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TRANSPORTATION LIBRARY

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Samuel Goodwin
Samuel Goodwin
Boston, Hoerhell
Andrew B. Boston, Min

No. 31.

Dec. 2d, 1850.

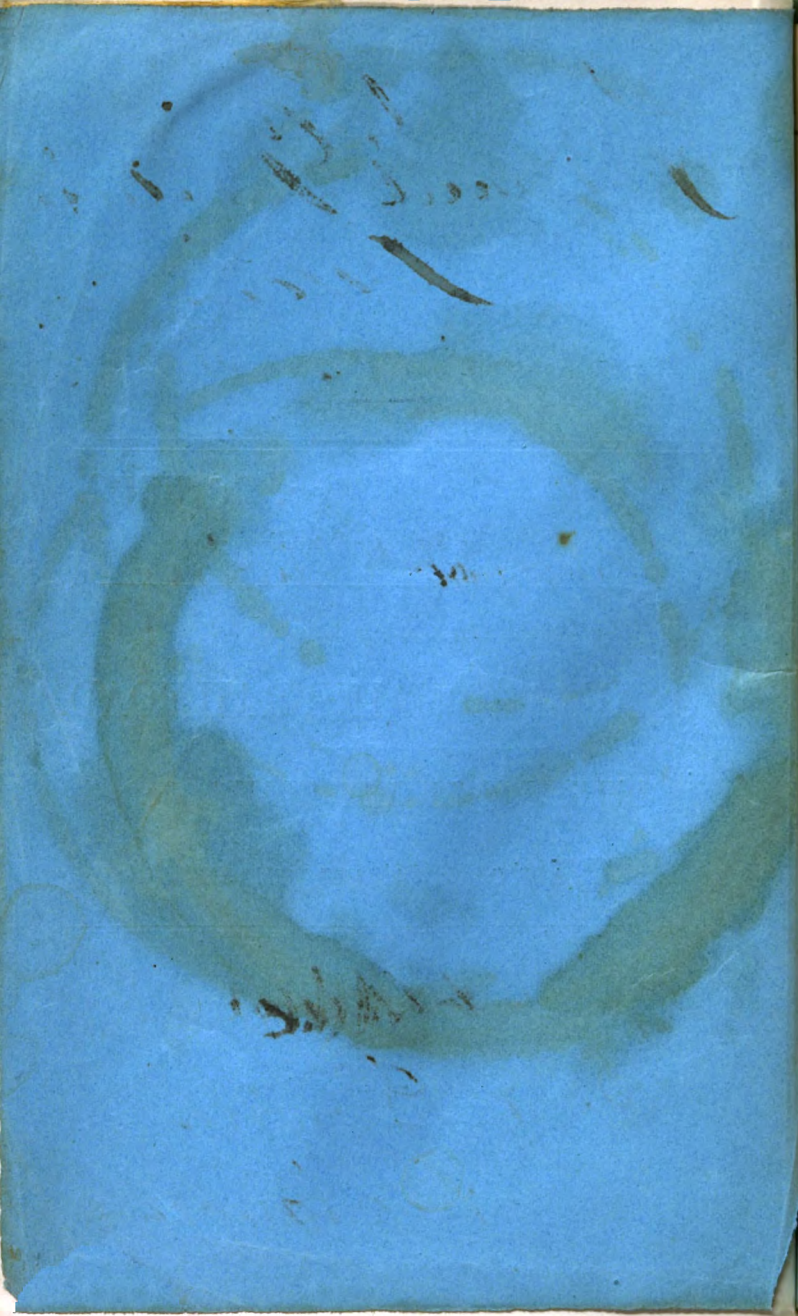
For Samuel Goodwin

BOSTON AND MAINE RAILROAD.

RULES FOR RUNNING TRAINS, &c.

Winter Arrangement.

~~Samuel Goodwin~~
B. R. Downs
Stimson



Bill. 36

No. 31.

Dec. 2d, 1850.

BOSTON AND MAINE RAILROAD.

READ THESE

RULES FOR RUNNING TRAINS, &c.

With Great Care to notice Changes.

WINTER ARRANGEMENT.

TO COMMENCE DECEMBER 2d, 1850.

BOSTON :

**H. S. DEARBORN, PRINTER,
No. 1 Water Street.**

ll
3-17-31

Rules for Running Trains, &c.

TRAINS FROM BOSTON.

1. TRAIN No. 1.—Leaving Boston for Portland at 7 A. M., passes No. 13 (Haverhill train,) on double track, No 15 (Great Falls train,) at Haverhill, and No. 17 (Portland train) at South Berwick Junction.

2. TRAIN No. 2.—Leaves Boston for Lawrence (Express,) at 7 30 A. M.

3. TRAIN No. 3.—Leaves Boston for Reading at 9 A. M.

4. TRAIN No. 4.—Leaves Boston for Great Falls at 11 A. M., passes No. 17 (Portland train,) on the double track.

5. TRAIN No. 5.—Leaves Boston for Lawrence at 12 M. This train reaches Lawrence about 12 50 and at 4 30 P. M., leaves Lawrence for Haverhill.

6. TRAIN No. 6.—Leaving Boston for Portland at 3 P. M., passes No. 21 (Portland train.) at Newmarket.

7. TRAIN No. 7.—Leaves Boston for Reading at 4 P. M.

8. TRAIN No. 8.—Leaving Boston for Haverhill at 4 45 P. M., passes No. 20 (Haverhill train,) on double track, and reaches Haverhill before No. 21 (Portland train.) leaves there.

9. TRAIN No. 9.—Leaves Boston for Lawrence at 5 30 P. M.

10. TRAIN No. 10.—Leaves Boston for Reading at 7½ P. M.

11. TRAIN No. 11.—Leaves Boston for Reading at 9¼ P. M., on Monday, Tuesday, Wednesday and Friday,—on Thursday at 11¼ P. M., and on Saturday at 10½ P. M.

MEDFORD AND SOUTH READING JUNCTION TRAINS.

TRAINS leave *Boston for Medford*, at 7 05—9 30 A. M., 12 45—2 45—5 and 6 45 P. M. Also on Thursdays at 11¼ P. M., and on Saturdays at 10¼ P. M.

TRAINS leave *Boston for South Reading Junction*, at 8 05 and 10 15 A. M , 12 15—2 30—4 30 and 6 30 P. M.

TRAINS TO BOSTON.

12. TRAIN No. 12.—Leaves Reading for Boston at 6 40 A. M.

13. TRAIN No. 13.—Leaving Haverhill for Boston at 7 A. M., passes No. 1 (Portland Train,) on double track.

14. TRAIN No. 14.—Leaves Lawrence for Boston (Express,) at 7 50 A. M.

15. TRAIN No. 15.—Leaving Great Falls for Boston at 6 45 A. M., passes No. 1 (Portland train,) at Haverhill.

16. TRAIN No. 16.—Leaves Lawrence (Express,) for Boston at 12 M.

17. TRAIN No. 17.—Leaving Portland for Boston at 8 30 A. M., passes No. 1 (Portland train,) at South Berwick Junction, and No. 4 (Great Falls train,) on double track.

