

Greenville Local History Group Newsletter

September 2003, Issue 143

Album Viewing

Almost 20 came out again for the second Monday of the month: Len Gardiner, Connie Teator, Kathie Williams, Mimi Weeks, Ron Golden, Dot Blenis, David and Harriet Gumport, Edna McAneny and two friends of hers from outside the area (I didn't catch names although I think Kathie got the names in her column), Phyllis Beechert, Harriett Rasmussen, Martha Turon, Larry and Dot Hesel, Stephanie Ingalls, Rosemary Lambert, and Don Teator.

The calendar is out, and available from Bryant's and the Library, as well as from me. If anyone wants me to mail calendars, send \$7 for the first one, \$6 for a second one, and \$5 for each additional.

The cover shows Dot Hesel's balloon quilt nicely, even for black and white. Several photos show Greenville's four corners area, as well as several that include the Stevens' 50th anniversary, Vince Anna's (the first photo outside the Town of Greenville), Jerry Ingalls on a classic tractor, and a page from the Academy curriculum booklet.

The major part of the night was looking at the thirty or so photo albums, looking for a photo to include in a future calendar .

The first half-hour, however, was spent looking over goodies that people brought, even though this night was not scheduled for a share session (but still quite worthwhile!).

Len brought some railroad related material and other booklets. One booklet was Rules and Regulations of the Catskill Mountain Railway, major sections of which I have duplicated for this newsletter, as well as a training card for the New York Central Lines. Other booklets included a 1910 rules book for the New York Central and Hudson River R.R. Co., a railroad time book in which one kept track of one's hours worked, a 1908 rules book about the operation of air brakes and air signal equipment for the New York Central Line, and a couple of advertisers' books meant to be used as account books, one of which came from Patapsco Guano Fertilizers (1911). Len's father worked for these rail lines, and Len has now contributed them to our railroad file. Thanks, Len. Also, Len had clipped the June 29, 2003 article by Robert Uzzilia (Cairo Town Historian) about the connection of Cairo to the Catskill Mountain Railroad.

Edna brought copies of photographs of GCS classes, as shown in the newspaper, with Edna identifying the students in the photos not already identified in the captions. Most of these pictures were from the early 1940s.

Also coming in were the April 19, 1944 and June 23, 1948 editions of the Greenville Local from Kathie Williams. Also, contributed to the files were Gargoyles from the 1940s.

Attention: the next meeting, the October 13 meeting will NOT be held at the Library. Instead, we have been graciously invited to the **home of Aileen Hesel-Burns** (the former Phil Ellis house). There, Aileen will share the changes she and her husband have made to the house, and before they make more changes. You can park at the library and walk down South Street. I am guessing that the Pioneer parking lot might be more convenient for some. So, if you knock on the library door, and see no one on our usual night, we are just a couple hundred of yards away. Try to time your arrival for about 7:30 P.M.

Reminder: The Bicentennial is coming this weekend. I'm hoping all will have a good time. There will be a historian's display of photos and other objects in the large Community Room. Anyone who wants to sit a few hours on Saturday and/or Sunday, please give me a call. Your help would be appreciated.

Take care,



CAUTIONS.

The Safe Course is the Best.

Never kick a draw-bar to make a coupling. Better miss and try again.

Never go under your train or engine without being absolutely sure that your engine-man knows where you are.

Never go between moving cars or a moving car and engine for **Any Purpose Whatever**. Stop them, if necessary, and wait till they do stop.

When necessary to go back flagging, remember that the lives of many persons are dependent upon you. You are paid "to go back" and there is no excuse for not going. Be sure you go far enough.

Never stand between the rails and attempt to get upon the foot-board of an engine as it comes toward you. Stand outside the rail or let engine pass and get upon foot-board at the other end.

Never move cars at stations or sidings or other places where men are likely to be working in or about the cars without looking to see that no one is in a position to be injured by the movement and give such men proper warning.

