

No. 95.

Takes Effect

Dec. 13, 1869.

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

Boston and Maine Railroad.

READ THESE

RULES FOR RUNNING TRAINS, &c.

WITH GREAT CARE,

To notice Changes and Rules to govern Trains
when behind time.

TRAIN ARRANGEMENT

To Commence Dec. 13th, 1869.

BOSTON:

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1869.

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RULES FOR RUNNING TRAINS.

ON AND AFTER MONDAY, DEC. 13, 1869.

OUTWARD TRAINS ON SINGLE TRACK.

2. Train No. 2 leaves Boston for Portland at 7.30, A. M., should pass No. 28 on double track, No. 31 at Newton, and No. 35 at South Berwick Junction. No. 28 will keep out of the way of No. 2. No. 2 will wait at Newton until 9.10 for No. 31, if No. 31 is delayed. No. 2 arrives at South Berwick Junction before Nos. 35 or 44 leave there.

8. Train No. 8 leaves Boston for Portland at 12, M., should pass No. 35 on double track. If No. 35 does not arrive at North Andover by 1.40, P. M., No. 8 will proceed, keeping (35) thirty-five minutes behind its regular time, and No. 35 will keep out of the way of No. 8 after 1.35, P. M. when delayed.

11. Train No. 11 leaves Boston for Portland at 3.00, P. M., should pass No. 44 at Bennett Road, but if No. 44 has not arrived at Bennett Road at 6.03, P. M., No. 11 will proceed, keeping (35) thirty-five minutes behind its regular time till it has passed No. 44, and No. 44 will keep out of the way after 5.58, P. M.

15. Train No. 15 leaves Boston for Great Falls at 5.00 P. M. should pass No. 44 at Atkinson, or on new track. If No. 44 has not arrived at Plaistow Brick Yard by 7.05, P. M., No. 15 will proceed, at 7.10, keeping (35) thirty-five minutes behind its regular time till it has passed No. 44, and No. 44 will keep out of the way after 7.05 P. M.

18. Train No. 18, leaves Boston for Haverhill, on Friday night only, at 11.15, P. M. No. 18 will keep out of the way of all other regular passenger trains.

19. Train No. 19 leaves Boston for Haverhill at 6.00, P. M. should pass No. 44 on double track. If No. 44 has not arrived at North Andover by 7.50, P. M., No. 19 will proceed, keeping (35) thirty-five minutes behind its regular time to Haverhill, and No. 44 will keep out of the way after 7.45, P. M.

Trains passing at Bennett Road will come to a full stop and the Train from Boston will take the side track.

SPECIAL RULES FOR TRAINS.

Each Rule to "keep out of the way" of any other train, means to keep full five minutes out of its way, supposing it to run on its regular time by time table, unless some other time is specified in the Rule.

All trains must run slow and with great care, at Wakefield Junction and Reading Station.

Look out for Trains ahead! Look out for Trains behind! Fall Face Figures in time Table indicate regular passing places for Trains.

SIGNALS TO BE OBSERVED.

At So. Berwick Junction one ball or one light on signal mast indicates that the track is right for passenger trains to come in from either direction, east or west.

Two balls or lights, that it is right for freight trains to come in from the west, but stops those coming from the east.

Three balls or lights, that it is right for freight trains from the east to come in, but stops those coming from the west.

INWARD TRAINS ON SINGLE TRACK.

28. Train No. 28 leaves Great Falls for Boston, at 5.40 A. M.; should pass No. 2 on double track. No. 28 will keep out of the way of No. 2, and all other regular passenger trains.

31. Train No. 31 leaves Great Falls and So. B. Junction, for Boston, at 7.45, A. M., should pass No. 2 at Newton, at 9.05. No. 31 will keep out of the way of No. 2, and all other regular passenger trains. If at any time No. 31 is delayed more than 30 minutes, a Special train will be made up and leave Haverhill for Boston at 9.30, or as near that time as practicable; and this Special train must carry a flag for No. 31 to Boston, and will run under same rule as No. 31; and no irregular train must pass No. Andover, going east, until No. 31 has arrived.

35. Train No. 35 leaves South Berwick Junction, for Boston, at 10.35, A. M., after arrival at South Berwick Junction of No. 2 from Boston. Should pass No. 8 on double track, but if delayed anywhere, it will keep out of the way of No. 8, which has the right to the road thirty (30) minutes after its regular time. No. 8 will leave No. Andover at 1.40 P. M., in case No. 35 has not arrived, and run (35) thirty-five minutes behind time until it has passed No. 35. No. 35 will keep out of the way of No. 8, after 1.35 P. M., and all other regular passenger trains.

39. Train No. 39 leaves Haverhill for Boston, at 3.30, P. M., after the arrival at Haverhill of Nos. 2, and 8. Should pass No. 11 on double track. No. 39 will keep out of the way of No. 11, and all other regular passenger trains.

44. Train No. 44 leaves South Berwick Junction for Boston, at 4.50, P. M., after arrival at South Berwick Junction of Nos. 2, and 8. Should pass No. 11 at Bennett Road, No. 15 at Atkinson, or between Atkinson & Plaistow Brick Yards, and No. 19 on double track; but if delayed, it will keep out of the way of Nos. 8, 11, 15 & 19, which all have the right to the Road thirty (30) minutes after their regular time. No. 44 will keep out of the way of No. 11 after 5.58, and of No. 15 after 7.05, and No. 19 after 7.45 P. M. No. 44 will also keep out of the way of all other regular passenger trains, excepting No. 18, which will keep out of the way of No. 44.

