



# Old Colony Railroad.

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## Rules and Regulations

FOR THE

Government of Employees

IN THE

## Operating Department.

Taking effect Monday, June 15, 1891, at 12.01 A.M.



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And superseding all prior rules and instructions, in whatever  
form issued, which are inconsistent therewith.

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OFFICE OF GENERAL MANAGER,  
BOSTON, MASS.



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## GENERAL NOTICE.

It is of the utmost importance that proper rules for the government of the employees of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employees whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If, in the judgment of any one whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employees should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted and the manner in which its patrons are treated by its employees.

## GENERAL RULES.

1. The rules herein set forth apply to and govern all roads operated by the Old Colony Railroad Company.

They shall take effect June 15, 1891, and supersede all prior rules and instructions, in whatsoever form issued, which are inconsistent therewith.

2. In addition to these rules, the time-tables will contain special instructions, as the same may be found necessary. Special instructions, whether in conflict with these rules or not, which may be given by proper authority, whether upon the time-tables or otherwise, shall be fully observed while in force.

3. The head of each department must be conversant with the rules, supply copies of them to his subordinates, see that they are understood, enforce obedience to them, and report to the proper officer all violations and the action taken thereon.

4. Every employee of this company whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty, and must be conversant with every rule. He must render all the assistance in his power in carrying them out, and immediately report any infringement of them to the head of his department.

Every employee having charge of trains or engines, stations, tracks, drawbridges, signals or switches must always carry a copy of the Employees' Time-table when on duty.

5. The fact that any person enters, or remains in, the service of the company will be considered as an assurance of willingness to obey its rules. No one will be excused for the violation of any of them, even though not included in those applicable to his department.

6. If in doubt as to the meaning of any rule or special instructions, application must be made at once, to the proper authority, for an explanation. Ignorance is no excuse for neglect of duty.

7. All employees will be regarded as in the line of promotion, advancement depending upon the faithful discharge of duty, and capacity for increased responsibility.

8. If an employee should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity justified by the circumstances of the case, and the employee's previous good conduct.



9. Every employee, while on duty connected with the trains on any division of the road, is under the authority, and must conform to the orders, of the Superintendent of that division.

10. Employees must wear the prescribed badges or uniforms while on duty.

11. Mail agents, express messengers, parlor and sleeping-car conductors and porters, news agents, and persons in charge of individual cars, are subject, while on duty, to the rules governing employees of the company.

#### STANDARD TIME.

12. Eastern Standard Time is the only recognized standard, and will be transmitted from the Cambridge Observatory to the telegraph offices, as specified in Rule No. 13.

13. The Standard Time will be telegraphed to all points at 12.00 M., Eastern time, daily (Sundays excepted), as follows:—

At two minutes before 12 M., each operator must be at his instrument, and remain with his relay well adjusted, to receive the standard time of the road from the Superintendent's offices at Boston, at which time the several lines will be connected with the "Time-Wire," and the Cambridge clock will beat every two seconds, making a pause of four seconds just before the fifty-ninth minute, and a pause of twenty-six seconds before 12 o'clock — the *first beat after this latter pause indicating 12 o'clock precisely.*

To this each operator will give office-call distinctly, commencing, on Central Division, on the wire between Boston and Newport *via* Taunton, at the station farthest from the office from whence time is sent, and working in regular rotation (avoiding delay and confusion); after receiving which answers, the operator will call for answers from the remaining wires in order as follows:—

Wire from Boston to Mansfield *via* Fall River and New Bedford; wire from Boston to Plymouth; wire from Boston to South Duxbury; wire from Boston to Attleboro', *via* Easton Branch.

On Northern Division operators will give calls as follows:—

Commencing on wire between Boston and Fitchburg, *via* Mansfield, at the station farthest from Boston office, and working in regular rotation; after receiving which answers, the operator will call for answers from wire between South Framingham and Lowell.

On Providence Division, commencing at station farthest from Boston office, and working in regular rotation to Boston.