Don't take chances. When a railroad man takes chances, the lives and limbs of himself and his fellow employes are the stakes. Every man who gambles loses sometimes —**but you can't afford to lose once.**

Remember that the rules of this Company were made because experience has shown every one of them to be necessary and they were made **To Be Obeyed**. You are paid to comply with rules—**all the rules** and not just those you think you ought to comply with. It is not for you to decide whether the rules are necessary or the best for the purpose. That question has already been determined by men of many years experience in the line of service you are now about to enter. Think of that when you think of promotion.

(OVER)

RULES AND REGULATIONS

—OF THE—

Catskill Mountain Railway.

Read Carefully and Note Changes.

Remember in All Cases of Doubt or Uncertainty to

Take the Safe Course and Run No Risk.

CHAS. A. BEACH, GEN'L SUPT.

Revised May 1st, 1906.

SPECIAL RULE.—*The speed of Passenger Trains is limited to 26 miles per hour and of Shale Trains to 15 miles per hour.*

General Train Management.

1. The Standard Time is kept by the clock in the station at Catskill Village. Conductors and Engineers must keep their time in exact conformity to it.
2. Trains must not leave stations before the time specified on the time-table, nor must they arrive in advance of the table time at any station at which arriving time is given.
3. All trains bound East will have the right of track for thirty (30) minutes beyond their time, as per time-table, *unless otherwise ordered by special rules*, after which trains going West will have the right to proceed, but must not make up any of the time lost in waiting until the delayed train is passed. To prevent the chance of accidents arising from the variation of watches, all Subordinate Trains must reach the place of meeting at least three (3) minutes before the table time of starting for the train having the right of track, which train must wait five (5) minutes past its table time for the Subordinate Train. The five (5) minutes allowed for safety at the place of meeting must be observed until Subordinate Train is passed.
4. Whenever a train loses its right of track from any cause it must be placed upon a siding, and the Conductor and Engineer must notify the Conductor and Engineer of an opposing train, by telephone *if possible*, that the track is clear for the opposing train to proceed. On such notice, properly verified, the opposing train may proceed, but great care must be taken to prevent misunderstanding or accident.
5. Whenever any train fails to reach a meeting point or terminus on schedule time the Conductor and Engineer of an opposing train must ascertain, by telephone *if possible*, the whereabouts of the delayed train before proceeding. If unable to communicate by telephone, be governed by Rule 3.
6. Any message by telephone between Conductors and Engineers of opposing trains should first be reduced to writing and then signed by the Conductor and Engineer sending the message. It should be sent by one in presence of the other, or by an agent in the presence of both. When received it should also be reduced to writing and then verified by reading back to the sender at least twice, by communication between the opposing Engineers once and the opposing Conductors once. There must be no misunderstanding. Trains must not proceed on uncertainties.
7. In case of accident or detention to any train, the first duty is to dispatch men with Red Flags to warn approaching trains. The men so dispatched must go at least one quarter-mile. Conductors and Engineers will pay particular attention to this rule and never fail to be governed by it, whether they expect a train or not, and for this purpose either may control the services of any other employee of the Company. A Red Lantern or other light should be used at night. When a Red Flag or Lantern is shown a train must come to a dead stop to receive information.
8. In all cases where there is any danger of a collision between engines or trains, either at termini, meeting

points, or between stations, the Engineers are generally in the best position to prevent an accident, and under such circumstance must not hesitate to send a fireman in advance with a Red Flag or Lantern.

9. The Conductor and Engineer will be held jointly responsible for the safety of the train, but in cases of emergency it will be considered the duty of the Engineer to protect the front of the train and the duty of the Conductor to protect the rear.

10. Engineers approaching stations will blow one long blast of whistle and pass switches cautiously; and at road-crossings blow two long and two short blasts of whistle and ring the bell continually within eighty (80) rods. The bell must also be rung before starting or backing an engine or train, and while running through Water street in Catskill village or approaching any crossing in said village.

11. Meeting places must be approached at such a moderate rate of speed that, if necessary, the train can be stopped before reaching the first switch. The train *not* having the right of track must take the siding, entering from the nearest end. Should it be prevented from taking the siding, or should it be necessary to run past and back on, a Red Flag must be sent far enough in front to avoid all possibility of accident. The Engineer and Conductor of the waiting train must see that the switch is properly set for the approaching train. The track next to a station is understood to be the main track, and the right of track includes the main track to the further switch.