46. Train No. 46 leaves Haverhill for Boston on Friday night only, at 9 P. M., provided all regular passenger trains have arrived that are due. No. 46 will keep out of the way of all other regular passenger trains.

ENGINEMEN will notice that a Signal Mast has been erected at Bradford Junction, and will govern themselves by the following rules: On ball or lantern at mast-head signifies that the track is clear for trains on B. & M. R. Rd.

Two balls or lanterns, that the Georgetown train is passing from Haverhill to Bradford.

Three balls or lanterns, that the Georgetown train is passing from Bradford to Haverhill.

In the absence of any signal at the mast-head all trains will STOP A Signal Mast has been placed at the North East corner of the triangle at South Lawrence, and trains are to be governed by the following signals.—One ball or light at mast-head, signifies that the track is clear for trains on main track. Two balls or lights, that the track is right for trains from the East to go into North Lawrence.—Three balls or lights, that the track is right for trains from North Lawrence to go East.

Stopping Places for Trains.

Nos. 1, 5, 6, 7, 9, 10, 13, 14, 17, 19, 21, 23, 24, 25, 27, 30, 32, 36, 37, 38, 40, and 45 will stop at special as well as regular stations.

Nos. 6, 19, 28, and 41, will stop at Wilmington Junction.

No. 2 will not stop between Boston and Lawrence.

Nos. 8, 11, 15, 28, 31 and 34 will not stop between Boston and Reading.

No. 12 will not stop between Boston and Wakefield Junction.

No. 18 stops at all regular Stations north of Somerville.

No. 24 will stop at Wakefield Junction to take passengers.

No. 29 will not stop between Wakefield Junction and Boston.

No. 35, will stop only at Andover between Lawrence and Boston, excepting to leave way passengers from East of Haverhill, at Reading for Train No. 36. No. 44 will stop only at Andover between Lawrence and Boston, excepting to leave passengers from East of Haverhill.

No. 41 will stop to leave passengers only between Wakefield and Boston.

No. 46 stops at all Stations.

Nos. 3, 7, 12, and 16, leave, and Nos. 27, 32, 38, and 40, take cars from the S. R. Branch Railroad.

If cars from South Reading Branch Railroad are left by the train which should take them, the next way train following must stop for them.

The Special Stations are Charlestown, Wyming and Greenwood. Nos. 1, 5, 7, 9, 10, 14, 21, 22, 24, 30, 37, and 38, will stop at Edgeworth.

Nos. 14, 21, and 24, will stop at Oak Grove.

The special stations and the following regular stations are target or red-flag signal stopping places, viz:—Somerville, Wilmington, Atkinson, Plaistow, Newton, East Kingston, and Madbury. All others are stopping places without signals excepting as to above trains. Freight Trains must keep out of the way of Passenger Trains and must not leave any station ahead of the time fixed by the Time Table; but after leaving a station, they may arrive at the next station as early as they can with a speed of 12 miles per hour.

They will, however, never leave any station unless they can reach the next station and be out of the way of a passenger train at least eight minutes before a passenger train is due there, from either direction. The Great Falls Freight Trains will pass each other at Plaistow Brick Yard. The Portland Freight Trains pass at South Berwick Junction.

The South Berwick Junction Freight Trains will pass each other on double track, and keep out of the way of the regular Great Falls and Portland Freight Trains. If the Portland Freight Trains INWARD or OUTWARD are delayed so as to bring them on the time of the Great Falls Freight Trains they will keep out of the way of those Trains.

GENERAL RULES.