Operators on the Cape Cod Division will give calls to Hyannis office, commencing with Provincetown.

14. Standard Clocks are located in the following places:—

Superintendent's offices, Boston and Hyannis; Engine Dispatcher's office, South Boston; Master Mechanic's office, Roxbury; men's waiting-rooms at Brockton, Ferry St., Fall River, and Buzzards Bay; Agents' rooms at Fitchburg, South Framingham, and Union and Fox Point Stations, Providence; and in Telegraph Offices at New Bedford and Taunton Central.

15. Station agents must see that the station clocks show correct time; but trainmen and enginemen must not take time from such clocks unless they are also designated as Standard Clocks.

Agents or others having charge of Standard Clocks must use great care, and keep them at all times carefully in accordance with the standard time.

16. Each conductor and engineman must have a reliable watch.

17. Each conductor and engineman must daily regulate his watch by the Standard Clock and register his name, and the time at which he regulated his watch, on the bottom of his train report.

18. Conductors and enginemen whose duties prevent them from having access to a Standard Clock, and agents at stations that are not telegraph offices, must compare daily with, and regulate their watches by, those of conductors and enginemen who have Standard Time, and have registered their names as above provided.

#### TIME-TABLES.

19. A time-table is the general law governing the arriving and leaving time of all regular trains at all stations. Time-tables will be issued from time to time, as may be necessary. The times given for each train on the time-table is the schedule of such train.

20. Each time-table, *from the moment it takes effect, supersedes the preceding time-table, and all special instructions relating thereto*; and trains shall be run as directed thereby, subject to the rules. All trains on the road at the time the new time-table takes effect, lose their rights, and can only move by special order.



21. Upon the time-table not more than two sets of figures are shown for a train at any point. When two times are shown, the earlier is the arriving time and the later the leaving time. When one time is shown it is the leaving time, unless otherwise indicated.

The time at regular meeting or passing points is in **full-faced type**.

Both the arriving and leaving time of a train are in **full-faced type** when both are meeting or passing times, or when one or more other trains are to meet or pass it between those times.

Where there are more trains than one to meet or pass a train at any point, attention is called to it by figures or a special note.

In all cases trains are required to clear and follow as per Rules 83 to 91, inclusive.

22. On the Employees' Time-table, trains are *week-day trains*, except where otherwise specified in the train columns or in foot-notes.

The following signs in the time-table indicate:—

‡ Trains will connect. \* Trains will leave cars. ¶ Trains will take cars. || Trains will not stop. § Trains will stop on signal. m, meet; p, pass; f, follow.

Trains are designated by numbers; odd numbers being for southbound trains; even numbers for northbound trains.

Trains will be classed as "northbound" or "southbound" when moving in the direction so designated in the time-table.

## SIGNAL RULES.

### SIGNALS.

23. Conductors, enginemen, firemen, brakemen, station agents, telegraph operators, shifters, switch tenders, track foremen, road and bridge watchmen, and all other employes whose duties may require them to give signals must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

24. Flags of the proper color must be used by day, and lamps of the proper color by night or whenever from fog or other cause the day signals cannot be clearly seen, and both day and night signals must be used at dusk.

25. Red signifies danger, and is a signal to stop; except that red may be used for mast signals, as specified in Rule No. 64c; and except as specified in Rule No. 64e with regard to the turning of the Electric Block Signals before approaching trains. Red is also used in switch lanterns, as per Rule No. 64d.

26. Green is used in the Interlocking Semaphore Signals, as per Rule No. 64b; and at drawbridges, as per Rule No. 64a; and for mast signals, as per Rule No. 64c; and for train signals, as per Rule No. 36. Green is also used in switch lanterns, as per Rule No. 64d.

27. White signifies safety when used for station signals and for switch lights, and in the Electric Block Signals, as per Rule No. 64e; but is not used for safety in connection with the Interlocking Semaphore Signals.

28. Green and white is a signal to be used to stop trains at flag stations for passengers or freight.

28a. A "half red and blue flag" is used as an additional danger signal, as per Rule No. 99.