18. TRAIN No. 18.—Leaves Reading for Boston at 2 30 P. M.

19. TRAIN No. 19.—Leaves Reading for Boston at 5 15 P. M.

20. TRAIN No. 20.—Leaving Haverhill for Boston at 5 15 P. M., passes No. 8 (Haverhill train,) on double track.

21. TRAIN No. 21.—Leaving Portland for Boston at 3 P. M., passes No. 6 (Portland train,) at Newmarket, and leaves Haverhill *after* No. 8, (Haverhill Train) arrives.

22. TRAIN No. 22.—Leaves Reading for Boston at 8½ P. M.

MEDFORD AND SOUTH READING JUNCTION TRAINS.

TRAINS leave *Medford* for Boston at 6 30, 8 and 10 A. M.,—2, 4 and 6 P. M. Also on Thursdays at 9 P. M., and on Saturdays at 8 P. M.

TRAINS leave *South Reading Junction* for Boston at 7 30, 9 20, 11 35 A. M., 1 50, 3 50 and 5 50 P. M.

23. TRAINS No. 3, 7, 9, 10, 11, 12, 13, 18, 19 and 22, stop at special as well as regular Stations.

TRAIN No. 2 does not stop between Boston and Lawrence.

TRAINS No. 4 and 15 stop at Stoneham.

TRAIN No. 5 stops only at Reading and Andover.

TRAIN No. 8 stops at Reading, Andover, Lawrence, North Andover and Bradford.

TRAIN No. 14 stops only at Andover and Reading, except to leave passengers from upper Railroads.

TRAIN No. 16 does not stop between Lawrence and Boston, except to leave Passengers from upper Railroads.

TRAINS No. 20 and 21 do not stop between Reading and Boston except to leave Passengers from beyond Reading.

TRAIN No. 21 does not stop at Wilmington, except to leave Passengers from beyond Haverhill.

The special stations are Prison Point Bridge, Boardman's Crossing, Stoneham and Greenwood.

The special stations and the following regular stations are signal stopping places, viz:—Somerville, Wilmington, Bradford, Atkinson, Plaistow, Newton, East Kingston, Durham, Madbury, and South Berwick. All others are stopping places, without signals, excepting as to the above mentioned trains.

24. 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 uniting, viz:—The one to Boston, the one to Portland, and the one to Methuen.



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.

One ball, or one red lantern, allows the Southern trains to come in, or the Northern trains to go out, but stops all others.

Two balls, or two red lanterns, allows the Lowell trains to come in, but stops all others.

Four balls, or four red lanterns, allows the Haverhill trains to come in, but stops all others.

25. 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 may go East, but the trains from the South must keep back; placed vertically any train from the South may enter North 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.

26. *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 towards the Depot.

Placed horizontally, it stops all Trains or Engines passing from the Bridge towards the Depot.

27. *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.

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.

Three Balls, or three Red Lanterns, allows the trains for Salem 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.

The absence of Balls and Red Lanterns stops all trains.

28. *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.

Two Balls, or Two Red Lanterns, stops ALL trains on B. & M. R. R., but allows the trains on Salem & Lowell Road to pass.

The absence of Balls and Lanterns stops ALL TRAINS on both Roads.

These crossings must not be passed at a greater speed than 15 miles an hour.

29 No train will cross the bridge over the Merrimac River into Haverhill, unless the signal on the South end of the bridge is right so to do.

30. The Bridge over the Charles and Mystic River, must not be passed at a speed exceeding 12 miles per hour. This requires *three* minutes between the South end of Charles River Bridge and the Fitchburg R. R. Crossing, and *one minute and a third* over the Mystic Bridge. This speed must *in no case* be exceeded in either direction and it is the duty of the Conductor to see that this rule is *strictly carried out*.

31 The Fitchburg Railroad, **MUST** be passed slowly, and with *great* care, and the engine men *must* be **SURE** of the situation of the signals on it and the bridges, and at the Medford Branch, South Reading, Salem and Lowell, Lowell, Essex, Portsmouth and Cochecho junctions at a sufficient distance to stop the train in case they are not right. *The above Rule is very important.*

32. A red flag by day, and a lantern by night, when shown or 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.

33. If a train break down or stop on the road, the conductor will immediately and always send a man with a flag or lantern, backwards or forwards as the case may require, to warn any approaching train; and if any train, followed by another, be delayed on the road, at or near the time and place when and where the other may be expected to overtake it, the conductor will send a man back from the delayed train to warn the other of the danger.

34. 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.

35. Trains running at night, *must* have two red lights hung behind. Whenever an extra train or engine is to follow another, notice must be given thereof to the forward train, and the conductors should notify the station-agents when their train is to be immediately followed by another. All trains when they are to be followed by extra or irregular trains, must be very careful never to stop where the view from behind is not clear, and for a distance sufficiently great to

stop a train after coming in sight. A train following another, must keep at least two miles behind.

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

37. All employes 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.

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.

38. 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 never leave a station when a passenger train is to follow, unless they have sufficient time with moderate running, to reach the next station or siding, and to be out of the way, before the time in the table for the passenger train to leave there. Medford Branch trains are regular passenger trains.

39. Freight trains must *not* be run faster than *twelve* 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.

40. No 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.

41. Trains will never leave a station before the time specified in the table. Station agents will report to the superintendent immediately, any transgression of this rule.

42. 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 back on.

5/2
1/2

43. Trains will stop *before* arriving at passenger stations, when another train is receiving or discharging passengers at such station. Engine men will sound their whistles with a continued 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 20 miles; and Extra Trains not exceeding 15 miles per hour.*

44. Whenever there are two tracks in use, all trains will always, unless specially directed by the superintendent, or unless from some cause that 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.

45. At 3 30 A. M. the right of any 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 30 A. M., will keep out of the way of *all regular* trains of the succeeding day, and all trains of the preceding day.

46. 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, particularly examining the wheels, axles, brakes and springs.

47. The conductors of passenger trains will be at the Boston station, with their badges on, to attend to the duties of their offices, for at least the number of minutes hereafter specified, before the time of starting their trains, viz.: of trains Nos. 1 and 6, thirty minutes; of trains Nos. 2, 4, 5, 8, and 9, fifteen minutes, and of Medford trains, five minutes. At all other stations whence trains start, excepting Portland, they will be on hand as above specified, at least five minutes: at Portland, fifteen minutes.

48. Conductors must daily set their watches by the regulating clock in the Boston station, which is the standard of time for the clocks at the stations, and the watches of all men employed on the railroad. It is made the duty of the oldest freight conductor, to see that all the clocks of the way stations conform to the standard.

49. Conductors must see that at all times the ropes on the cars are in connection with each other and the engine. Engine men will see to making the latter connection.

50. Conductors will not permit the sale of books, papers or refreshment, in the cars without a written license from the superintendent. They will see that the rules and regulations in regard to passengers or baggage are enforced, courteously, but firmly. They will see that their baggage masters and brakemen, do their duty faithfully and promptly, and 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.

51. Conductors are reminded that it is their duty to require of the engine men attention to the rules of the road. Negligence or recklessness on the part of an engine man will be taken as a 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.

52. 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 Conductor are attended to.

53. 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 at least eighty rods before arriving at any road-crossing, and to be continued to be rung till they pass. 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 as 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 that purpose on the right of each track, marked W. and when approaching any other Railroad Crossing or Junction. Also, on approaching the following places whenever it is foggy or dark, viz: Ferry road in Bradford ; Mystic Bridge ; and the Boston draw, going in.