1. A target, placed crosswise, is a general signal for trains to stop if vertical it allows them to pass on main track.
2. At the Draw Bridges and the Fitchburg R. R. Crossing, the target or lights placed vertically allows trains on B. & M. R. R. to pass—if crosswise, the trains must stop. If no target or lights can be seen, stop. The Target at the Fitchburg R. R. is on West side of B. & M. R. R.
3. At the Eastern R. R. crossing, one ball or one red lantern at mast head allows trains on B. & M. R. R. to pass—two balls or two red lanterns stops the trains. If no ball or light can be seen, stop.
4. At Medford and Essex Junctions, the target or lights crosswise stops trains on main track, and allow the Trains of the Essex Railroad or Medford Branch to cross.
5. At South Reading Junction, one Ball or one Red Lantern on mast-head, allows all trains on Boston and Maine Railroad, to pass in either direction, and stops all trains to or from Salem.
6. Two Balls or two Red Lanterns stops all trains on B. & M. R. R., and allows trains from Salem to come on to the B. & M. R. R.
7. Three Balls, or three Red Lanterns, allows the trains for Salem or Danvers to go off from the B. & M. R. R., and also allows trains on B. & M. R. R. to pass towards Boston on the In-track, but stops all other trains.
8. Four Balls or four Lanterns allow Danvers trains to come on to B. & M. R. R., but stop all other trains from passing.
9. The absence of Balls and Red Lanterns stops all trains. A blue flag or red lantern, a target shows that a train has just passed towards Boston.
10. At Salem and Lowell Crossing—One Ball, or one Red Lantern on mast-head, allows all trains on Boston & Maine R. R. to pass in either direction, but stops the trains on Salem & Lowell R. R.
11. Two Balls or Two Red Lanterns stops all trains on B. & M. R. R., but allows the trains on Salem & Lowell Road to pass.
12. The absence of Balls or Lanterns stops all trains on both Roads.
13. Target Crosswise stops In Trains on B. & M. R. R. though the ball is right for them to pass.
14. The following system of signals is established at Lawrence, at the junction of the Lowell and Lawrence R. R. with the three lines of this road there united, viz:—The one to Boston, the one to Portland and the one to Methuen.
15. The absence of balls and lights at the lower mast-head is to be considered as a signal for all trains from either direction to keep back.
16. One ball, or one red lantern, allows the Southern trains to come in, or the Northern trains to go out, but stops all others.
17. Two balls, or two red lanterns, allows the Lowell trains to come in, but stops all others.
18. Four balls, or four red lanterns, allows the Haverhill trains to come in, but stops all others.
19. At the North-West corner of the triangle in which the Lawrence engine house is placed, a mast has been erected, near the top of which is a board, which is to be used as a signal for the following purposes: placed horizontally, any train from the East may enter North Lawrence, or from North Lawrence any train from the South must keep back, placed vertically, any train from the South may enter North Lawrence, or south from N. Lawrence; but no train must enter from or leave for the East. A similar mast and signal has also been erected at the North-east corner of the triangle. When the board is horizontal the switches are right for the North curve of the triangle; when vertical right for the main line.
20. A Signal Board has been placed at the end of the second track at North Andover Station. This signal, placed vertically, signifies that the track is right for trains going towards Haverhill; placed horizontally, signifies that the track is right for trains from Haverhill. At night the same rule applies with lights.
21. Conductors and Engine-men going towards Haverhill, will always ascertain, positively, at North Andover Station, if all trains from Haverhill have passed, which should have passed, prior to the arrival of their train.
22. Target on Gate Post at Lawrence, on North side of River.—This target (or lanterns) placed vertically allows any train to pass from the Bridge

23. towards the Depot. Placed horizontally, it stops all trains or engines passing from the bridge towards the depot.
24. No train will pass the bridge over the Merrimack River into Haverhill unless the signal on the South end of the bridge is right so to do. If the target is crosswise, trains must stop. Target crosswise at Bradford Station stops all trains approaching from the West.
25. At Portsmouth and Concord Crossing, the Target crosswise, or two lights over centre of track, stops all trains on B. & M. R. R.
26. Engine-men in running towards the Draw on Mytic River Bridge, will shut off steam on passing signal posts marked 2, and not work steam again till after crossing the Draw, unless it is necessary to keep the train in motion; and this bridge, as well as all others must be crossed at a reduced rate of speed.
27. All trains and engines must stop within 500 feet of the crossing, before crossing the Fitchburg, the Eastern, the Salem & Lowell, or the Essex (N. Danvers) Rail Roads, and must then pass slowly, and with great care, and the engine man, fireman, baggage master and brakeman must be sure of the situation of the signals there and on the bridges, and at the Grand Junction, Medford, Saugus, South Reading, Salem and Lowell, Lowell and Lawrence, Essex, Newburyport, Portsmouth, Cocheco and Great Falls Junctions, at a sufficient distance to stop the train in case they are not right. Be one minute in passing from signal posts marked X to Eastern R. R. crossing. Be one minute in passing from the signal posts marked 1 to Salem and Lowell crossing. Be one minute in passing from posts marked X to the Portsmouth and Concord crossing. The above rule is very important.
28. A red flag by day, and a lantern by night, when swung on the track, are signals of danger, on seeing which, the engine man will stop the train. All signals violently given, are also to be considered signals of danger. A red ball or three lights at Medford Junction, shows that a train has just passed towards Boston. A blue flag or red lantern shows that another train is ahead; waved rapidly that it is near; gently, that it has been gone but a short time.
29. If any train breaks down, stops or is delayed on the Road, the first duty of the Conductor, and of all persons connected with the Train, is to see that very efficient measures are taken to prevent any other train from running into the delayed train.
30. One, and in all cases of danger, two, efficient men must be sent backwards or forwards as the case may require, with red flags or lanterns at least half a mile, to stop any approaching train. No wish to have the signal men go on in the delayed train must prevent their going back, at least half a mile and stopping there till the approaching train is stopped—and if a third or a fourth train is to follow, the same precautions must be observed. This rule is of the very greatest importance, and the Conductors and men connected with the trains must see to it, and be sure that efficient men are sent back with special instructions to stop the approaching trains.
31. All trains will, when possible, avoid stopping where it is danger from other trains.
32. If an Extra or Irregular train is delayed from any cause on the road so that it cannot reach the next turnout within the time for which it is entitled to the road, it must be backed, keeping a man ahead, to the nearest turnout, and there wait the passing of the train then entitled to the road.
33. Trains running at night, must have two lights hung behind.
34. Extra Trains or Engines, must keep out of the way of all passenger Trains, and of the regular Great Falls or Lawrence Freight Trains, unless special directions are given to the contrary.
35. Engi-men of Extra Trains both Passenger and Freight, running from East of Plattsburgh Brick Yards towards Haverhill, must always, without fear, ascertain at Plattsburgh Brick Yard Station if an Extra Train has been flagged from Lawrence to the Brick Yards. It will be seen that this is of the utmost importance.
36. It is the duty of the Engine-man who is to run an Extra, to see that one Train going ahead of the Extra, carries the proper signal.