29. Blue is the signal for *Train Orders*, as per Rules No. 512 and 524, and will also be used at registering points as per Rule No. 78f, and also as per Rule No. 112. Enginemen must in no case pass a station unless perfectly sure that no blue signal is displayed.

30. An explosive cap or torpedo, placed on the top of the rail, is a signal to be used **in addition** to the regular signals.

The explosion of **one** torpedo is a signal to **stop** immediately; the explosion of **two** torpedoes is a signal to **reduce speed** immediately, and look out for a danger signal.

31. A fusee is an **extra** danger signal, to be lighted and placed on the track at night, in cases of accident or emergency, as per Rule No. 99.

A train finding a fusee burning upon the track must come to a stop, and then proceed with great caution, so as to be able to stop within seeing distance on curve, grade, or straight line, and must continue at such reduced speed until positive knowledge is had as to the whereabouts of the delayed train and its safety.

32. A flag or lamp swung across the track, a hat or any object waved violently by any person on the track, signifies danger, and is a signal to stop.

### TRAIN SIGNALS.

33. Each train, while running, must display two red flags by day at the rear of the train, in the sockets provided for the purpose, as markers, to indicate the rear of the train, and the red rear-lights by night will also serve as markers. When an engine is running backward without cars, or running backward and pushing cars



ahead, the markers must be placed on the bunter-beam of the engine, instead of on the tender. An *empty* double-ender engine will be considered as running backward when its tank is ahead. Yard engines will not display markers.

34. Each train running after sunset, or when obscured by fog or other cause, must display the head-light in front, and three red lights in the rear, two suspended from the flag-sockets attached to the car roofs, and one placed upon the platform between the hand rails; *except that upon trains when running upon the "Third Track" between Boston and Readville one of the suspended lights will be green instead of red.* If, however, three lanterns are not to be had, a lesser number will be used and regarded. Yard engines must display a head-light on both front and rear. A red flag by day and a red light by night must be carried in the forward and rear car of every train (those in the latter car being in addition to the outside rear signals), and two or more "half red and blue" flags and a can of fuses in each rear car.

34a. Should a train running on the double track meet a train not moving safely, or moving slow or disabled, on the opposite track, its engineman will flash the red head-light shade in the face of any approaching train as a cautionary signal.

If a train on double track should notice any obstruction on the opposite track, its engineman must display the red headlight shade, and stop at a proper distance, and leave a man with danger signals to protect the track, and must notify the next station agent and telegraph office.

The red shade must be displayed to opposite trains on double track while a passenger train is standing at a station receiving or delivering passengers.

The red shade must be used in all cases where better protection may thereby be secured.

35. Each car on a passenger train while running must be in communication with the engine. In the absence of an equivalent appliance, a bell-cord must be attached to the signal-bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it. Where, however, the passenger train is designated to do freight work, and it is impracticable to use a bell-cord upon the freight cars, the cord may be omitted, but in such case great care must be used, and the trainmen must be constantly within sight of one another in order to observe any stop motions that may be made.

36. Two green flags by day and two green lights in addition, by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, *running on the same Schedule and entitled to the same time-table rights as the train carrying the signals.*

37. Two white flags by day and two white lights in addition, by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by all extra trains, but not by yard engines.

38. A double-staff red flag by day or a red light by night, placed at the end of a car, denotes that car inspectors are at work under or about the car or train. The car or train thus protected must not be coupled to, or moved, until the red signal is removed by the car inspectors.

When a car or train standing on a siding is protected by a red signal, other cars must not be placed in front of it so that the red signal will be obscured, without first notifying the car inspector, that he may protect himself.

#### WHISTLE SIGNALS.

39. One **long** blast of the whistle (thus —) will be given by trains approaching South Braintree from Mayflower Park; by trains between Taunton and Boston, via Easton, approaching Mayflower Park and Whittenton Junction in either direction; and by trains via Taunton approaching Somerset Junction in either direction.

