

GENERAL RULES AND REGULATIONS.

The safety of the Passengers and Trains is of the first importance, and all operations of working, repairing, or constructing this Road, must be subservient thereto. To this, with the regularity and punctuality of the Trains, and the comfort and convenience of the Passengers, all work must be entirely subordinate.

SIGNALS.

1. A RED FLAG by day and a RED LANTERN or other LIGHT SWUNG by night, or a TORPEDO exploded on the rail, are signals of danger, and indicate that THE TRAIN MUST STOP.
2. A RED flag carried on the forward end of an engine, or a red light and red flag similarly carried by night, denotes an EXTRA TRAIN or engine following immediately, which must keep out of the way of all regular trains. Two of these signals must always be used, to guard against the chances of the one falling off or becoming extinguished.
3. A GREEN flag carried on each side of rear car of train by day, or a green light similarly carried by night; denotes that the train carrying such signals is a REGULAR THROUGH FREIGHT or MIXED TRAIN. All Through Freight Trains not carrying the green signal must be regarded as Extra or Irregular Trains.
4. The signal to GO AHEAD is the WAVING OF THE ARM, or a WHITE LIGHT OVER THE HEAD. The signal TO STOP is the moving of the HAND, or ANY LIGHT, STRAIGHT UP and DOWN. The signal TO BACK is the moving the ARM or LIGHT TO AND FRO ACROSS THE TRACK.
5. ONE SHORT QUICK BLAST of the whistle signifies APPLY THE BRAKES. TWO SHORT QUICK BLASTS signify LOOSEN THE BRAKES. THREE SHORT QUICK BLASTS signify BACK THE TRAIN.
6. Night Trains must in all cases carry A RED LANTERN on the rear car.
7. Green lights will be carried on the forward end of Passenger cars, between 30th street and Chambers street by night.
8. A Head Light must be carried on each Engine running after dark.

TRAIN INSTRUCTIONS.

9. The standard Time is the time kept by the clock at the Station House at Poughkeepsie, and the Conductors and Enginemen must keep their time in exact conformity therewith.
10. Trains must not leave the Stations before the time specified in the Time Table nor must they arrive in advance of the table time at any station at which arriving time is given. Passenger Trains only, may arrive at Albany ten minutes ahead of their table time.
11. Between New-York and Poughkeepsie, the regular Passenger Trains going North have the right of track over all Trains going South; and the regular Freight Trains going North also have the right of track over all Freight Trains going South.
12. Between Poughkeepsie and Albany, the regular Passenger Trains going South have the right of track over all Trains going North; and regular Freight Trains going South have the right of track over all Freight Trains going North, with the following exceptions: the Passenger Trains going North leaving New-York at 7.00 A.M., 10.00 A.M., and 5.00 P.M. will have the right of track over all Trains between New-York and Albany, until they are 30 minutes behind their own time, as designated in this Time Table, and after that, North of Poughkeepsie, they will be subordinate to down Passenger Trains.
13. It must be particularly borne in mind by Conductors and Enginemen of down Passenger Trains, that in case of waiting north of Poughkeepsie for the arrival of the 7.00 & 10.00 A.M., & 5.00 P.M. Trains from New-York, the time of waiting shall in no event be made up until the subordinate Trains are met and passed.
14. The 7.00 & 10.00 A.M., & 5.00 P.M. Trains from New-York must not attempt to reach a Station in order to meet the Down Passenger Train, after they become subordinate thereto, unless they have ample time to arrive at the Station before the down Train—running as required by rule 12—is entitled to the Track.
15. To prevent the chance of accidents arising from the variation of watches, all subordinate Trains must reach the place of meeting, at least 2 min. before the table time of starting for the Train having the right of track, which Train must wait 4 min. past its table time for the subordinate Trains. The 4 minutes allowed for safety at the place of meeting must be observed at every succeeding station till the subordinate Train is met.
16. Extra Trains running under a flag are subject to the same rules as to right of track over each other.
17. Freight Trains must give way to Passenger Trains in both directions, on all parts of the road, and use caution to keep out of their way.
18. Mixed Freight and Passenger Trains will be considered as Freight Trains and be subject to Freight Train rules, unless otherwise specified in the Time Table.
19. Freight Trains must arrive at Stations for meeting, ten minutes before other Freight Trains having the right of track according to the Time Table, and shall be out of the way of all Passenger Trains at least ten minutes.
20. Any extra or irregular Train or engine, whether under a flag or otherwise, must keep out of the way of all regular Trains, and will never have the right of track over any regular Train on any part of the road.
21. No Train or detached Engine following another, shall leave a Station within 10 minutes of a preceding Train, but must keep at least 10 minutes behind, and proceed with great caution. This rule is imperative, and Conductors and Enginemen must come to a full stop when within ten minutes.
22. An Express Passenger Train may leave a Station in ten minutes after a Way Train, but shall reduce its speed to 6 miles per hour at every station where the Way Train stops, and must be careful to preserve an interval of ten [10] minutes between it and the leading Train.
23. A Through Freight Train may follow after a Way Train in ten [10] minutes, in which case the Freight Train must be careful not to exceed a speed of fifteen [15] miles per hour until the Way Train is found to be twenty [20] minutes in advance.
24. All Trains running ahead of other Trains, and falling behind time, must be out of the way of the Train following at least ten minutes, when it becomes necessary to switch off to let the other Train pass.

