—First Class

MILES	STATIONS	LEAVE	1 (See Note) Mixed	3 Mixed	21 Mixed	7 (See Note) Mixed	23 Mixed	9 (See Note) Mixed	11 Mixed		
			Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily		
			A M	A M	A M	P M	P M	P M	P M		
	Little Falls			9.15	10.40	2.05	2.55	5.00	7.30		
4.39	Inghams			f 9.30	f10.55	f 2.20	f 3.10	f 5.15	f 7.45		
8.28	Main Street			s 9.45	s11.10	s 2.35	s 3.25	s 5.30	s 8.00		
9.86	Dolgeville	A		s 9.50	s11.15	2.40	s 3.30	s 5.35	8.05		
	Dolgeville	L	7.05	11.00	11.25		5.40	5.45			
12.25	Salisbury Centre		7.15	11.10	11.35		5.50	5.55			
		ARRIVE	A M	A M	A M	P M	P M	P M	P M		

SOUTH BOUND—First Class

MILES	STATIONS	LEAVE	4 (See Note) Mixed	22 Mixed	20 Mixed	6 Mixed	8 (See Note) Mixed	10 (See Note) Mixed	24 Mixed		
			Daily Except Sunday	Sunday Only	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only		
			A M	A M	A M	P M	P M	P M	P M		
	Salisbury Centre		7.25		11.45	12.15		6.05	6.00		
2.39	Dolgeville	A	s 7.35		s11.55	s12.25		s 6.15	s 6.10		
	Dolgeville	L	7.50	7.50	1.00	12.35	3.45	6.25	6.15		
3.97	Main Street		s 7.55	s 7.55	s 1.05	s12.40	s 3.50	s 6.30	s 6.20		
7.86	Inghams		f 8.10	f 8.10	f 1.35	f 1.10	f 4.05	f 6.45	f 6.35		
12.25	Little Falls		8.25	8.25	2.00	1.35	4.20	7.00	6.50		
		ARRIVE	A M	A M	P M	P M	P M	P M	P M		

Southbound trains are superior to north bound trains of the same class unless otherwise specified.
No. 1 is superior to No. 4.
No. 7 is superior to No. 8.
No. 9 is superior to No. 10.

SPEED SCHEDULE

Time per Mile	Miles per Hour
0 min. 36 sec.	100.00
0 " 37 "	97.30
0 " 38 "	94.74
0 " 39 "	92.31
0 " 40 "	90.00
0 " 41 "	87.80
0 " 42 "	85.71
0 " 43 "	83.72
0 " 44 "	81.82
0 " 45 "	80.00
0 " 46 "	78.26
0 " 47 "	76.60
0 " 48 "	75.00
0 " 49 "	73.47
0 " 50 "	72.00
0 " 51 "	70.59
0 " 52 "	69.23
0 " 53 "	67.92
0 " 54 "	66.67
0 " 55 "	65.45
0 " 56 "	64.29
0 " 57 "	63.16
0 " 58 "	62.07
0 " 59 "	61.02
1 " 0 "	60.00
1 " 1 "	59.02
1 " 2 "	58.06
1 " 3 "	57.14
1 " 4 "	56.25
1 " 5 "	55.38
1 " 6 "	54.55
1 " 7 "	53.73
1 " 8 "	52.94
1 " 9 "	52.17
1 " 10 "	51.43
1 " 11 "	50.70
1 " 12 "	50.00
1 " 13 "	49.31
1 " 14 "	48.65
1 " 15 "	48.00
1 " 16 "	47.37
1 " 17 "	46.75
1 " 18 "	46.15
1 " 19 "	45.57
1 " 20 "	45.00
1 " 21 "	44.44
1 " 22 "	43.90
1 " 23 "	43.37
1 " 24 "	42.86
1 " 25 "	42.35
1 " 26 "	41.86
1 " 27 "	41.38
1 " 28 "	40.91
1 " 29 "	40.45