Two **short** and one **long** blast of the whistle (thus — — —) will be given by trains for the Shawmut Branch at Harrison Square; for the Milton Branch at Neponset; for the Granite Branch at Atlantic; for the South Shore Branch at Braintree; for the Stoughton Branch at Stoughton Branch Junction; for the branch at Matfield, Satucket, Bridgewater Iron Works and Easton; and for Mansfield at Whittenton Junction. Also, by trains from the Plymouth Road approaching South Braintree; by trains via Brockton approaching Mayflower Park and Somerset Junction in either direction; and by trains to or from the Dedham Branch at Readville, and for the West Roxbury Branch at Forest Hills.

Two **short**, one **long** and two **short** whistles (thus, — — — —) will be given by trains for the Attleboro' Branch in approaching Whittenton Junction.



One **long**, two **short** and one **long** whistle (thus, — — — —) will be given at Lowell by trains of Old Colony R.R. in approaching Junction with Southern Division of Boston & Maine R.R. Also by northbound trains at South Braintree having to cross over to the freight-yard near Union Street ("Meadow Road").

40. One **short** blast of the whistle is the signal to apply the brakes—stop (thus, -).

41. Two **long** blasts of the whistle is the signal to throw off the brakes (thus, — — —).

42. Two **short** blasts of the whistle is an answer to any signal, except "train parted" (thus, - -).

43. Three **long** blasts of the whistle (to be repeated until answered as provided in Rule No. 62) is a signal that the train has parted (thus, — — — —).

44. Three **short** blasts of the whistle, when the train is **standing** (to be repeated until answered, as provided in Rule No. 61) is a signal that the train will back (thus, - - -).

45. Four **long** blasts of the whistle (thus, — — — —) is the signal to call in a flagman from the south.

Four **long** followed by one **short** blast of the whistle (thus, — — — — -) is the signal to call in a flagman from the north.

46. Four **short** blasts of the whistle is the engine-man's call for signals from switch tenders, watchmen, trainmen and others (thus, - - - -).

47. Five **short** blasts of the whistle is a signal to the flagman to go back and protect the rear of the train (thus, - - - - -).

48. One **long** followed by two **short** blasts of the whistle is a signal to be given by trains on single track, and at junctions when passing to or from single track, when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed (thus, — — -).

49. Two **long**, followed by two **short**, blasts of the whistle is the signal for approaching road crossings at grade (thus, — — - -), except that a single **long** blast of the whistle (thus, —) will be given within the city of Boston, at the crossings at which a whistle signal is required to be sounded, and as otherwise specified in Rule No. 70.

50. A succession of **short** blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of the trainmen to danger ahead.

50a. One **long**, followed by three **short**, blasts of the whistle is the fire-alarm signal (thus, — - - -).

#### BELL-CORD SIGNALS.

51.

52. Two taps of the signal-bell, when the train is **running**, is the signal to stop at once.

53.

54. Three taps of the signal-bell, when the train is **running**, is the signal to stop at the next station.

55.

56. Four taps of the signal-bell, when the train is **running**, is the signal to reduce speed.

57. When one tap of the signal-bell is heard while a train is **running**, the engineman must immediately ascertain if the train is parted, and, if so, be governed by Rule No. 103.

58. Signals of the same number of sounds shall have the same significance when given by other appliances than bell-cords and signal-bells.

#### LAMP SIGNALS.



59. A lamp swung across the track is the signal to stop.

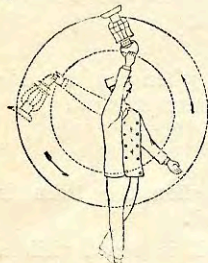


60. A lamp raised and lowered vertically is the signal to move ahead.





61. A lamp swung vertically in a circle across the track, when the train is **standing**, is the signal to move back.



62. A lamp swung vertically in a circle at arm's length across the track, when the train is **running**, is the signal that the train has parted.

63. A flag, or the hand, moved in any of the directions given above, will indicate the same signal as if given by a lamp.