54. 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 till 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 as 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 the Boston station, unless the signals at the crossing of Causeway and Travers streets are up, indicating that all is right for them to come in, but will remain back on the bridge. The night signals at these streets, allowing the trains to come in, are two lanterns hung on the post, one over the other. If only one light, or if no light is shown, the trains will stop.

55. 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 this road, the conductor of the train, the superintendents of the engine repair shop, or the road masters, without permission from the general superintendent or in his absence, from the transportation master.

56. 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 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 intrusted 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 for signals for safety.

57. The engine men are held responsible that their engines are in good working order, before they leave the engine houses, 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 a sufficiency of 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.

58. 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.

59. 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 kind 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, as follows, viz :—

Somerville, 1 ; Malden, 2 ; Melrose, 3 ; Stoneham, 4 ; Greenwood, 5 ; South Reading, 6 ; Reading, 7 ; Wilmington, 8 ; Ballardvale, 9 ; Andover, 10 ; Lawrence, 11 ; North Andover, 12 ; Bradford, 13 ; Haverhill, 14 ; Plaistow, 15 ; Newton, 16 ; East Kingston, 17 ; Exeter, 18 ; South Newmarket, 19 ; Newmarket Junction, 19 P ; Newmarket, 20 ; Durham, 21 ; Madbury, 22 ; Dover, 23 ; Somersworth 24 ; Great Falls, 25 ; Salmon Falls, 26 ; South Berwick, 27 ; Junction, 28 ; North Berwick, 29 ; Wells, 30 ; Kennebunk, 31 ; Biddeford, 32 ; Saco, 33 ; Scarborough, 34 ; Portland, 35.

60. When passengers make claim for lost baggage, of any station agent, 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 enquiries 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 what station it is sent and when and by what train it was left* In no case is any person connected with the Railroad authorised or permitted to take charge of an article to be carried in any passenger train, when no person accompanies it.

61. 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 miscarried 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.

62. 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.

63. Conductors of passenger trains are required to make daily returns to the superintendent, of the names of all persons, excepting laborers on the road passing to and from their work by authority of the superintendent, who have passed free over the road, stating 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.

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

69. 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 must not smoke in the cars or station houses.

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 or 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 liable for any valise, 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 such articles; and no agent of the Company is allowed to take charge of specie, drafts, bank-bills, or other small articles of great value, to go by a passenger train, unless it be specially advertised to the contrary.

The company expressly reject any liability for the care of articles in the keeping of express agents, who pass over their road under special contract;—whether any such limitation of the company's liability is published in 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 transporta-

ion 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. Specie, 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 assented to by the superintendent.

The company will not hold themselves liable at all for any injury to any articles of freight, during the course of transportation, arising from the weather or accidental delays. Nor will they guarantee any special despatch 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 unloading 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.

THO'S S. WILLIAMS, SUP'T.

BOSTON, Dec. 2, 1850.

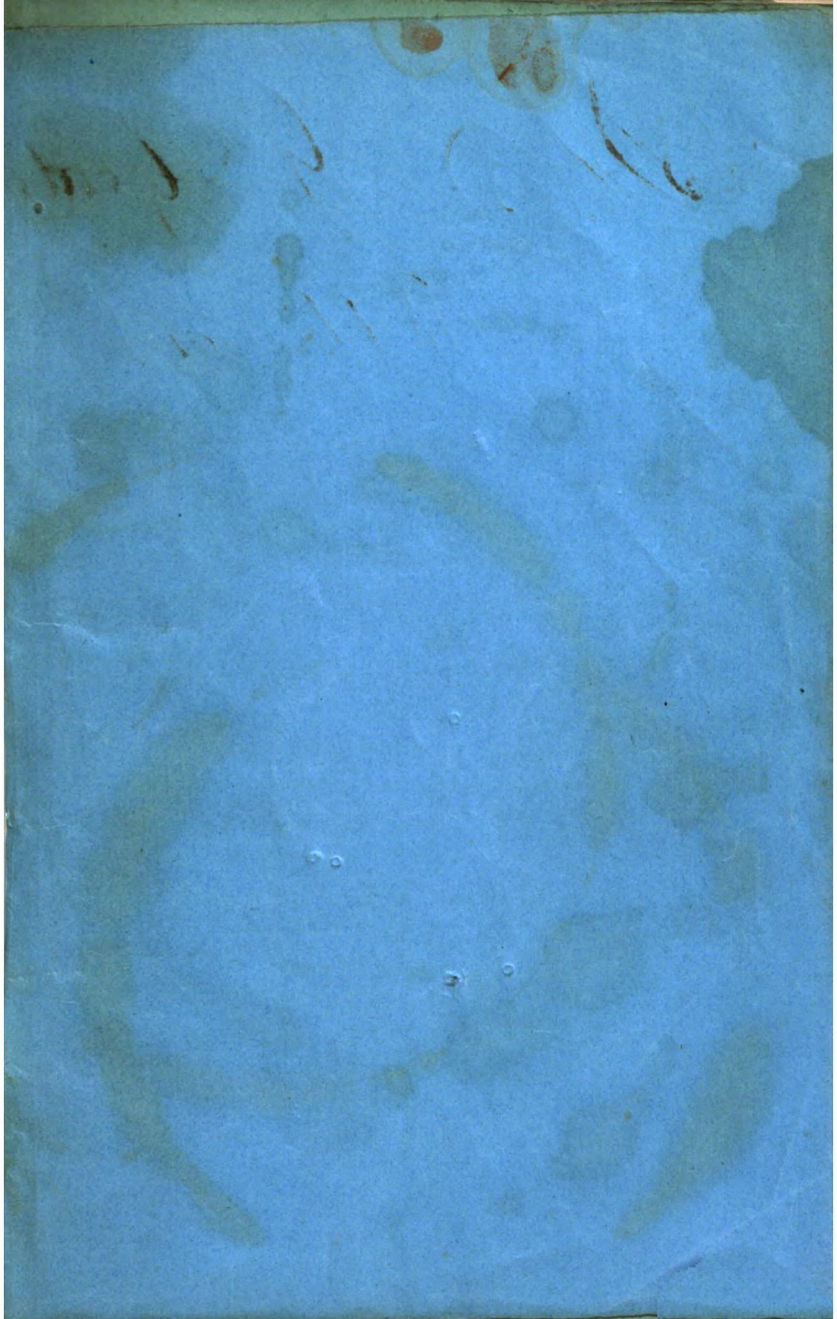
Time Table for Outward Trains, December 2d, 1850.

