

# The New York Central

**Railroad Company**  
**Ottawa Division**

## Ottawa and New York Ry. Company

New York Central Railroad Co.  
Lessee

# TIME TABLE No. 7

**For Employees Only**

Effective 12.01 a.m.

**Monday, Apr. 1st, 1918**

Superseding Time Table  
No. 6a dated Dec. 9, 1917

Study the Special Instruc-  
tions and Note all Changes

**S. R. PAYNE, Manager**



# Special Instructions

**Standard Clocks are located at:**

Ottawa      Moira      Tupper Lake Jct.

**Bulletin Cabinets or Boards are located at:**

Ottawa      Moira      Tupper Lake

**Train Registers are located at:**

Ottawa      Moira      Tupper Lake

**Yard Limits, designated by signs, are located at:**

Hurdman	Moira
Russell	St. Regis Falls
Crysler	Santa Clara
Finch	Tupper Lake

**Water Stations are located at:**

Russell	St. Regis Falls
Finch	Meno
Cornwall	Kildare
	Moira

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

**Speed of Trains is restricted as follows:**

All trains over Bay Pond trestle 15 miles per hour

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.

When using crossovers or switches to and from main tracks or sidings, trains must not exceed a speed of ten 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.

**Railroad Crossings at Grade are located at:**

Location	Railroad	
Hawthorne	Grand Trunk	Interlocking Signals
Finch	Canadian Pacific	Interlocking Signals
Cornwall Jct.	Grand Trunk	Interlocking Signals
Helena	Grand Trunk	Interlocking Signals
Moira	Rutland	Crossing Signals
Tupper Lake Jct.	Adirondack Div.	Crossing Signals

At Moira all trains must stop and then proceed only when one red ball or red light is displayed at top of crossing signal pole.

At Tupper Lake Jct. all trains must stop and then proceed only when clear indication is displayed.

**Junction Switches:**

At Hurdman Canadian Pacific  
Interlocking Signals

At Rutland R. R. Station, Moira one Red ball or Red light indicates that Ottawa Div. trains may enter tracks of Rutland R. R. Ottawa Div. trains while on the tracks of the Rutland R.R. at Moira are under direction of Agent of that Company.

**Drawbridges are located at:**

Cornwall, Swing bridge over Cornwall Canal.

All trains will come to a full stop 300 feet from Draw, then proceed when track is known to be clear. Position of Draw is indicated by Red and Green flags by day, and Red and Green Lights by night. Red displayed indicates stop—do not proceed. Green displayed indicates Draw closed and Track clear—train may proceed.

Conductors of passenger trains must give a signal by air whistle of one short and one long blast approaching all meeting points. Enginemen must acknowledge by giving three short blasts of the whistle. Enginemen of all other trains must give two short and one long blast of the whistle approaching scheduled or train order meeting points and points where they are ordered to stop for orders. This signal must be given one mile distant from the point. Should enginemen fail to give this signal, conductors and brakemen will give the stop hand or lamp signal, and must make every possible effort to bring the train to a stop before passing that point.

J. A. McQUADE, Train Master and Chief Dispatcher

F. J. LAROCQUE }  
W. M. ROSS } Despatchers