#### FIXED SIGNALS.

64. Fixed signals are placed at junctions, railroad crossings, stations, drawbridges, and other points that require special protection.

#### DRAWBRIDGE SIGNALS.

64a. At drawbridges, a *red light* by night, or a *red flag* or *red signal* by day, displayed upon the signal-staff or draw-frame, indicates that the draw is off and track impassable; gates will also be swung across the track, except at the draw at India Point, with a red flag or red signal by day, or two red lights by night, placed on them. These danger-signals will in all cases be displayed *before the draw is opened, and remain so until the draw is closed and securely fastened.* A *green light* by night, or *white flag* or *white signal* by day, indicates that the draw is closed, and right for passage of trains, except that at the Fall River Bridge, the day signal, indicating the draw to be closed, will be green instead of white; and excepting that two green lights by night or two white balls by day, will be the safety signal at India Point draw; and the draw at Buzzards Bay, and at Warren, being rarely used, will be kept locked, and no signals will be shown there, excepting when the draw shall be open.

#### INTERLOCKING SWITCHES AND SIGNALS.

64b. Interlocking switches and signals at South Boston, Harrison Square, Braintree, Union Street ("Meadow Road"), South Braintree, Stoughton Branch Junction, Whittenton Junction, Somerset, Brockton, Hingham Station, Mansfield, Fitchburg, Concord Junction, South Framingham, Medfield Junction, Forest Hills, Roxbury Shops, Canton Junction, Walpole, Boston Switch, and Dexter Street.

The signals displayed are "Home," "Rear-home," "Advance," and "Dwarf" (or shifting) signals, *all of which are Stop signals*; and "Distant" (or cautionary) signals.

The "Distant" signals are located from 1,000 to 1,500 feet from the "Home" or "Rear-home" signals, and have forked green arms with white stripe.

The "Home," "Rear-home," and "Advance" signals have red arms; the large arms being for main lines, and the smaller for tracks leading from the main lines.

The "Dwarf" signals have short red arms, all of same size, and govern trains leaving sidings, and backing and shifting movements.

Where there is more than one arm, the top arm is for trains proceeding on the track to the right, and the next lower is for the track next in order, &c.

The signals to be regarded always point to the left when facing them; the back view of a signal will in no case govern the movement of a train.

The main line "Distant" signal-arms, at angle of sixty degrees, or two green lights vertical, indicate switches right for the trains on that main line to which the signal refers. "Distant" signal arms horizontal, or two green lights horizontal, indicate caution,—prepare to stop before reaching the "Home" or "Rear-home" signals, as the case may be.

Each "Home," "Rear-home," or "Advance" signal has one or more large arms, additional to which, in several cases, are one or more small arms. The large arms on "Home," "Rear-home," and "Advance" signals are for the main lines. These arms, at angle of sixty degrees, or two green lights vertical, indicate switches set for trains on the main line to which the arm refers. These arms horizontal, or two red lights horizontal, indicate track blocked against trains on main line. The smaller arms on "Home," "Rear-home," or "Advance" signal masts are illuminated at night by a white light shining from the interior through a narrow strip of glass, the line of light



showing the position. These arms, at angle of sixty degrees, indicate switches set for branches or tracks leading from main line; at horizontal position, indicate set against such tracks.

The "Dwarf" signals are lighted by reflected lights thrown upon them; and their arms are numbered to correspond with the several tracks, and *where one of these signals represents more than two routes, a single reflected arm will be used with the track numbers shown at the back end of the arm.* The position of the "Dwarf" signals is similar to those of the "Home" signals: horizontal meaning "Stop," and an arm at an angle of sixty degrees indicating switches set for the track designated by such arm, or number.

Derailing switches are placed just in advance of the "Home" signals, and any train not stopping before passing a stop signal that is set against it *will be derailed.*

All facing-point switches are provided with detector bars about forty-five feet long, and trains must stand entirely clear of them. Derails are also placed on some of the sidings, and back-up derails upon some of the main lines, to prevent fouling other tracks.