12. Freight Trains and Construction Trains must keep out of the way of Passenger Trains, and must wait indefinitely for them. Construction Trains must also keep out of the way of Freight Trains.

13. Any Extra or Irregular Train or Engine must keep out of the way of all Regular Trains, and will never have the right of track over any Regular Train.

14. No Train or Detached Engine following another shall leave a station within ten (10) minutes of a preceding train, but must keep at least ten (10) minutes behind and proceed with caution. This rule is imperative; and Engineers must come to a full stop within ten (10) minutes.

15. All Trains must approach stations and run over bridges and through the village of Catskill with reduced speed and with due caution.

16. All Irregular Trains must be run with great caution, approaching all curves and stations carefully and sounding the whistle at frequent intervals, keeping a sharp look-out for hand-cars and signals from section men especially during hours when section men are going to and from work.

17. No road or street crossing must be blocked more than five minutes.

18. The backing of cars is objectionable, and must, so far as practicable, be avoided. In cases of Work-Trains and other similar instances, where it is absolutely necessary to back, the utmost caution must be used and the speed must not exceed 10 miles per hour. All work-hands must be on the car next to the engine, and the Conductor on the further car ready to signal the Engineer, who must be constantly on the lookout.

SIGNALS.

Engineer's Signals by Whistle.

52. *One* short blast of the whistle is a signal to apply the Brakes—stop.
53. *Two* long blasts of the whistle is a signal to throw off the Brakes.
54. *Two* short blasts of the whistle, when running, is an answer to signal of Conductor to stop at next station.
55. *Three* blasts of whistle, when standing, is a signal that the Engine or Train will back.
56. *Four* long blasts of whistle is a signal to call in the Flagman or Signalman.
57. *Two* long, followed by two short blasts of the whistle, when running, is a signal when approaching a road-crossing at grade.
58. *One* long blast of the whistle is a signal for approaching stations, railroad crossings and junctions.
59. A succession of short blasts of the whistle is an alarm for cattle, and may be used to call the attention of Trainmen to danger.
60. A blast of the whistle of five-seconds' duration will be considered as a long blast.

Conductor's Signals by Bell-Cord.

60. *One* tap of the gong, when the train is standing, is a notice to start.
61. *Two* taps of the gong, when the train is standing, is a notice to call in the Flagman.
62. *Two* taps of the gong, when the train is running, is a notice to stop at once.
63. *Three* taps of the gong, when the train is standing, is a notice to back the train.
64. *Three* taps of the gong, when the train is running, is a notice to stop at the next station.
65. *One* tap of the gong, when running, will be regarded as a warning that the train has parted, and the Engueman will follow the rule prescribed for that emergency. See Rule 24.

General Signals.

65. A RED FLAG by day and a RED LANTERN or other light swung by night are signals of danger, and indicate that the train must stop.
66. RED AND WHITE signals shown together are signals of caution, and indicate that the train must run slowly.
67. *Lamp, Flag, Hat or Hand* swung across the track, is a signal to stop. Raised and lowered vertically is a signal to go ahead. Swung in a circle is a signal to back-up.
68. Every Train or Engine running after dark must show a head-light in front and two Red lights in the rear.
69. A switch target showing Red indicates that the switch is open. White indicates that the switch is closed.
70. All former rules and regulations conflicting with the above are hereby revoked.

all Trains must be greatly reduced before entering Main street cut. In making the Flying Switch, the signal to disconnect the Train from the Locomotive will be given by the Engineer, after the Train has entered the cut and he has obtained a clear view of the track to the Switches. After the Train is cut off from the Locomotive, it must be held in check in the cut until the Locomotive has passed the Switches and run onto the turn-table track and the signal is given by the Switchman that the switch is properly set for the train to run in on the North track. The Train will then be allowed to run down the grade, by gravity, at a moderate rate of speed, regulated and controlled by the use of the brakes, and only such speed will be allowed as may be necessary to carry the Train to the terminus. When making the Flying Switch, the Conductor and one Brakeman must be on the front platform of the first car, and the other Brakeman must be stationed on the rear car, ready to assist in checking the Train on a signal from the Conductor. The utmost care must be used to prevent accident.