It is also, the duty of every Engine-man who has good reason to think an Extra is to follow his train to carry the proper signal, if not previously sent, though by neglect of others he is not requested to do so. If Extra trains are flagged in both directions at the same time on single track, they must pass at Exeter unless positive and definite arrangements are made for another place to meet. The station agent at Exeter must see to this. The greatest care is necessary when trains are flagged only a part of the length of the single track, lest a train in the opposite direction should not know about it. Engine-men who carry signals must see to this, and inform the station agent at Exeter and persons in charge of Extra trains which he passes. If an Extra train East of Exeter, going East, or West of Exeter, going West, meets a red flag, it must keep out of the way of the train following said red flag, which is going towards Exeter. Remember that all Extra trains going towards Exeter have a right to the road when flagged, as far as Exeter, again, at all other Extra trains.

Station Agents are held responsible that no extra train passes their station when another extra is flagged to their station or beyond from an opposite direction, without notice being given to the Engineman and persons in charge of the extra train. This notice and rule is also applicable to all Employees and it is their duty also to see that attention is paid to it, and they are held responsible also.

The proper signal is a red flag flying on Engine by day, and a lantern in front of the engine by night. Only one signal must in any case be sent for one Extra, and that signal is to be considered as good till 3.30, A. M., of the next day, subject to the rule as above, and if a second Extra is to follow, another signal must be sent for it, either by a regular train or by the first Extra. Great care must be taken by Engine-men carrying signals to notify Station Agents, &c., whose duty it also is to enquire about it.

18. It is sometimes necessary in case of accident, &c., to run an Extra, without a signal having been sent on the preceding train. In this case the Engine-man must run slow, and exercise the greatest possible care when he cannot see far ahead, and remember that *he is accountable for any accident that may occur.*

Any Train following another must keep at least one mile behind, and must be run with great care around curves, &c.

19. No freight, extra, or irregular train will leave any station or end of double track, unless it has time to get to the next station, eight minutes prior to the time, per table, for any train therein named to get there, unless a special rule allows it to do so.

20. Regular passenger trains will not wait for freight trains. Freight trains will wait for regular passenger trains and give them the road, also for other freight trains. Freight trains must also keep out of the way of an extra passenger train, of which public notice is given. Medford Branch, South Reading Junction, Wilmington Junction and Great Falls, Holliston and S. B. Junction trains, are regular passenger trains, as well as the trains on the B. and M. Railroad.

21. Freight trains must not be run faster than three miles an hour, unless from some unavoidable delay originating after they passed the last station, it shall be necessary, in order to give a passenger train the road, or unless there are special orders to the contrary.

22. In case of any uncertainty, a man must be sent with a signal forward or backwards, as the case may be, and kept at least half a mile distant until the danger is over.

All employees of the railroad company, are expected and required, in all cases, to exercise the greatest care and watchfulness to prevent injury or damage to persons or property, and in doubtful cases to take the safe side.

23. No person, excepting those having charge of them, will be permitted to move the switches in the vicinity of Boston, excepting in case of sudden danger. All switches on the outward track on the bridges must be placed right at least three minutes before the passing of any regular train. When ever a rail is taken out of the main track a red flag or target must be kept up far enough off to stop any regular or extra train before run into the place where the rail is taken out. No violation from this rule will be excused.

24. Trains will never leave a station before the time specified in the table Trains going East at Lawrence, or Scitford, or West at Holliston, Dover P. & C. Crossing, Wilmington Junction or Bradford will wait if necessary ten minutes behind regular time for trains from connecting Roads.

25. Unless a special order is given by the Superintendent, the train first arriving at a station will take the turnout; if both arrive together, the train from Boston will do it, and trains taking the turnout will enter from the nearest end, not passing by to both.

26. Trains must stop before arriving at passenger stations. When another train is receiving or discharging passengers at such station, Enginemen will sound their whistles with a commanded sound when approaching a regular station where their train is not to stop. Express trains will pass through stations at a rate of speed not exceeding 25 miles; and Extra Trains not exceeding 15 miles per hour.

27. Whenever there are two tracks in use, all trains will always, unless specially directed by the Superintendent, or from some cause that the track is not passable, take the right hand track; and when on the left track they will bear in mind that the responsibility of keeping out of the way of trains on that track is entirely on themselves; and will keep a man at least half a mile in advance.

28. At 3 A. M. the right of way train of the preceding day, to the road, ceases, and after that hour, the trains, both passenger and freight, will run as if all the trains of previous days had been regular; and any trains of the preceding day delayed beyond 3 A. M. will keep out of the way of all regular or extra trains of the succeeding day, and all trains of the preceding day.

29. It is the duty of the conductors of passenger trains before starting their trains from any terminal station, personally to see that their cars are clean and in good and safe order, and to report as early as possible to the Master of Transportation any repairs that may be necessary on the cars, or neglect in cleaning.

30. The conductors of passenger trains will be at the Boston station, with their badges on, to attend to the duties of their office, for at least the number of minutes hereafter specified, before the time of starting their trains, viz.: of Portland, Great Falls, Concord, Haverhill and Lawrence Trains, ten minutes, and of Reading, Medford and South Reading Branch Trains, five minutes. At all other stations where no trains start, excepting Portland, they will be on hand as above specified, at least five minutes; at Portland ten minutes.