	No. 1.		No. 2.		No. 3.		No. 4.		No. 5.		No. 6.		No. 7.		No. 8.		No. 9.		No. 10.		No. 11.	
	A. M.	Portland	A. M.	Concord.	M.	Reading.	P. M.	Gt. Falls.	A. M.	Concord and Haverhill.	P. M.	Portland	P. M.	Reading.	P. M.	Concord and Haverhill.	P. M.	Lawrence	P. M.	Reading	P. M.	Reading
Boston.....	7 00		7 30		9 00		11 00		12 00		3 00		4 00		4 45		5 30		7 15		9 15	
Malden.....	7 16		7 43		9 17		11 17		12 13		3 16		4 17		4 58		5 47		7 32		9 32	
Melrose.....	7 21		7 47		9 23		11 22		12 17		3 21		4 23		5 02		5 53		7 39		9 39	
So. Reading.....	7 27		7 54		9 30		11 28		12 21		3 27		4 30		5 06		6 00		7 45		9 45	
Reading.....	7 32		7 58		9 35		11 33		12 26		3 32		4 35		5 11		6 05		7 50		9 50	
B. Vale.....	7 47		8 08		.....		11 48		12 39		3 47		.....		5 24		6 21		.....		.....
Andover.....	7 52		8 12		.....		11 54		12 44		3 52		.....		5 29		6 26		.....		.....
Lawrence.....	8 05		8 17		.....		12 06		{ 12 50 4 30		4 05		.....		5 35		6 35		.....		.....
No. Andover.....	8 09		.....		.....		12 10		4 40		4 09		.....		6 42		.....		.....		.....
Haverhill.....	8 27		.....		.....		12 30		5 00		4 27		.....		6 00		.....		.....		.....
Plaistow.....	8 38		.....		.....		12 41		.....		4 38		.....		.....		.....		.....		.....
Newton.....	8 45		.....		.....		12 47		.....		4 45		.....		.....		.....		.....		.....
E. K. Woodhouse.....	8 51		.....		.....		12 54		.....		4 52		.....		.....		.....		.....		.....
Exeter.....	9 10		.....		.....		1 10		.....		5 10		.....		.....		.....		.....		.....
S. Newmarket.....	9 20		.....		.....		1 20		.....		5 20		.....		.....		.....		.....		.....
Newmarket.....	9 26		.....		.....		1 27		.....		5 26		.....		.....		.....		.....		.....
Durham.....	9 37		.....		.....		1 38		.....		5 37		.....		.....		.....		.....		.....
Madbury.....	9 43		.....		.....		1 44		.....		5 43		.....		.....		.....		.....		.....
Dover.....	9 54		.....		.....		1 55		.....		5 54		.....		.....		.....		.....		.....
Somersworth.....	10 00		.....		.....		2 00		.....		6 00		.....		.....		.....		.....		.....
Salmon Falls.....	10 05		.....		.....		.....		.....		6 05		.....		.....		.....		.....		.....
S. Ber, Jun. reaches	10 12		.....		.....		.....		.....		6 12		.....		.....		.....		.....		.....

On THURSDAY, a Train will leave Boston at 11½ P. M., and SATURDAY at 10¼ P. M. for Reading, instead of 9¼.

Time Table for Inward Trains.

	No. 12.	No. 13.	No. 14.	No. 15.	No. 16.	No. 17.	No. 18.	No. 19.	No. 20.	No. 21.	No. 22.
	A. M.	A. M.	A. M.	A. M.	M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Reading	Haverhill	Concord.	Gt. Falls.	Concord.	Portland	Reading	Reading.	Concord and Haverhill.	Portland	Reading
S. Ber. Junc. (leaves)	.....	.....	.....	.....	.....	10 15	.....	.....	.....	4 45	.....
Salmon Falls.....	.....	.....	.....	.....	.....	10 20	.....	.....	.....	4 50	.....
Somersworth.....	.....	.....	.....	6 50	.....	10 25	.....	.....	.....	4 55	.....
Dover.....	.....	.....	.....	7 01	.....	10 35	.....	.....	.....	5 05	.....
Madbury.....	.....	.....	.....	7 09	.....	10 41	.....	.....	.....	5 11	.....
Durham.....	.....	.....	.....	7 15	.....	10 46	.....	.....	.....	5 16	.....
Newmarket.....	.....	.....	.....	7 25	.....	10 57	.....	.....	.....	5 27	.....
S. Newmarket.....	.....	.....	.....	7 32	.....	11 04	.....	.....	.....	5 34	.....
Exeter.....	.....	.....	.....	7 43	.....	11 15	.....	.....	.....	5 45	.....
E. K. Woodhouse..	.....	.....	.....	7 52	.....	11 25	.....	.....	.....	5 55	.....
Newton.....	.....	.....	.....	8 02	.....	11 35	.....	.....	.....	6 05	.....
Plaistow.....	.....	.....	.....	8 08	.....	11 41	.....	.....	.....	6 11	.....
Haverhill.....	.....	.....	.....	8 25	.....	11 55	.....	.....	.....	6 25	.....
No. Andover.....	.....	.....	.....	8 40	.....	12 06	.....	.....	5 15	6 25	.....
Lawrence.....	.....	.....	.....	8 50	12 00	12 15	.....	.....	5 30	6 36	.....
Andover.....	.....	.....	.....	8 56	12 05	12 21	.....	.....	5 40	6 45	.....
B. Vale.....	.....	.....	.....	9 01	12 09	12 26	.....	.....	5 45	6 51	.....
Reading.....	6 40	7 50	8 16	9 20	12 24	12 45	2 30	5 15	6 05	7 14	8 15
So. Reading.....	6 45	7 55	8 20	9 25	12 28	12 50	2 35	5 30	6 10	7 19	8 20
Melrose.....	6 52	8 02	8 25	9 32	12 33	12 55	2 42	5 27	6 15	7 24	8 27
Malden.....	6 57	8 09	8 30	9 39	12 36	1 00	2 47	5 32	6 20	7 29	8 33
Boston, (arrives) ..	7 15	8 24	8 44	9 54	12 50	1 15	3 05	5 50	6 34	7 45	8 50



W. S. G. Good

Atkinson

Handwritten initials or marks, possibly "AG" and "AG", located in the lower right quadrant of the page.

No. 50.

December 3, 1855.

For

BOSTON & MAINE RAILROAD.

RULES FOR RUNNING TRAINS, &c.

Winter Arrangement.

No. 50.

Takes Effect

Dec. 3, 1855.

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.

WINTER ARRANGEMENT,

TO COMMENCE DECEMBER 3, 1855.

BOSTON:

PRINTED BY C. C. P. MOODY, 52 WASHINGTON STREET.

1855.

SPECIAL NOTICE.

Take particular notice that the trains which have the right to the road on single track at specified passing places, will hereafter run 20 minutes behind their regular time, instead of 35 minutes as formerly.

3-17-31

Rules for Running Trains, &c.

ON AND AFTER MONDAY, DEC. 3, 1855.

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 be 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 South Reading Junction and Reading Station.

☞ *Look out for Trains ahead!*

☞ *Look out for Trains behind!!*

TRAINS FROM BOSTON.

2. TRAIN No. 2—Leaves Boston for Portland at 7.30 A.M. Should pass No. 16 on double track, and No. 18 at Haverhill, and No. 21 at So. Berwick Junction. No. 16 will keep out of the way of No. 2. If No. 18 does not arrive at Haverhill by 9.10 A.M., No. 2 will then proceed, keeping (20) twenty minutes *behind* its own running time till it passes No. 18. No. 2 reaches So. Berwick Junction before No. 21 or No. 26 leaves there.

4. TRAIN No. 4—Leaves Boston for Haverhill at 10 A.M. Should pass No. 18 on double track, and arrive at Haverhill before No. 21 leaves there. No. 18 will keep out of the way of No. 4.