24. When one Train overtakes another, and both are united and run as one Train great care must be taken to notify all Station Agents and Conductors of other Trains, that it is a double Train.
 25. No Regular Freight Train shall at any time exceed a speed of twenty miles per hour, and care must be used in making up lost time not to run unnecessarily fast. No Extra or Irregular Train or detached Engine shall exceed the speed of the "Time Card," unless specially directed to do so. This rule does not apply to Gravel Trains.
 26. Use full running time through the Highlands.
 27. No delayed Train will "make up" time between Garrison's and Cruger's nor upon any part of the road in foggy, thick or stormy weather.
 28. No Train or Engine will be allowed to run on the Avenue between 31st and 52d Streets, in less time than 8 minutes.
 29. Where double track is in use, Trains bound North take the East track, and trains bound South the West track.
 30. In case of accident, requiring a Train to pass along the WRONG TRACK, the utmost caution must be exercised, and no Train or Engine must proceed on the wrong line, without positive and undoubted information has been received that the way is clear. Conductors are instructed to take no risk in this matter, but in any case of doubt they must run with signals well in advance.
 31. Great care must be used in backing Trains, both on main tracks and on sidings; in all such movements a speed of six miles per hour shall in no case be exceeded. The Conductor must take his position on the rear platform of the Train, with the bell cord at hand, and signals in view of the Engineman, whilst a Signalman, with signals displayed, must proceed at such a distance in advance of the Train as to insure perfect safety.
 32. In case a Passenger Train is overtaken and pushed by another Train or Engine, a speed of six miles per hour shall not be exceeded while so pushed, Should a Freight Train be similarly overtaken, the speed shall not exceed ten miles per hour. In either case, great care is urged to prevent lightly loaded cars from being thrown from the track by a sudden jerking of the Engine, or in passing frogs and switches.
 33. Whenever a Train is stopped on the Road, or is only enabled to proceed at a slow rate, the Conductor must immediately send a man with a RED SIGNAL at least half a mile in each direction on Single Track and back on Double Track to stop any approaching Train, which signal must be shown while the detention continues. This must always be done, whether another Train is expected or not. In carrying out this instruction the utmost promptness is necessary; not a moment must be lost in inquiry as to the cause of stoppage or its probable duration: the REAR BRAKEMAN must go back instantly.
 34. The Signalman sent back must not return to the Train on the blowing of the whistle to start, nor unless sent for by the Conductor, and then must first place two Torpedoes on the rail.
 35. The Conductor will be careful to see that when the rear Brakeman has gone back, as required by Rule 33, his place on the rear car is promptly supplied by another.
 36. Trains having occasion to stop on the road from any cause, must stop where the view is long and clear, keeping signals out in such a position as to guard against the possibility of a collision with other Trains. Special care must also be taken in case a train gets behind time, and liable to be overtaken by a following train, to guard against accident.
 37. All Trains will approach the Stations with reduced speed and with care.
 38. Freight Trains waiting on a turnout at night for a Passenger Train going in the same direction, must cover their Train Red Lights, that they may not be mistaken for danger signals.
 39. All operations of Switching Trains, Cars or Engines, or of crossing from one track to the other, must be performed only at such time and in such manner as to prevent the CHANCE of accident, and no Car or Engine must be allowed to stand on the main tracks of the Road.
 40. Flying switches for leaving off cars at way Stations are strictly forbidden. A suitable Switch Rope must be carried by Way Freight Trains for this purpose.
 41. In case of accident, requiring a change of Engines upon the Road, Trains of a lower class will yield to those of a higher class.
 42. All persons employed on the Trains or at the Stations must wear the badge prescribed by law.
 43. Great caution and vigilance are impressed upon all, and it is required that any remissness of duty, in any department, be promptly reported to the Superintendent.
 44. Remember, in all cases of DOUBT OR UNCERTAINTY, TO TAKE THE SAFE COURSE, AND RUN NO RISK.
 45. The use of INTOXICATING DRINK on the Road, or about the PREMISES of the Corporation, is STRICTLY FORBIDDEN. No one will be employed, or continued in employment, who is known to be in the habit of drinking intoxicating liquor.
- ## ENGINEMEN AND CONDUCTORS.
46. THE ENGINEMAN must know his time upon the Road, and will not start from a Station, even though he receives a signal from the Conductor, unless he can reach the next without encroaching on the time of another Train.
 47. He will approach any Station where another Train is due or may be expected, with his Train well under control, and on double track will stop before passing when the other Train is seen receiving or discharging passengers.
 48. It is required of both Engineman and Fireman to keep a careful look-out from the Engine, and particularly to regard the Drawbridge signals immediately on coming within view of the same. In any case of doubt, arising from foggy weather or other causes, STOP THE TRAIN till the Draw is known to be right.
 49. The Engineman is forbidden to cross a Drawbridge until he sees the bridge-tender's signal that all is right, and he will be held responsible for running on to a switch, unless he is positive it is in the right position.
 50. Enginemen must shut off and moderate speed at the following places: Spuyten Duyvil Draw, Yonkers Draw, Croton Bridge, Cruger's Draw coming south, and down grade north of same, in the Highlands south of Anthony's Nose, West Point Draw, and curves south of same, and run at reduced speed through all villages and over all Drawbridges.