31. Conductors and Engine-men must daily set their watches by the regulating clock in the Boston station, which is the standard on the railroad. It is made the duty of the oldest freight conductor to see that all the clocks of the way stations east of Reading conform to the standard. The Reading Passenger Train Conductor will regulate the clocks from Reading to Boston, and the Medford Conductor the Medford Branch clocks.

32. Conductors must see that all the lines on the cars are in connection with each other and the engine. Enginemen will see to making the latter connection with the alarm bell on the engine, which on being struck, signifies that the conductor wishes to stop the train as soon as possible.

33. Conductors will not permit the sale of books, papers or refreshments in the cars without a license from the Superintendent. They will see that the rules and regulations in regard to passengers and baggage are enforced courteously, but firmly. They will see that their baggage masters and brakemen do their duty faithfully and promptly and that they will be very careful themselves, and see that the other men on the train use the same care, never to cause the wheels to slide on the rails, unless to avoid a collision or a similar accident.

34. Conductors are reminded that it is their duty to require of the Enginemen attention to the rules of the road. Negligence or carelessness on the part of an engine-man will be taken as proof of the inefficiency of

the conductor, unless such conduct has been duly and distinctly reported on every occasion of its taking place. Conductors will at the same time treat their engine-men with that consideration due to their very responsible duties and are recommended always to advise with them in cases of difficulty.

35. In stopping at way stations, it is the duty of the engine-men to see that either by their brakes or by reversing their engines, the buffers between the tenders and the baggage cars are *at least* kept in contact, so that the brakemen have no more to do than to stop their cars. The engine-men will be responsible that the signals of starting and stopping made by the conductors are attended to.

36. Engine-men will not start the train till they shall be directed by the conductor, nor until the bell is rung; and they will run the trains as nearly to their time as possible; neither arriving at the stations too soon or too late. They will cause the bell to be rung, or the whistle to be sounded, at least eight rods before arriving at any road-crossing, and to be continued, at least eight rods after passing. In approaching roads at or near which the trains are to stop, the bell must still be rung. Engine-men will not sound their whistles at a signal for the conductors and brakemen to apply their brakes when about to stop at a station, but will sound them in case of danger. The whistle sounded once, means to stop as soon as possible; the whistle sounded twice, means to let go the brakes; the whistle sounded three times, means that the engine-man wishes to back the train. Engine-men will sound their whistles with a continuous sound, at such places as shall be indicated by posts erected for this purpose, on the right of each track, marked W, and when approaching any other railroad crossings or junctions. Also on approaching the following places whenever it is foggy or dark, viz: Kerry Road in Bradford, Mystic Bridge, and the Boston Draw, going in.

37. Every engine-man, in approaching a road or switch, should move at a moderate speed, and see that the way is clear before he reaches it. If the switch be not seen to be right, he should stop if he is sure; and a very good excuse will be required for running off at a switch left on the wrong track, unless it be at night, or in a very dense fog. The absence of the proper lights at those draws switches or crossings where usually shown, is to be considered a signal to stop the train, which the engine-man must always do, and he must not proceed till he is sure that all is right; and all such omission of lights must be immediately reported to the Superintendent. Passenger trains will not run into Boston station unless the signal that all is right is seen.

The proper signal is by day one ball on the mast head at the freight houses; and by night a red light in the same position.

38. No person will be permitted to ride on any engine while the same is hauling a train, or on the tender thereof, excepting a director of the road, the superintendent, the foreman of the engine repair shop, the master of transportation, the freight agent, the conductor, or the road masters of this road, without a written pass, signed by the superintendent or by the foreman of engine repair shop, and all such passes must be returned the next day to the superintendent.

39. Every engine-man must keep a good look out, as he moves forward, for any signals, either from the repair-men or from any other person, or for any indication of danger made to him, or which he may observe himself, all of which he is responsible for seeing and immediately attending to; and he must obey any signal made by a repair man, gate keeper, or other servant of the corporation, even if he should see reason to think such signal unnecessary. The lives of the passengers are entrusted to his care, and it is fully expected that he will not only attend to every signal given him, and to all his instructions, but also that he will on all occasions, be vigilant and cautious himself, not trusting entirely to signals for safety.

40. The engine-men are held responsible that their engines are in good working order before they leave the engine house, that their spark arresters and wire nettings over the smoke pipes and in front of the ash pans are in good condition, and that they have sufficient wood and water in the tenders; and no person is allowed to move an engine but an engine-man, or a regularly appointed fireman, without an order from the superintendent or foreman of the engine repair shop.

41. Station agents or baggage masters will receive from passengers all baggage to be forwarded, and mark it plainly. They will deliver it to the baggage masters of the trains, and will take charge of all baggage left by them. Baggage must be handled carefully.

42. Hereafter in marking baggage, instead of marking the name of the place where it is to be taken out, either in full, or by any initials or other kinds of marks, the following system will be adopted. All baggage for Boston will be marked O. All baggage for other stations will be marked with the number representing the station, viz:

Somerville, 1; Malden, 2; Weymouth, 2 1-2; Melrose, 3; Stoneham, 4; Greenwood, 5; South Reading, 6; Reading, 7; Wilmington, 8; Wilmington Junction, 8 1-2; Ballantyne, 9; Andover, 10; Lawrence, 11; North Andover, 12; Bradford, 13; Haverhill, 14; Alkenson, 14 1-2; Plaistow, 15; Newton, 16; East Kingston, 17; Exeter, 18; South Newmarket, 19; Newmarket Junction, 19P; Newmarket, 20; Durham, 21; Madbury, 22; Dover, 23; Somers Junction, 28; North Berwick, 29; Salmon Falls, 26; S. Berwick, 27; S. Berwick Saco, 30; Scarborough, 34; Portland, 35.