After having received a signal to pass in one direction, trains must not move in the opposite direction without receiving the proper signal for the movement.

As far as practicable, the signals are located beside their respective tracks.

The switches and derails operated by the Interlocking system will have no lights or targets other than the semaphores, except in some special cases hereafter noted against the stations given.

In case, at night, or in fog or storm, the foregoing lights or signals cannot be plainly seen, *or if proper signals are not displayed,* trains will stop before reaching the "Home" or other stop signals.

(In approaching Interlocking points, brakemen must be at their brakes at least one mile before reaching such point and remain ready to apply brakes if signalled to do so by the engineman.)

Special attention is called below to signals at the stations named:—

At SOUTH BOSTON.—The *Semaphore signal*, at north end of the coal-shed, is of same form as a "Home" signal, and is for the protection of trains and engines occupying the south-bound track south of the car-shed, and south-bound trains and engines **must not pass this Signal** unless the signal is right for them to do so.

The semaphore "yard signal," of same form as a "Home" signal, just north of Dorchester Avenue, is to stop north-bound trains from entering the yard.

At HARRISON SQUARE.—A "*Semaphore Yard signal*" is located at Dorchester Avenue on the Shawmut Branch, connected with the Interlocking system and displaying the same signals as a "Home" signal, and is to be regarded by northbound trains.

A switch-indicator has been placed at the switch leading from the Shawmut Branch to the siding, at the station, showing clear white for the Branch, and letter A when for siding.

At BRAINTREE.—The large arm on the South Shore Branch refers to the northbound main line; the smaller arm, to the Granite Branch. The signal governing trains from the Granite Branch is an illuminated arm with numbers. The derailing switches at the station, on the southbound main and South Shore tracks, will show a single low green light or target to any train backing over them, *if right for such movement.*

An indicator is located on track No. 7, just north of the crossover switches south of River Street, showing single low green light or target when right for any train on that track to move southerly past the connection.

At UNION STREET ("Meadow Road"), BETWEEN SOUTH BRAINTREE AND BRAINTREE, a semaphore signal upon the north-bound main track, connected with the switch leading from that track to the new freight-yard.

Also, semaphore signal on south-bound main track north of the track leading across from above-mentioned switch to the freight-yard. This signal is to stop south-bound trains when trains are crossing to freight-yard, or when south-bound track is occupied south of signal.

There are no Distant Signals connected with these signals, and trains must approach carefully, **and not pass the signals** unless they are set right for such movement.

At STOUGHTON BRANCH JUNCTION.—The North-bound Home signal has *two large arms*, the upper one being for trains moving toward Boston (Kneeland Street), and the lower for Boston (Park Square), and each will display vertical green or horizontal red lights (as the case may be) by night; and the Distant signal on the north-bound track will stand at an angle of sixty degrees, and display two green lights vertical, by night, when switch is right *for either route*, but will stand at caution when Home signal is against trains. Dwarf and Pot signals are provided for switching purposes. The side tracks connected with



the southbound derails are *not to be used for the standing of engines, cars, or hand-cars, and must always be kept clear for their whole length.*

AT BROCKTON. — The derailing-switch on *south-bound main track, south of station*, and the derailing-switch on *north-bound main track, north of station*, will each show a single low green light or target to any train backing over them, *if right for such movement.*

AT WHITTENTON JUNCTION. — The North-bound Advance signal (at junction of north-bound main tracks via Whittenton and to Mansfield) has two large arms, the upper one being for via Whittenton and the lower for Mansfield, and *each* will display vertical green or horizontal red lights (as the case may be) by night; and the Distant signal on the north-bound track will stand at an angle of sixty degrees, and display two green lights vertical, by night, when switches are right for via Whittenton or for Mansfield, but will stand at caution when switches are not set right for those routes.

AT HINGHAM STATION, trains will be governed by interlocking switches and signals in passing through the "Intervolve."