51. Enginemen must not permit any person to ride on the Engine without orders, except the proper officers of the Road when on duty.
52. They are required to observe that the bell cord is not obstructed by wood or otherwise, and not unfastened until the end of the trip.
53. That it is extended to the leading Engine when more than one is attached to the Train.
54. That the whistle is sounded and engine-bell rung, eighty rods before crossing any public road, and at each Station before starting the Train.
55. That their Engines are supplied with jack-screws, chains, and other tools necessary for immediate use.
56. Enginemen will report the absence or neglect of any Flagmen, Draw-tenders or Switchmen to the Conductor and Master Mechanic, whose duty it is report the same to the Superintendent.
57. THE CONDUCTOR has charge of the Train upon the Road, and is responsible for its safety and management, in obedience to the rules of the Company and in faithful performance of duty.
58. Conductors will see that the Brakemen do not slide the wheels, and that they keep at their brakes while the Train is in motion.
59. Conductors and Enginemen are required to have a copy of the local Time Table of the Troy and Greenbush Railroad with them while on duty on that Road, and to be governed by its instructions.
60. Conductors must see that the Train is slowed at the points designated in the Time Table, or the brakes applied.
61. Conductors will examine their Trains and see that the bell cord is unobstructed throughout and properly attached to the Engine; and to the Brake operators, that the latter are wound up ready for use, that the rear Brakeman has his signals at hand, and generally, that the Baggage-men and Brakemen attend to their duties.
62. Freight Conductors are held personally responsible for the prompt and correct delivery of their way bills.

BAGGAGEMEN AND BRAKEMEN.