43. When passengers make claim for lost baggage of any station agent or baggage master, he will take an accurate and particular description of the article lost, and of its contents and value, with the date and number of the train by which it was lost, and immediately forward the same to the transportation master in Boston, at the same time making all the search for it he can, and encourages in reference to it. *Whenever any baggage remains at a station more than one week, the station agent, unless the owner is known, will send it to the transportation master at Boston, with a card on it stating from which station it is sent and when and by what train it was left. In no case is any person connected with the railroad authorized or permitted to take charge of an article to be carried in any passenger train, when no person accompanies it. All articles found in the cars or stations must be reported to the nearest officer of transportation with a statement where found. This rule is very important.*

44. All persons connected with the business must use the greatest care to make no mistakes in marking, forwarding and delivering baggage, and when lost or misrouted, to look it up. Negligence in either of these respects will subject the party in fault to having to pay the damages imposed on the company by his negligence.

45. The conductors of freight trains will be particular in having a brake car as the rear car of the train, and a brakeman on that car when running. When the trains run by night, they will have two red lights on that car, which shall be so placed as to be visible to the engine man of the train and to any approaching train. They will always examine the wheels and running gear of the train before it starts, and mark every car needing repair, and take from the train any car unfit to be run. They will never allow any person to pass as a passenger on their trains, excepting on notice to such person that he must go at his own risk.

46. Conductors of passenger trains are required to make weekly returns to the superintendent, of the names of all persons, excepting workmen of the road passing to and from their work by authority of the superintendent.

who have passed free over the road, standing by whose authority, and in what capacity they were so passed. Conductors are allowed no discretion in passing passengers, but are in all cases to require fares of those not having passes from competent authority, or not by the rules of the road entitled to be passed.

47. No person in the employ of the company will be allowed to do any express business, or to be in any way connected therewith.

48. The following rules and regulations have been adopted, in regard to passengers, baggage and freight, viz.:

FIRST.—IN REGARD TO PASSENGERS.

Passengers must procure their tickets before taking their seats in the cars. They are not allowed, under any circumstances, to stand on the platforms of the cars.

They must not take or leave the cars when in motion, nor must they put their heads and arms out of the car windows.

Much trouble having arisen as to the amount of fare to be charged for children, the following rule is communicated to prevent further trouble on this point, viz.:

Children over 12 years of age will be charged full price—those between 4 and 12 years, half price—those under 4 years of age will be taken free.

SECOND.—IN REGARD TO BAGGAGE, AND ARTICLES CARRIED ON THE PASSENGER TRAINS.

All baggage must be delivered to the baggage master, or other person authorized to receive it, before the passenger takes his seat in the cars.

Baggage must be accompanied, in the same train, by its owner, and when not so accompanied, no agent of the company is authorized to put it on board the train, and the company will not hold themselves liable as common carriers in regard to it.

The liability of the company as common carriers in regard to baggage and other articles transported upon a passenger train, will not commence till such baggage or other articles are put or received on board the train; and the same liability will terminate when such baggage or other articles are unladen from the train at their place of destination.

Baggage will not be taken to include money, merchandise, or other articles than those of personal use; and when of higher value than the highest sum advertised by the company, notice must be given of that fact, and an extra price paid, or the company will not hold itself liable beyond that amount.

The company will not hold itself responsible for any value, package or other article of personal property, taken by the passenger with him into the cars, or carried at all upon a passenger train, unless delivered to the baggage master, or other person authorized to receive and take charge of specialties; and no agent of the company is allowed to take charge of specialties, bank bills, or other small articles of great value, to go by a passenger train.

The company expressly rejects any liability for the care of articles in the keeping of express agents, who pass over their road under special contracts or otherwise—whether any such limitation of the company's liability is published by such express agents' advertisement or not.

THIRD.—AS TO FREIGHT GOING BY FREIGHT TRAINS.

All articles of freight must be plainly and distinctly marked, or they will not be received by the Company; and when designed to be forwarded after transportation on the Railroad, a written order must be given; with the particular line of boats or teams marked on the goods if any such be preferred or desired.

The Company will not hold itself liable for the safe carriage or custody of any articles of freight unless receipted for by an authorized agent; and no agent of the Company is authorized to receive, or agree to transport, any freight which is not thus receipted for. Duplicate receipts, in the form prescribed by this Company, ready for signing, must accompany the delivery of any freight to that Company.

No responsibility will be admitted, under any circumstances, to a greater amount upon any single article of freight than \$200, unless upon notice given of such amount, and a special agreement therefor. Specials, drafts, bank bills, and other articles of great intrinsic or representative value, will only be taken upon a representation of their value, and by a special agreement to be taken upon by the Superintendent.

The Company will not hold themselves liable at all for any injury to any article of freight, during the course of transportation, arising from the weather or accidental delays. Nor will they guarantee any special dispatch in the transportation of such articles, unless made the subject of express stipulation. Nor will they hold themselves liable as common carriers, for such articles, after their arrival at their place of destination, and unladen in the Company's warehouses or depots.

Machinery, furniture, stoves and castings, mineral acids, all liquids put up in glass or earthen-ware, unpacked fruit, and live animals, will only be taken at the owner's risk of fracture or injury during the course of transportation, loading and unloading, unless specially agreed to the contrary.