The *Back-up* derails at Hingham will show a single low green light or target to any train backing over them **if right for such movement.**

AT MANSFIELD. — The small arm on the "Advance" signal-mast, on the northbound Northern Division main track, represents several tracks; and when at angle of sixty degrees, *indicates the track denoted by the number displayed beneath the arm*, in manner similar to those on the "Dwarf" signals.

When the switches and signals are right for the passage of trains from the northbound track of the Central Division to Track No. 7, the rear-home signal on that Division will display figure 7 beneath its arm.

The "Distant" signal on the Northern Division southbound track, near the water tank in the freight yard, is, of necessity, placed between the northbound track and the coal track.

A switch-indicator is placed on the easterly side of track No. 5, just north of the Washington Street crossing, which will show a single low green light or target to any train upon that track that may have occasion to back over the street crossing on to the northerly portion of said track, *providing the switches are right for such movement*; if not right for such movement, it will exhibit a single low red light or target.

A switch-indicator is placed at the junction of Track Nos. 7 and 9, showing upon its southerly face the number of the track for which it is set, and will be regarded by engines making a northerly movement to either of those tracks. Engines moving from either track to the other will only have to pass this indicator and get the proper number, instead of having to pass the dwarf-signal, near the main track crossing.

Switch-indicators are placed at junction of No. 6 and carhouse tracks; and No. 5 Track and coal track.

The two connection switches and siding-switch and siding-derail, next south of the passenger station on the Central Division, are operated by the gateman at the Chauncy Street crossing, by means of interlocking levers in his cabin, but are controlled from the tower. The two connection switches and siding-switch and siding-derail on the Providence Division, next south of the passenger station, are also similarly operated by the gateman for that Division, and are similarly controlled from the tower. Switching movements upon the connections and sidings operated from the gatemen's cabins will be subject to hand-signals, as no "Dwarf" or other shifting signals are provided for the purpose, and these switches are equipped with switch-indicators.

AT FITCHBURG there are no "Distant" signals, and trains will be governed entirely by the "Home" signals.

AT SOUTH FRAMINGHAM. — There being no "Distant" signal for southbound trains, they will be governed entirely by "Home" signal, in crossing.

The upper arm on "Home" signal for southbound trains, will govern Old Colony trains crossing Boston & Albany Railroad.

The lower arm, at "Home" signal permits Old Colony trains to enter Saw-mill track from Old Colony southbound track.

The following semaphores, located at south end of the Old Colony platforms, represent as follows: For trains moving south or east from Old Colony northbound track (or track next the platforms).

To Old Colony southbound track . . . . .	E.
" " " northbound " . . . . .	D.
" Boston & Albany outward track . . . . .	C.
" " " " inward " . . . . .	B.
" " " " south-side " below crossing, A.	A.
" " " " Saw-mill " " " " F.	F.



Trains from Boston & Albany to Old Colony northbound track are governed by semaphores located east of the Old Colony crossing of Boston & Albany Railroad.

From Boston & Albany outward track . . . . .	203
“ “ “ “ inward “ . . . . .	B 203
“ “ “ “ south-side track . . . . .	A 203

AT MEDFIELD JUNCTION. — There being no ‘ Distant ’ signal for south-bound trains, they will be governed entirely by ‘ Home ’ signal in crossing.

The large arm on south-bound ‘ Home ’ signal mast refers to main line, the smaller arm to turnout south of station. The dwarf signal at foot of north-bound ‘ Home ’ signal mast refers to connection switches.

AT WALPOLE. — The signals at the crossing frogs are specially designed for switching purposes; but no train, engine, or car must occupy crossing (moving in either direction) unless signal for track which they are occupying is at safety.

There being no ‘ Distant ’ signal for northbound trains, they will be governed entirely by ‘ Home ’ signal, in crossing.

#### MAST SIGNALS.

64c. AT SOUTH BRAINTREE. — One red ball or one red light denotes that switches on both southbound and northbound tracks are set for trains via Mayflower Park; two white balls with black rings, or two green lights, that the switches are set for trains from the Plymouth road; three white balls with black rings, or three green lights, that the southbound-track switches are set for trains for the Plymouth road; three white balls with black rings and one red ball, or three green lights and one red light, that the southbound-track switches are set for the Plymouth road, and the northbound-track switches are set for trains from via Mayflower Park.