63. The Baggage-man must handle baggage carefully, and keep an ACCURATE account in a book, of all the checks on baggage received and delivered at each Station on the road, also of any unchecked extra baggage carried in the car.
64. He must assist at the brakes when it does not interfere with his other duties. He must report all baggage known to be missing, and make diligent search for it.
65. He must deliver at the office in New-York, with a proper memorandum, all articles found in the cars, by Baggage-man and Brakeman.
66. Brakemen must immediately apply the brakes on signal, before wasting time by looking out; and any Brakeman who leaves his post at the brakes, to ride inside the cars, will be discharged.
67. One Brakeman, except when the place is occupied by the Conductor, must have his position on the rear car of every train, and shall have with him in the rear car a red flag by day, or a red lantern, lighted by night, with Torpedoes ready for immediate use.
68. Brakemen must connect the Conductor's cord with the engine and all the cars in the train before starting. This cord must not be unfastened till the train reaches 30th Street, N. Y., or the Station grounds at the end of the trip.
69. Brakemen will, on approaching a Station, so apply the brakes as to bring the train to a stand at the proper point, without requiring a signal from the Engineman. In damp or frosty weather they must be applied sooner to prevent overshooting the Station.
70. At all stoppages of the trains the Brakemen must inspect the wheels, brakes and trucks of the cars, and report any defects immediately to the Conductor.
71. The Brakeman will call out distinctly in the cars the names of the stations as the Train stops, and at Poughkeepsie will announce the time allowed for refreshments.

STATION MASTERS.

72. The Station Masters must keep a record of the times of passing of every Train, whether the Train stops at their Station or not, and when any Train which stops at the Station is out of time, they must FIND OUT the cause of the irregularity, and enter it on their daily return.
73. When any Train is IRREGULAR or BEHIND TIME, from accident or otherwise, the Station Master must see that the fact is REPORTED to the Conductor of the following Train, with such caution given as the case may require.
74. The Station Masters are AUTHORIZED and DIRECTED not to allow a Train or Engine to leave their Station when anything is wrong or unsafe about the Train, or when the tracks are obstructed or liable to be, until they are satisfied that all is right; nor until after the preceding Train has been gone the length of time required by Rules 20 and 21.
75. In all cases where a Car, Engine, or Train is standing on the main track at their station, they must see that the signal for DANGER is shown, to warn any approaching Train.
76. Station Masters must know when their tracks are clear and unobstructed, and not allow any Train or Engine to APPROACH their Station unless ALL IS RIGHT.
77. They are RESPONSIBLE that the switches, frogs and signals at their Stations are in good condition for use.
78. The White flag must be shown from in front of the Station House to all Trains which pass without stopping, when all is right for their passage.

GRAVEL, EXTRA AND CONSTRUCTION TRAINS.

79. Station Agents will inform the Engineman and Conductor when an Extra Train or Engine is to follow, and will see that the proper signals are carried on the leading Engine.
80. Great pains must be taken to direct attention to the signal so carried for the Extra Train.
81. Gravel Trains must keep out of the way of all Regular and Extra Trains at least fifteen minutes, on all parts of the Road. Conductors of Gravel Trains will be particular to observe every Engine as it passes, to see whether signals are carried for Extra Trains.

DRAW BRIDGES.

82. The DRAW-BRIDGE TENDERS must be constantly at their posts, always having a copy of the Time Table, and use great care and watchfulness in their signals.
83. They must see that the Sign Boards, indicating EIGHTY RODS TO DRAW-BRIDGE, are distinct and conspicuous, to be read by Enginemen on the right of the train approaching the draw; also that the red and white signal boards are kept in order and in proper position.
84. They must keep themselves provided with strong padlocks, red and white flags, red and white lanterns, torpedoes and necessary tools.
85. The Draw must not be opened or kept open at any time when a train is due or expected, but the vessel must wait until the train has passed; but if the train is twenty minutes behind its regular time, and the master of the vessel is unwilling to wait longer, then the Draw may be opened, but not until a Red Signal and Torpedoes are sent at least a mile to warn the approaching train.
86. The Draw-Bridge must not be opened until after the red signal board or red lights have been shown for the space of three minutes, nor until the Drawtender sees or knows that the Flagmen and Signalmen have their red signals displayed, so as to insure the stoppage of an approaching train. Nor must the white signal be shown until the draw is closed and locked.
87. In foggy weather, at dusk, or whenever flags and lights cannot be distinctly seen, then the draw must not be opened until a man is sent each way a mile, to the Fog Stations, with torpedoes, and a red signal to warn approaching trains.
88. When the Red Draw Signals are shown, no one but the Draw-Tender himself shall change them back to white.