Gunpowder, friction matches, and like combustibles, will not be received on any terms; and all persons procuring the reception of such freight by fraud or concealment, will be held responsible for any damage which may arise from it while in the custody of the Company.

All articles of freight, arriving at their place of destination, must be taken away within twenty-four hours after being unladen from the cars;—the company reserving the right of charging storage on the same, or placing the same in store at the risk and expense of the owner, if they see fit, after the lapse of that time.

WILLIAM MERRITT, Sec'y.

BOSTON, Dec. 13, 1869.

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

DANVERS AND NEWBURYPORT R. ROADS.

Regulation for Trains on Danvers and Newburyport Railroads, commencing Dec. 13, 1869.

Train No. 3 should pass No. 26 on double track, and No. 29 at West Danvers Junction at 8.30 A. M.; but if No. 29 has not arrived at West Danvers Junction by 8.50, A. M., No. 3 will proceed, keeping (20) twenty minutes behind its regular time until it has passed No. 29, and No. 29 will keep out of the way of No. 3, after 8.45, A. M.

Train No. 26 must keep out of the way of all regular passenger trains, if delayed.

No. 12 should leave Wakefield Junction, after arrival of Nos. 26, 29 and 33; but if Nos. 26, 29 and 33 have not arrived and passed Wakefield Junction, No. 12 will proceed, and Nos. 26, 29 and 33 will keep out of the way of No. 12, and all other regular passenger trains.

No. 16 should pass No. 43 at Danvers at 6.05, P. M. but if No. 43 has not arrived at Danvers by 6.25, P. M., No. 16 will proceed and No. 43 will keep out of the way after 6.20, P. M., and No. 16 will run twenty (20) minutes behind time if No. 43 has not been passed regularly at Danvers, and No. 43 will keep out of the way of No. 16 by using only 15 minutes of this, 20 minutes that No. 16 is running behind time on.

Train No. 20 should pass No. 43 on double track before arriving at Wakefield Junction, if No. 43 has not arrived at Wakefield Junction by 7.06 P. M., No. 20 will proceed, keeping (20) twenty minutes behind its regular time, and No. 43 will keep out of the way after 7.01 P. M.

One Ball or one red Lantern on mast-head at the crossing of Salem and Lowell and Essex Railroads, allows trains on Danvers Road to pass; two Balls or two red Lanterns stop all trains on Danvers Railroad. If no Balls or lights be seen on the mast, stop.

At the crossing of the Eastern Railroad at Newburyport, one ball by day or one lantern at night, allows all trains on Newburyport Railroad to cross. Two balls or two lanterns stop all Newburyport Trains and allow Trains on Eastern Railroad to cross. At all times excepting when Newburyport trains are passing, the signal must be right for Eastern Railroad Trains.

Time Table for Danvers and Newburyport Railroads, Dec. 13, 1869.

OUTWARD TRAINS.							INWARD TRAINS.					
	No. 3.	No. 12.	No. 16.	No. 20.			No 26		No 29		No. 33.	No. 43
	Pass.	Pass.	Pass.	Pass.	Fr'ght		Pass.	Fr'ght	Pass.	Pass.	Pass.	
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
Wakefield Juc't	8 15	3 42	5 42	6 46	7 30		6 15	5 30	7 30	11 00	5 15	
Lynnfield	8 22	3 50	5 48	6 54	7 40		6 27	5 50	7 42	11 12	5 27	
W. Danvers	8 30	3 57	5 55	7 02	7 50		6 35	6 00	7 50	11 20	5 35	
N. Danvers	8 42	4 07	6 05	7 12	8 05		6 41		7 57	11 27	5 42	
Topsfield	8 54	4 20	6 17	7 24	8 20		6 47		8 03	11 33	5 48	
Boxford	9 00	4 26	6 23	7 30	8 30		6 50		8 06	11 35	5 50	
Georgetown	9 08	4 36	6 32	7 38	8 42		6 53		8 08	11 37	5 53	
Groveland	9 17	4 44	6 37	7 42			6 42	6 20	7 57	11 27	5 44	
Haverhill Br.	9 23	4 50	6 42	7 48			6 49	6 35	8 04	11 34	5 52	
Bradford	9 25	4 52	6 45	7 50			7 00	ar 6.50	8 17	11 45	6 05	
Haverhill Sta.	9 28	4 55	6 50	7 55			7 10	7 20	8 30	11 55	6 15	
Byfield	9 16	4 44	6 39	7 46	8 58		7 17	7 30	8 36	12 02	6 22	
Newburyport	9 28	4 54	6 50	8 00	9 20		7 25	7 45*	8 42	12 10	6 27	

† After No. 43 has arrived

*Follow No. 28

HAVERHILL AND GEORGETOWN TRAINS.

Leave Haverhill Station at 6.15, 7.30, 8.30, 11.00, A. M., 4.00, 5.00, 6.15, 7.15, P. M.
 Leave Georgetown at 6.35, 7.50, 9.03, 11.20, A. M., 4.36, 5.35, 6.35, 7.40, P. M.

Haverhill and Georgetown Trains will keep out of the way of all regular passenger trains on Boston & Maine and Newburyport Railroads. Freight trains will keep out of the way of Haverhill and Georgetown Trains.

TRAINS BETWEEN

Gt. Falls, Rollinsford and S. Berwick Junction.

Train Arrangement, Commencing Dec. 13, 1869.