7. TRAIN No. 7—Leaves Boston for Portland at 2.30 P.M.; should pass No. 26 at Durham. If No. 26 does not reach Durham by 5.18 P.M., No. 7 will then proceed carefully, keeping (20) twenty minutes behind its own regular time to So. Berwick Junction.

9. Train No. 9—Leaves Boston for Great Falls at 4.30 P.M.; should pass No. 25 on double track, and No. 26 at "Plaistow Brick Yard." No. 25 will keep out of the way of No. 9. If No. 26 does not arrive at "Plaistow Brick Yard" by 6.20 P.M., No. 9 will then proceed, keeping (20) twenty minutes behind its own regular time till it has passed No. 26.

11. TRAIN No. 11—Leaves Boston for Haverhill at 5.45 P.M.; should pass No. 25 and No. 26 on double track. No. 25 will keep out of the way of No. 11. If No. 26 does not arrive at No. Andover by 7.17 P.M., No. 11 may then proceed, keeping (20) twenty minutes behind its own regular time to Haverhill.

TRAINS TO BOSTON.

16. TRAIN No. 16—Leaves Haverhill for Boston at 7.25 A.M., should pass No. 2 on double track, but if it cannot reach No. Andover by 8.30 A.M., it must keep out of the way of No. 2.—No. 16 keeps out of the way of all other passenger trains.

18. TRAIN No. 18—Leaves Great Falls for Boston at 7.15 A.M. Should pass No. 2 at Haverhill; but if delayed anywhere, it must keep out of the way of No. 2, which will have the right to the road (15) fifteen minutes after its own regular time. No. 18 will keep out of the way of all other passenger trains.

21. TRAIN No. 21—Leaves S. B. Junction for Boston at 10.35 A.M., after arrival of No. 2. No. 21 will not leave Haverhill till No. 4 arrives, there. No. 21 will keep out of the way of all other passenger trains.

25. TRAIN No. 25—Leaves Haverhill for Boston at 5.05 P.M., after arrival at Haverhill of No. 7. No. 25 keeps out of the way of No. 9 and No. 11, and all other passenger trains.

26. TRAIN No. 26—Leaves So. Berwick Junction for Boston at 4.25 P.M., after arrival of No. 2. Should pass No. 7 at Durham, and No. 9 at "Plaistow Brick Yard," and No. 11 on double track; but if delayed anywhere, it will keep out of the way of Nos. 7, 9 and 11, which all have the right to the road (15) fifteen minutes after their own regular times per time table. No. 26 will keep out of the way of all other passenger 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 Newton.

In order to facilitate the movements of the "Brick Train," it is understood, that whenever the No. 2 train carries a flag for the "Brick train" from Lawrence, the *Great Falls freight train will wait at Haverhill*, for the "Brick train" so flagged, till 9.20 A.M., and the "Brick train" will keep out of the way after 9.15 A.M.

STOPPING PLACES FOR TRAINS.

Nos. 1, 4, 6, 9, 11, 12, 13, 14, 15, 17, 19, 22, 23, 24, & 27, will stop at Special as well as regular Stations; except that No. 1 will stop at Charlestown & Somerville only to *take* passengers, and Nos. 16, 19, 22, and 23 will stop there only to *leave* passengers; Nos. 4, 10, 16, and 25 will stop at Wilmington Junction. Nos. 1 and 24 will not stop at Wyoming.

No. 2 will not stop between Boston and Andover.

No. 3 will stop at Malden, Wyoming, Melrose, Stoneham and Greenwood.

No. 5 will stop at Malden, Melrose, S. Reading, Reading, and Andover; and also at Wilmington and B. Vale, to take passengers for Manchester or beyond.

No. 7 will not stop between Boston and Reading.

No. 20 will stop at all regular stations.

No. 16 will stop at Reading, So. Reading, Melrose and Malden.

No. 18 will not stop between Reading and Boston, except to leave passengers from Andover or beyond.

Nos. 20 and 25 will stop at Andover, Ballard Vale, Wilmington, Reading, South Reading, Melrose and Malden; also at Somerville to leave passengers.

Nos. 21 and 26 will not stop between Andover and Boston, except to leave passengers from East of Lawrence.

No. 3 leaves cars for Danvers R. R. No. 20 takes cars from Danvers R. R.

Nos. 3, 5, 8, and 10 leave, and Nos. 16, 19, 22, and 23, take cars from the S. R. Branch R. R.

If cars from Danvers, or South Reading Branch R. R., are left by the train which should take them, the train following must stop for them.

The special stations are Charlestown, Wyoming, Stoneham and Greenwood.

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.

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*.

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*.

Two Balls or two Red Lanterns *stops all trains* on B. & M. R. R., and allows trains from Salem or Danvers to come on to the B. & M. R. R.

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.

The *absence* of Balls and Red Lanterns *stops all trains*. A blue flag or red lantern on target shows that a train has just passed towards Boston.

6. 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.

Two Balls, or Two Red Lanterns, *stops ALL* trains on B. & M. R. R., but allows the trains on Salem & Lowell Road to pass.

The absence of Balls or Lanterns *stops ALL TRAINS on both Roads*.

Target Crosswise stops In Trains on B. & Me. R. R. though the ball is right for them to pass.

7. 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.

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.

One ball, or one red lantern, allows the Southern trains to come in, or the Northern trains to go out, but stops all others.

Two balls, or two red lanterns, allows the Lowell trains to come in, but stops all others.

Four balls, or four red lanterns, allows the Haverhill trains to come in, but stops all others.

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 may go East, but the trains from the South must keep back; placed vertically, any train from the South may enter North Lawrence, or go 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.

8. *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 towards the Depot. Placed horizontally, it stops all trains or engines passing from the bridge towards the depot.

9. No train will pass the bridge over the Merrimac River into Haverhill, less the signal on the South end of the bridge is right so to do. If then,

target is crosswise, trains must stop. Target crosswise at Bradford Station stops all trains approaching from the West.

10. *At Portsmouth and Concord Crossing*, the Target crosswise, or two Lights over centre of track, stops all trains on B. & Me. R. R.

11. The Bridge over the Charles and Mystic River, must not be passed at a speed exceeding 12 miles per hour. This requires *three* minutes between the South end of Charles River Bridge and the Fitchburg R. R. crossing *Out*, or three and a third minutes to the draw next north, and three minutes *In* from that draw, or two and a half from that crossing to Charles River Draw, and one minute from signal posts marked P to Mystic draw; this speed must *in no case* be exceeded.

12. 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, Cochecho 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 Y to Salem and Lowell crossing. Be one minute in going from posts marked X to the Portsmouth and Concord crossing. *The above Rule is very important.*

13. 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.

14. 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.

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 *staying* 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.

All trains will, when possible, avoid stopping where there is danger from other trains.

15. 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.

16. Trains running at night, *must* have two lights hung behind.

17. *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.*

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 a *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. Enginemen 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 flag'd, *as far as Exeter*, against all other Extra trains.

The proper signal is a red flag flying on Engine by day, and a lantern on top of the boiler at 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 Enginemen carrying Signals to notify Station Agents, &c., whose duty it also is to enquire about them.