TRACK REPAIRERS.

89. Track Masters must walk over and examine their sections daily, and ascertain that the tracks, slopes, rock cuts and bridges are safe.
90. They must see that no lumber, wood, stone, materials or tools are placed at any time within four feet of the rails, and that all gravel or ballast is levelled down so as not to endanger the safety of the Trains.
91. Before a rail or frog is taken out, or any obstruction caused to the main tracks, or where any break or obstruction is discovered, the signal of danger must be instantly sent out (in both directions where there is a single track) at least HALF A MILE from the point of danger, and a faithful man must remain with it until he is recalled by the Foreman, which must not be done until the track is known to be safe; and the danger signal must be kept displayed at the point of danger.
92. In foggy weather, when a train cannot be seen at 300 yards, all Foremen and laborers must leave ordinary work and walk up and down the line, driving spikes and keys, or doing such other work as needs attention, and be ready to give notice of danger to the signal men, or the trains.
93. They will take all possible care to prevent Cattle from getting upon the track, and will see that the fences are up, field gates closed, and all doubtful points well watched.
94. In stormy weather, they will be out with their men and proper signals, and guard those places on the road liable to wash or to be disturbed.
95. They must aim to give their road-bed a neat appearance, by cutting the ditches parallel and keeping them well cleaned out, and by piling up all the old material instead of letting it lie loosely where taken out.

SWITCHMEN AND FLAGMEN.

96. Every SWITCHTENDER will be required to be at his post at the time of passing of all the regular trains, and when any train is due or expected, and at such other times as may be required.
97. The Wedges, Locks and Bolts of no switch must be moved, or the switch opened when any Train is due or expected, and no gravel, freight or subordinate Train must be let out of pit, branch or side track until the Train due and having the right of track has passed.
98. Every switch shall be locked by the Switchman, and the Oak Wedges securely driven in and kept in their places on the passage of every train, and at all times except when necessary for shifting the switch.
99. If any Switch is out of order, or any obstruction on the track, endangering the approaching train, the Switchman must send a Red Flag a mile to warn the train.
100. The Switches are to be exclusively under the control of the Switchman.
101. FLAGMEN must be at their posts at least fifteen minutes before the passing of each regular Train, and whenever a Train is due or expected.
102. If any obstructions are on the track, or any Train, Engine, or Car is following within ten minutes of another train, or if from any cause the safety of the Train is endangered, the Red Flag must be distinctly shown, and great pains taken to warn the Trains in time. Whenever the signal is shown at the drawbridge that it is open, adjoining Flagmen will repeat the signal by showing a Red Flag or Red Light, and will continue to do so until they see the draw-bridge closed and the White Signal shown, which they can then repeat.
103. At night, a White or Red Light to be used instead of Flags.
104. At intervals between the Trains the Flagmen must examine the Track under their charge and see that it is clear, and must in no case show the White Signal unless they know that all is right, and they must do such work on their track in the way of keeping the wedges and chairs right, and the spikes well driven, as the Road Master may direct.
105. Flagmen and Switchmen must have a copy of the Time Table, and know the time of passing of all the Trains; and must allow no Train to leave or pass a station within ten Minutes of a preceding Train.
106. Any Flagman or Switchman absent from his post during business hours, will be forthwith discharged.
107. All Switchmen and Flagmen will hold the Red Signal in their hands for ten minutes after the passage of any Train, but must be careful not to raise it until the Train has passed twice its length from them.

GENERAL INSTRUCTIONS.

108. All instructions contained in the Book of Rules and Regulations not inconsistent with the foregoing rules will continue in full force.

A. F. SMITH, Supt.