Leaves	Great Falls for Rollinsford, (freight,)	3.00	A.M.
"	Great Falls " Rollinsford, (train No. 28,)	5.40	"
"	Junction " Rollinsford, day freight,	5.45	"
"	Great Falls " S. B. Junction, (engine,)	7.00	"
"	Junction " Rollinsford, (train No. 31,)	7.45	"
"	Great Falls " Rollinsford	7.45	"
"	Rollinsford " Great Falls,	8.00	"
"	Great Falls " Junction, (engine,)	9.45	"
"	Great Falls " Rollinsford,	10.00	"
"	Rollinsford " Great Falls, (freight,	10.08*	"
"	Rollinsford " Great Falls,	10.16	"
"	Rollinsford " Junction, (train, No. 2,)	10.16	"
"	Junction " Rollinsford, (train, No. 35)	10.35	"
"	Great Falls " Rollinsford,	10.35	"
"	Rollinsford, " Great Falls,	10.47	"
"	Great Falls to Rollinsford, (train No. 8)	2.30	P. M.
"	Rollinsford to Great Falls,	2.46	"
"	Junction to Great Falls, (engine,)	3.10	"
"	Rollinsford " Junction, day freight,	4.00	"
"	Great Falls " Junction,	4.00	"
"	Junction " Great Falls,	4.20	"
"	Junction " Rollinsford, (train No. 44)	4.50	"
"	Great Falls " Rollinsford,	4.50	"
"	Rollinsford " Great Falls,	5.00	"
"	Great Falls " Rollinsford,	5.40	"
"	Rollinsford " Junction, (train, No. 11,)	5.51	"
"	Rollinsford " Great Falls,	5.51	"
"	Junction " Great Falls, engine,	6.10	"
"	Rollinsford to Great Falls, (train No. 15,)	7.50	"
"	Rollinsford, " Junction, (freight,)	9.45	"
"	Junction, " Rollinsford, (freight,)	12.00	"

The Freight trains will keep out of the way of passenger trains and Engines as above. All extra trains must keep out of the way of all the above Trains and Engines.
*Alter arrival of 10 o'clock train from Great Falls.

BOSTON AND MAINE RAIL ROAD.

Arrival and Departure of Trains.

Boston, Monday, Dec. 13, 1869.

ARRIVALS.	DEPARTURES.
Portland Freight	5.35 A.M. Gt. Falls Freight
Lawrence Freight	6.15 " Medford
Medford	6.35 " Lawrence
Reading	6.40 " Portland & Northern
Lawrence	7.38 " N. Port
Medford	7.50 " Reading
N. Port	7.55 " Medford
Reading	8.28 " Reading
G. Falls & Northern	8.40 " Medford
Medford	8.55 " Lawrence
N. Port	9.05 " So. B. Junct. Frt.
Newburyport. Frt.	9.15 " Reading
Reading	9.20 " Portland
Medford	10.20 " Portland & Northern
Portland	10.45 " Medford
Reading	10.45 " Lawrence freight
G. Falls Freight	10.52 " Reading
N. Port	12.00 M. Reading
S. B. Junct. Freight	12.40 P.M. Medford
Northern	1.00 " Portland
Portland	1.15 " N. Port.
Reading	1.45 " Reading
Medford	1.50 " Port. Freight
Reading	2.20 " Reading
Medford	2.56 " Gt. Falls & Nor.
Reading	4.00 " N. Port
Medford	4.20 " Medford
Haverhill	4.46 " S. R. Juct.
Reading	5.56 " Haverhill
Medford	6.20 " N. Port.
Northern	6.29 " Medford
So. B. Jct.	6.35 " Reading
Newburyport	7.00 " Newburyport Frt
Medford	*7.50 " Reading
Portland	8.00 " Reading
Reading	†9.05 " Medford
Haverhill	††10.25 " Haverhill

*On Wednesday at 10.20 instead of 7.50, P. M.
 †On Monday and Wednesday at 10.50 instead of 9.05, P. M.
 †† On Mon. and Wed. at 11.15, and on Sat. at 10.00, instead of 9.30 P. M.
 ††† On Wednesday at 11.20, and on Saturday at 10.05, instead of 9.35 P. M.
 ** Friday night only.

Time Table.

DOVER & WINNIPISSEGOEE RAILROAD.

Takes effect Monday Dec. 13, 1869.

Trains for Alton Bay.				Trains for Dover.			
	Pass.	Freight.	Pass.		Pass.	Freight.	Pass.
LEAVE	A. M.	A. M.	A. M.	LEAVE	A. M.	P. M.	P. M.
Dover,	10 10	11 00	5 46	Alton Bay,	6 45	2 00	3 45
Pickering's,	—	—	—	Alton,	6 50	2 15	3 50
Gonic,	10 30	11 25	6 05	New Durham,	6 58	2 34	4 00
Rochester,	10 35	11 40	6 10	Davis'	—	—	—
Places'	—	—	—	Farmington,	7 12	3 00	4 15
Farmington,	10 45	12 10	6 30	Places,	—	—	—
Davis,	—	—	—	Rochester,	9 30	3 50	4 35
New Durham,	11 10	12 40	6 45	Gonic,	7 35	4 05	4 40
Alton,	11 20	1 00	6 55	Pickering's	—	—	—
Alton Bay arr.	11 25	1 15	7 00	Dover, arr.	7 55	4 30	5 00

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