30. MESSAGES BY TELEPHONE in regard to the movement of Trains out of regular order must be received and reduced to writing by the Station Agent, and then verified by reading back to the sender. Two copies of the message must be made, and one given to the Conductor and the other to the Engineer of the Train to which the order is sent. If any doubt exists, their UNDERSTANDING of the order must be reduced to writing and be signed by both personally, and then telephoned to the sender of the order for the O. K. The train must not proceed until the O. K. is received. Directions for the movement of Trains out of regular order will be issued only by the SUPERINTENDENT, JOHN L. DRISCOLL, Master Mechanic, or T. E. JONES, General Passenger Agent.

Miscellaneous Rules.

31. Conductors must see that their Cars are kept neat and clean; that the Brakemen do not slide the wheels; that the Bell-Cord is unobstructed throughout, and properly attached to the Engine, and rear end of last car; that all Switches used by them are locked upon the main track before leaving; THAT A BRAKEMAN IS ALWAYS STATIONED ON THE REAR CAR with a Red Flag by day and a Red Lantern by night; and that they have on their Trains sufficient Train Tools and supplies. Also that the Hose attached to the Vacuum Brakes is properly connected before the train starts.
32. When nearing a station Conductors will have its name distinctly announced, and if at a junction, the connections made therewith. Conductors must be on the platform of the forward coach, so that they may promptly get out and direct the passengers where to find seats.
33. Whenever Cars are left on side-tracks the Conductor of the Train leaving the Cars must see that the Brakes are properly set to prevent the Cars from being blown out upon the main track, and particular attention must be given to properly securing Cars left on the side-track at the Catskill Village Station.
34. Engineers must test the Vacuum Brakes of Trains

19. In backing a Passenger Train the Conductor must be on the rear end of the last car with the bell-rope in his hand.

20. Engineers will run the Trains with as uniform speed as possible, and use the time specified in the time-table, between stations, as nearly as they can. They will approach all stations, cross all bridges and pass all rough places in the track with great caution, and with the train well under control. In backing up a Train to couple cars together, they will do so with extra care and very slowly. They will watch closely for signals of danger, and earnestly regard any signal given.

21. All Engines must pass over bridges with dampers closed; great care must be taken not to drop coal/cinders on bridges.

22. On descending grades the Engineer must always have his Train well in hand and not run at a greater than the allowed rate of speed, and all dangerous points must be approached as if the track was known to be obstructed.

23. Engineers are enjoined always to use the time allowed between West Shore Station and South Cairo, and to run with great care between the second and third bridges.

24. If a Train should break while in motion, instead of slowing up, the forward part should be run sufficiently far in advance to prevent all risk of the detached rear part coming into collision with it. As soon as a break in the Train is discovered the Conductor, Rear Brakeman or any other employee on the rear section must apply the brakes, and stop that portion of the Train.

25. Should it be necessary from any cause to couple disconnected portions of a Train, ESPECIALLY ON AN UP GRADE, the Conductor must personally see that a Brakeman is on the rear car, to prevent the rear section of the Train from running away in case of failure to couple.

26. In making up Trains at Catskill Landing, Cairo and Palenville, cars must not be "kicked" back to couple with other cars containing passengers. At Cairo and Palenville trains must be made up on a side track, or at a distance of at least 200 feet from the station, and not backed up to the station until made up and ready to receive passengers. At these stations notices must be posted forbidding passengers to get on the cars until Trains are made up and notice to that effect is given by the Conductor. The utmost caution must be used in coupling cars in all cases.

27. Trains will enter the yard at Catskill Landing on the North track and leave from the South track. When the North track is not clear for an incoming Train, a Red Flag must be sent up the track far enough to be plainly seen from the West end of the Main street rock-cut. If the obstruction is caused by a recently-arrived Train, the Engineer of such Train must send his Fireman with the Flag. If from other causes, the Switchman must take the Flag.

28. When two trains are scheduled to arrive at Catskill Landing within thirty (30) minutes of each other the second train must come to a full stop in Main street cut and wait for a signal from the Switchman before proceeding further.

29. When approaching Catskill Landing, the speed of