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 at 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 Junct, Wilmington Junction, and Great Falls Rollinsford and S. B. Junction trains, are regular passenger trains, as well as the trains on the B. and Me. Railroad.

21. Freight trains must *not* be run faster than *twelve* 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 employes 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. *Whenever* 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 reaching the place where the rail is taken out. No variation 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 Bradford, or West at Rollinsford, Dover P. & C. Crossing, Wilmington June, 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 back on.*

26. Trains *must stop before* arriving at passenger stations, when another train is receiving or discharging passengers at such station. Engine-men will sound their whistles with a continued 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 3.30 A. M. the right of any train, of the preceding day, to the road, ceases, and after that hour, the trains, both passengers and freight, will run as if all the trains of previous days had been regular; and any trains of the preceding day delayed beyond 3.30 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 offices, 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 whence 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 of time for the clocks at the stations, and the watches of all men employed 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 ropes on the cars are in connection with each other and the engine. Engine-men will see to making the latter connection.

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 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 engine-men attention to the rules of the road. Negligence or recklessness on the part of an engine-man will be taken as a 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 Conductor 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 at least eighty rods before arriving at any road-crossing, and to be continued to be rung till they pass. 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 as 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 and other Railroad Crossings or Junctions. Also, on approaching the following places whenever it is foggy or dark, viz: Ferry road in Bradford; Mystic Bridge; and the Boston draw, going in.

37. Every Engine-man, when 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 the right, he should stop till 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 the Boston station, unless the signal at the crossing of Causeway and Travers streets are up, indicating that all is right for them to come in, but will remain back on the bridge. The night signals at these streets, allowing the trains to come in, are two lanterns hung on the post, one over the other. *If the lights are crosswise, or if they cannot be seen one above the other, the trains must stop.* Trains going out at night must not cross Causeway street unless a red lantern can be seen on the gate-post showing that the gates are open. In crossing Causeway or Travers Streets, or in shifting out trains at Boston Depot, the Engine-man and Fireman, *must both in all cases* be upon the Engine, and no fireman must move an Engine between Boston Depot and Causeway Street, unless he is sent by Foreman of Engine Repairs to run a train as an Engine-man, and has another fireman on the Engine with him.

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 this road, the superintendent, the foreman of the engine repair shop, the master of transportation, the freight agent, the conductors, 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 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 unnece-

essary. 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, as follows, viz:—

Somerville, 1; Malden, 2; Wyoming, 2½; Melrose, 3; Stoneham, 4; Greenwood, 5; South Reading, 6; Reading, 7; Wilmington, 8; Wilmington Junction, 8½; Ballardvale, 9; Andover, 10; Lawrence, 11; North Andover 12; Bradford, 13; Haverhill, 14; Atkinson, 14½; Plaistow, 15; Newton, 16; East Kingston, 17; Exeter, 18; South Newmarket, 19; Newmarket Junction, 19 P; Newmarket, 20; Durham, 21; Madbury, 22; Dover, 23; Somersworth, 24; Great Falls, 25; Salmon Falls, 26; S. Berwick, 27; S. Berwick Junction, 28; North Berwick, 29; Wells, 30; Kennebunk, 31, Biddeford, 32; Saco, 33; 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 enquiries 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 sent or given to the Master 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 miscarried 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 of such person that he must go at his own risk.

46. Conductors of passenger trains are required to make weekly return

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, stating 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 must not smoke in the cars or station houses.

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 liable for any valise, 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 such articles; and no agent of the Company is allowed to take charge of specie, drafts, bank-bills, or other small articles of great value, to go by a passenger train, unless it be specially advertised to the contrary.

The Company expressly reject 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. Specie, 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 assented to 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 earthenware, 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, Sup't.

Boston, Dec. 3, 1855.

Time Table for Outward Trains, Dec. 8, 1855.

	No. 1.		No. 2.		No. 3.		No. 4.		No. 5.		No. 6.		No. 7.		No. 8.	
	A.M.	Medford.	A.M.	Portland.	A.M.	R.D.&B.S.	A.M.	Medford.	A.M.	N.A.S.A.L.	M.	P.M.	Reading.	Portland.	P.M.	D.A.S.R.B.
Boston.	8 00	7 00	7 05	7 30	8 05	8 10	9 30	10 00	10 30	12 00	12 45	2 00	2 30	2 45	2 50	Medford.
Somerville.	8 12	7 10	7 13	7 38	8 12	8 17	9 37	10 10	10 40	12 08	12 53	2 10	2 38	2 55	3 00	Medford.
Medford Junction.	8 18	7 13	7 18	7 42	8 17	8 20	9 43	10 18	10 47	12 12	12 58	2 14	2 42	2 58	3 03	Medford.
Malden.	8 25	7 16	.....	7 45	8 20	8 24	.....	10 17	10 50	12 15	12 43	.....	2 17	2 45	3 01	Medford.
Melrose.	8 35	7 21	.....	7 50	8 24	8 28	.....	10 22	10 58	12 20	12 55	.....	2 22	2 50	3 06	Medford.
S. Reading Junction.	8 45	7 25	.....	7 54	8 30	8 34	.....	10 26	11 08	12 25	1 05	.....	2 28	2 54	3 11	Medford.
So. Reading.	8 52	7 28	.....	7 56	8 32	8 36	.....	10 29	11 10	12 27	1 07	.....	2 33	2 56	.....	Medford.
Reading.	4 10	7 35	.....	8 00	8 37	8 41	.....	10 32	11 25	12 32	1 20	.....	2 38	3 00	.....	Medford.
Wilmington Junction.	4 35	7 45	.....	8 10	8 47	8 51	.....	10 46	11 45	12 42	1 40	.....	3 10	3 15	.....	Medford.
B. Vale.	4 45	7 52	.....	8 15	8 52	8 56	.....	10 53	11 55	12 47	1 53	.....	3 15	3 20	.....	Medford.
Andover.	4 55	8 03	.....	8 20	8 57	9 01	.....	11 03	12 05	12 52	2 07	.....	3 20	3 25	.....	Medford.
South Lawrence.	5 05	8 10	.....	8 30	9 07	9 11	.....	11 10	12 20	1 00	2 22	.....	3 30	3 35	.....	Medford.
North Lawrence.	5 15	.....	.....	8 32	9 09	9 13	.....	11 12	12 25	1 02	2 27	.....	3 35	3 40	.....	Medford.
North Andover.	5 15	.....	.....	8 35	9 11	9 15	.....	11 18	.....	.....	.....	.....	3 40	3 45	.....	Medford.
Haverhill.	5 45	.....	.....	8 50	9 25	9 29	.....	11 30	.....	.....	.....	.....	3 50	3 55	.....	Medford.
Plaislow (Brick Yard)	6 15	.....	.....	8 59	9 34	9 38	.....	.....	.....	.....	.....	.....	3 59	4 04	.....	Medford.
NEWTON.	6 50	.....	.....	9 05	9 40	9 44	.....	.....	.....	.....	.....	.....	4 07	4 12	.....	Medford.
E. K. Woodhouse.	7 39	.....	.....	9 10	9 45	9 49	.....	.....	.....	.....	.....	.....	4 16	4 21	.....	Medford.
E. K. Depot.	7 45	.....	.....	9 18	9 53	9 57	.....	.....	.....	.....	.....	.....	4 19	4 24	.....	Medford.
Exeter.	8 05	.....	.....	9 30	10 05	10 09	.....	.....	.....	.....	.....	.....	4 34	4 39	.....	Medford.
So. Newmarket.	8 28	.....	.....	9 38	10 13	10 17	.....	.....	.....	.....	.....	.....	4 40	4 45	.....	Medford.
Newmarket.	8 52	.....	.....	9 45	10 20	10 24	.....	.....	.....	.....	.....	.....	4 50	4 55	.....	Medford.
Durham.	9 10	.....	.....	9 52	10 27	10 31	.....	.....	.....	.....	.....	.....	4 58	5 03	.....	Medford.
Madbury.	9 25	.....	.....	9 58	10 33	10 37	.....	.....	.....	.....	.....	.....	5 05	5 10	.....	Medford.
Dover.	9 45	.....	.....	10 10	10 45	10 49	.....	.....	.....	.....	.....	.....	5 10	5 15	.....	Medford.
Rollinsford.	* 10 08†	.....	.....	10 16	10 51	10 55	.....	.....	.....	.....	.....	.....	5 16	5 21	.....	Medford.
Great Falls.	10 20	.....	.....	10 23	10 58	11 02	.....	.....	.....	.....	.....	.....	5 26	5 31	.....	Medford.
Salmon Falls.	.....	.....	.....	10 23	11 08	11 12	.....	.....	.....	.....	.....	.....	5 26	5 31	.....	Medford.
S. B. Junct. (arrives.)	.....	.....	.....	10 35	11 20	11 24	.....	.....	.....	.....	.....	.....	5 35	5 40	.....	Medford.