Time per Mile	Miles per Hour
1 min. 30 sec.	40.00
1 " 31 "	39.56
1 " 32 "	39.13
1 " 33 "	38.71
1 " 34 "	38.30
1 " 35 "	37.89
1 " 36 "	37.50
1 " 37 "	37.11
1 " 38 "	36.73
1 " 39 "	36.36
1 " 40 "	36.00
1 " 41 "	35.64
1 " 42 "	35.29
1 " 43 "	34.95
1 " 44 "	34.62
1 " 45 "	34.29
1 " 46 "	33.96
1 " 47 "	33.64
1 " 48 "	33.33
1 " 49 "	33.03
1 " 50 "	32.73
1 " 51 "	32.43
1 " 52 "	32.14
1 " 53 "	31.86
1 " 54 "	31.58
1 " 55 "	31.30
1 " 56 "	31.03
1 " 57 "	30.77
1 " 58 "	30.51
1 " 59 "	30.25
2 " 0 "	30.00
2 " 1 "	29.75
2 " 2 "	29.51
2 " 3 "	29.27
2 " 4 "	29.03
2 " 5 "	28.80
2 " 6 "	28.57
2 " 7 "	28.35
2 " 8 "	28.12
2 " 9 "	27.91
2 " 10 "	27.69
2 " 11 "	27.48
2 " 12 "	27.27
2 " 13 "	27.07
2 " 14 "	26.87
2 " 15 "	26.67
2 " 16 "	26.47
2 " 17 "	26.28
2 " 18 "	26.09
2 " 19 "	25.90
2 " 20 "	25.71
2 " 21 "	25.53
2 " 22 "	25.35
2 " 23 "	25.17

Time per Mile	Miles per Hour
2 min. 24 sec.	25.00
2 " 25 "	24.83
2 " 26 "	24.66
2 " 27 "	24.49
2 " 28 "	24.32
2 " 29 "	24.16
2 " 30 "	24.00
2 " 31 "	23.84
2 " 32 "	23.68
2 " 33 "	23.53
2 " 34 "	23.38
2 " 35 "	23.23
2 " 36 "	23.08
2 " 37 "	22.93
2 " 38 "	22.78
2 " 39 "	22.64
2 " 40 "	22.50
2 " 41 "	22.36
2 " 42 "	22.22
2 " 43 "	22.08
2 " 44 "	21.95
2 " 45 "	21.82
2 " 46 "	21.69
2 " 47 "	21.56
2 " 48 "	21.43
2 " 49 "	21.30
2 " 50 "	21.18
2 " 51 "	21.05
2 " 52 "	20.93
2 " 53 "	20.81
2 " 54 "	20.69
2 " 55 "	20.57
2 " 56 "	20.45
2 " 57 "	20.34
2 " 58 "	20.22
2 " 59 "	20.11
3 " 0 "	20.00
3 " 1 "	19.89
3 " 2 "	19.78
3 " 3 "	19.67
3 " 4 "	19.57
3 " 5 "	19.46
3 " 6 "	19.35
3 " 7 "	19.25
3 " 8 "	19.15
3 " 9 "	19.05
3 " 10 "	18.95
3 " 11 "	18.85
3 " 12 "	18.75
3 " 13 "	18.65
3 " 14 "	18.56
3 " 15 "	18.46
3 " 16 "	18.37
3 " 17 "	18.27

Time per Mile	Miles per Hour
3 min. 18 sec.	18.18
3 " 19 "	18.09
3 " 20 "	18.00
3 " 21 "	17.91
3 " 22 "	17.82
3 " 23 "	17.73
3 " 24 "	17.65
3 " 25 "	17.56
3 " 26 "	17.48
3 " 27 "	17.39
3 " 28 "	17.31
3 " 29 "	17.22
3 " 30 "	17.14
3 " 31 "	17.06
3 " 32 "	16.98
3 " 33 "	16.90
3 " 34 "	16.82
3 " 35 "	16.74
3 " 36 "	16.67
3 " 37 "	16.59
3 " 38 "	16.51
3 " 39 "	16.44
3 " 40 "	16.36
3 " 41 "	16.29
3 " 42 "	16.22
3 " 43 "	16.14
3 " 44 "	16.07
3 " 45 "	16.00
3 " 46 "	15.93
3 " 47 "	15.86
3 " 48 "	15.79
3 " 49 "	15.72
3 " 50 "	15.65
3 " 51 "	15.58
3 " 52 "	15.52
3 " 53 "	15.45
3 " 54 "	15.38
3 " 55 "	15.32
3 " 56 "	15.25
3 " 57 "	15.19
3 " 58 "	15.13
3 " 59 "	15.06
4 " 0 "	15.00
4 " 17 "	14.00
4 " 36 "	13.00
5 " 0 "	12.00
5 " 27 "	11.00
6 " 0 "	10.00
6 " 40 "	9.00
7 " 30 "	8.00
8 " 34 "	7.00
10 " 0 "	6.00
12 " 0 "	5.00