† After arrival of 10.00 A.M. Train from Great Falls.

Time Table for Outward Trains, Dec. 3, 1855. Continued.

	No. 9.		No. 10.		No. 11.		No. 12.		No. 13.		No.	
	P.M.	G. Falls.	P.M.	N.D.S.S.R.E.	P.M.	Haverhill.	P.M.	Medford.	P.M.	Reading.			P.M.	Medford.
Boston,	4 20	5 00	5 05	5 45	6 30	7 15	7 20†	7 15	7 20†	9 15*	9 20†	Boston.
Somerville,	4 40	5 08	5 13	5 55	6 38	7 24	7 35	7 24	7 35	9 23	9 28	Somerville.
Medford Junction, ..	4 44	5 13	5 17	5 58	6 42	7 29	7 41	7 29	7 41	9 28	9 33	Medford Junction.
Malden,	4 47	5 15	.....	6 01	.....	7 32	7 45	7 32	7 45	9 30	.....	Malden.
Melrose,	4 52	5 19	.....	6 06	.....	7 37	7 55	7 37	7 55	9 34	.....	Melrose.
S. Reading Junction, ..	4 57	5 23	.....	6 10	.....	7 44	8 05	7 44	8 05	9 40	.....	S. Reading Junction.
So. Reading,	5 02	5 25	.....	6 13	.....	7 45	.....	7 45	.....	9 42	.....	So. Reading.
Reading,	5 07	5 30	.....	6 20	.....	7 52	.....	7 52	.....	9 48	.....	Reading.
Wilmington Junction, ..	5 17	5 38	.....	6 30	.....	.....	.....	.....	.....	.....	.....	Wilmington Junction.
B. Vale,	5 22	5 42	.....	6 37	.....	.....	.....	.....	.....	.....	.....	B. Vale.
Andover,	5 27	5 48	.....	6 42	.....	.....	.....	.....	.....	.....	.....	Andover.
South Lawrence,	5 35	5 55	.....	6 47	.....	.....	.....	.....	.....	.....	.....	South Lawrence.
North Lawrence, .....	.....	5 53	.....	6 50	.....	.....	.....	.....	.....	.....	.....	North Lawrence.
North Andover,	5 40	.....	.....	6 57	.....	.....	.....	.....	.....	.....	.....	North Andover.
Haverhill,	5 53	.....	.....	7 10	.....	.....	.....	.....	.....	.....	.....	Haverhill.
Plaistow, Brick Yard	6 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Plaistow, Brick Yard.
Newton,	6 08	.....	.....	6 08	.....	.....	.....	.....	.....	.....	.....	Newton.
E. K. Woodhouse,	6 13	.....	.....	6 13	.....	.....	.....	.....	.....	.....	.....	E. K. Woodhouse.
E. K. Depot,	6 18	.....	.....	6 18	.....	.....	.....	.....	.....	.....	.....	E. K. Depot.
Exeter,	6 33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exeter.
So. Newmarket,	6 40	.....	.....	6 40	.....	.....	.....	.....	.....	.....	.....	So. Newmarket.
Newmarket,	6 50	.....	.....	6 50	.....	.....	.....	.....	.....	.....	.....	Newmarket.
Durham,	7 00	.....	.....	7 00	.....	.....	.....	.....	.....	.....	.....	Durham.
Madbury,	7 06	.....	.....	7 06	.....	.....	.....	.....	.....	.....	.....	Madbury.
Dover,	7 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Dover.
Rollinsford,	7 24	.....	.....	7 24	.....	.....	.....	.....	.....	.....	.....	Rollinsford.
Great Falls,	7 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Great Falls.
Salmon Falls, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Salmon Falls.
S. B. Junct. (arrives,)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	S. B. Junct. (arrives.)

* On Thursdays 11 00, and on Saturdays at 10 P. M. instead of 9 15 P. M.
 † On Thursdays 11 05 P. M., and on Saturdays 10 05 P. M., instead of 9 20 P. M.]
 ‡ On Thursday evenings this train will leave at 11.15 P. M. instead of 7.20.

Time Table for Inward Trains, December 8, 1855.

	No. 14		No. 15		No. 16		No. 17		No. 18		No. 19		No. 20.			No. 21		
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	M.	A.M.	A.M.	
	L & D Fr. G F Frgh. N. & Dan.	Reading- Medford.	Lawrence. Medford.	HN&SBB Medford.	Daversen. Medford.	Gr. Falls. Medford.	R. & SR. Br. N. & Dan.	G F Frgh. N. & Dan.	Portland.									
S. B. JUNC., (<i>leaves.</i>)																		
Salmon Falls,																		
Great Falls,																		
Rollinsford,																		
Dover,																		
Madbury,																		
Durham,																		
Newmarket,																		
S. Newmarket,																		
Exeter,																		
E. K. Depot,																		
E. K. Woodhouse,																		
NEWTON,																		
Plastow (Brick Yard),																		
HAVERHILL,																		
North Andover,																		
South Lawrence,																		
Andover,																		
Ballard Vale,																		
Wilmington Junction,																		
Reading,																		
South Reading,																		
S. Reading Junction,																		
Melrose,																		
Malden,																		
Medford Junction,																		
Somerville,																		
Boston, (<i>arrives.</i>)																		

Time Table for Inward Trains, December 3, 1855. Continued.

	No. 22		No. 23		No. 24		No. 25		No. 26		No. 27	
	P.M.	La SB. Br.	P.M.	B. & S.B. Br.	P.M.	Medford	Darven.	H. & N.	P.M.	Medford	P.M.	Reading.
S. B. Junct., (leaves.)												
Salmon Falls,										4 25		
Great Falls,										4 32		
Rollinsford,												
Dover,										4 37		
Madbury										4 45		
DURHAM,										4 52		
Newmarket,										4 58		
S. Newmarket,										5 10		
Exeter,										5 22		
F. K. Depot,										5 33		
E. K. Woodhouse,										5 40		
Newton,										5 44		
Plaistow, Brick Yard.										5 51		
Haverhill,										6 00		
North Andover,							5 05			6 15		
North Lawrence,		2 30					5 20			6 26		
South Lawrence,		2 32					5 35			6 30		
Andover,		2 38					5 42			6 36		
B. Vale,		2 42					5 47			6 41		
Wilmington Junction,		2 46					5 52			6 46		
Reading,		2 56					6 03			6 55		8 30*
So. Reading,		3 01					6 08			7 00		8 35
S. Reading Junction,		3 03					6 09			7 02		8 37
Melrose,		3 08					6 18			7 08		8 42
Malden,		3 14					6 19			7 13		8 47
Medford Junction,		2 06	3 16	4 05	4 51	5 50	6 04	6 19	7 05	7 15	8 49	
Somerville,		2 10	3 21	4 10	4 56	5 55	6 09	6 28	7 10	7 18	8 53	
Boston, (arrives).....		2 20	3 35	4 20	5 07	6 05	6 20	6 35	7 20†	7 30	9 00	

* On Thursdays at 9.30 instead of 8.30 P.M.

† On Thursdays at 10.05 instead of 7.05 P.M.

TRAINS BETWEEN

Gt. Falls, Rollinsford and S. Berwick Junction.

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*Winter Arrangement, commencing Dec. 3, 1855.*  
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Leaves	Great Falls for Rollinsford, (freight,)	3.45 A.M.
"	Great Falls " Rollinsford, (train No. 18,)	7.15 "
"	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. 21,)	10.35 "
"	Rollinsford " Great Falls,	10.35 "
"	Rollinsford " Great Falls	10.47 "
"	Great Falls " Junction, (freight,)	11.00 "
"	Junction " Great Falls, (freight,)	11.30 "
"	Junction " Rollinsford, (train No. 26,)	4.25 P.M.
"	Great Falls " Rollinsford,	4.25 "
"	Rollinsford " Great Falls,	4.40 "
"	Great Falls " Rollinsford,	5.00 "
"	Rollinsford " Great Falls,	5.16 "
"	Rollinsford " Junction, (train No. 7,)	5.16 "
"	Junction " Great Falls, (engine,)	5.35 "
"	Rollinsford " Great Falls, (train No. 9,)	7.24 "

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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.

* After arrival of 10 o'clock train from Great Falls.

DANVERS RAILROAD.

WINTER ARRANGEMENT, DEC. 3, 1855.

Trains will run between South Reading Junction and North Danvers as follows, subject to rules below, viz.: —

	A. M. No. 3.	P. M. No. 8.	P. M. No. 10.	P. M. Freight
Leave S. R. Junc.	8 30	3 11	5 25	8 05*
“ Brook Dale,	8 45	3 23	5 40	8 25
“ W. Danvers,	8 47	3 25	5 42	8 28
Arrive N. Danvers,	8 55	3 33	5 50	8 40

	A. M. Freight.	A. M. No. 17.	P. M. No. 20.	P. M. No. 24.
Leave N. Danvers,	4 30	8 35	12 15	5 30
“ W. Danvers,	4 45	8 43	12 23	5 38-
“ Brook Dale,	4 47	8 45	12 25	5 40
Arrive S. R. Junc.,	5 15	8 57	12 37	5 52

Train No. 3 should pass No. 17 at Brookdale, but if No. 17 cannot reach Brookdale by 9.05 A.M., No. 3 will proceed to No. Danvers, keeping (20) twenty minutes behind its regular time per time table, and No. 17 will keep out of the way when delayed.

No. 8 should leave So. Reading Junction, after arrival of Nos 17 and 20; but if No. 17 and No. 20 have not reached So. R. Junction by 3.31 P.M., No. 8 will proceed to No. Danvers, keeping (20) twenty minutes behind its regular time. Nos. 17 and 20 will in this case keep out of the way when delayed.

No. 10 should pass No. 24 at Brookdale, but if No. 24 does not arrive at Brookdale by 6 o'clock, P. M., No. 10 will proceed to No. Danvers, keeping (20) twenty minutes behind its own regular time, and No. 24 will keep out of the way if delayed.

One Ball or one Red Lantern on mast head at the crossings of *Salem & Lowell*, and *Essex* Railroads allows trains on Danvers Railroad to pass. *Two Balls or two Red Lanterns stops* all trains on Danvers Railroad. *If no ball or light can be seen on mast, stop.*

All Freight, Grade, or Extra trains, must keep *full 10 minutes out of the way* of the above Passenger trains.

* On Thursday evenings this Train will leave Boston at 11.15 P.M. instead of 7.20, and So. Reading Junction at 12 P. M. instead of 8.05.

BOSTON & MAINE R.ROAD.

1855 Arrival & Departure of Trains 1855
Boston, Monday, Dec. 3, 1855.

ARRIVALS.	DEPARTURES.
Lawrence Fr'ht, 6 12 A.M.	G. Falls Freight, 8 00 A.M.
Medford, 6 50 "	Lawrence, 7 00 "
Reading, 6 55 "	Medford, 7 05 "
Lawrence, 8 00 "	Portland, 7 30 "
Medford, 8 30 "	S. R. Br. & Road, 8 05 "
H. N. & S. R. B., 8 45 "	Medford, 9 30 "
Danvers, 9 27 "	Haverhill, 10 00 "
Great Falls, 10 15 "	North. Freight, 10 30 "
Medford, 10 25 "	Nor. & S. R. Br. 12 00 M.
R. & S. R. Br., 10 35 "	Law. Freight, 12 30 P.M.
North. Freight, 11 40 "	Medford, 12 45 "
Gt. F's Freight, 12 35 P.M.	Reading, 2 00 "
Dan. & Northern, 1 05 "	Portland, 2 30 "
Portland, 1 45 "	Danv & S. R. Br. 2 45 "
Medford, 2 30 "	Medford, 2 50 "
Lawrence & S. } 3 35 "	G. Falls, 4 30 "
R. Branch, } 3 35 "	Nor. D. & S R Br. 5 00 "
Medford, 4 20 "	Medford, 5 05 "
Read. & S. R. B., 5 07 "	Haverhill, 5 45 "
Medford, 6 05 "	Medford, 6 30 "
Danvers, 6 20 "	Reading, 7 15 "
Hav. and Nor. 6 35 "	Danv. Freight, 7 20 "
Medford, 7 20 "	Reading, 9 15 1/2 "
Portland, 7 30 "	Medford, 9 20 1/2 "
Reading, 9 00 "	

†On Thursday at 10 20 P. M. instead of 7 20 P. M.

*On Thursdays at 10 00, instead of 9 00 P. M.

¶On Thursdays at 11 00, and on Saturdays at 10 P. M. instead of 9 15 P. M.

‡On Thursdays 11 05, and on Saturdays at 10 05 P. M. instead of 9 20 P. M.

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