AT MAYFLOWER PARK. — One red ball or one red light denotes that switches on both tracks are set for trains via Taunton; two red balls or two red lights, that switches on both tracks are set for trains via Brockton; three red balls or three red lights, that the switches on southbound-track are set for trains via Brockton, and the switches on northbound-track are set for trains via Taunton.

AT EASTON. — One red ball or one red light denotes that switches are set right for both main tracks; two red balls or two red lights denote that switches are set for northbound trains from the Branch; three red balls or three red

lights denote that southbound-track switches are set for the Branch; and that northbound-track switches are set for the main line.

AT RAYNHAM. — One red ball or one red light denotes that switches on both main tracks are set for trains via Whittenton; two red balls or two red lights, that the switches are set for northbound trains from via Dean Street; three red balls or three red lights, that the southbound-track switches are set for trains moving *toward* Dean Street, and the northbound track switches are set for trains *from* via Whittenton.

AT WEIR JUNCTION. — One red ball or one red light denotes that switches on both main tracks are set for trains on main line between Taunton Central and Fall River; two red balls or two red lights, that the switches are set for northbound trains from Fall River to Central Station, and also for southbound trains from Central Station to New Bedford or Middleboro’; three red balls or three red lights, that switches are set for both northbound and southbound trains between Central Station and New Bedford or Middleboro’; one white ball with black ring or one green light, that switches are set for southbound trains via Dean Street for Fall River, and also for northbound trains from Fall River for Central Station; two white balls with black rings or two green lights, that switches are set for northbound trains from Fall River via Dean Street. In addition to the balls and lights, gates (bearing a red signal) have been erected either side of the station, on the line between Taunton and New Bedford, which must be closed across that line at all times when the signals at mast-head are set for the line between Boston and Fall River via Dean Street.

White balls or green lights must not be exhibited at mast-head until after these gates are closed, and the gates must not be raised until after the mast-head signals are changed or lowered.

AT SOMERSET JUNCTION. — One red ball or one red light denotes that switches on both main tracks are set for trains via Taunton; two red balls or two red lights, that switches are set for northbound trains via Brockton; three red balls or three red lights that switches are set for southbound trains from via Brockton, and for northbound trains via Taunton.

AT WARREN AND BRISTOL BRANCH JUNCTION, BOWENVILLE. — One red ball or one red light denotes that the switches are set for the main line; two red balls or two red lights, that the northbound-track switch is set for



trains to the Warren and Bristol Branch; three red balls or three red lights, that the switches are set for trains *from* the Warren and Bristol Branch to the south-bound main track.

**BOWENVILLE STATION, INTERVOLVED TRACK.**—One white ball with black ring or one green light gives the right to southbound trains to pass the station; two white balls with black rings or two green lights give northbound trains the right to pass the station.

**AT THE FALL RIVER ARCH.**—One red ball or one red light denotes that the switches are set for southbound trains *for* Ferry Street or Newport; two red balls or two red lights, that the switches are set for northbound trains *from* Ferry Street or Newport; three red balls or three red lights, that the switches are set for southbound trains *to* the Wharf; four red balls or four red lights, that the switches are set for northbound trains from the Wharf.

**AT FALL RIVER WHARF.**—A red ball or red light displayed on the mast on the WHARF-STATION admits the southbound Boston steamboat passenger-train to the Wharf, provided the proper signals are also displayed on the mast at the Arch; and that train must not enter upon the Wharf-track unless the above signal is seen to be displayed.

**AT MATFIELD.**—One red ball or one red light denotes that switches are set right for both main tracks; two red balls or two red lights denote that switches are set for southbound Branch trains; three red balls or three red lights denote that northbound-track switches are set for the Branch, and southbound-track switches are set for main line.

**AT SATUCKET.**—One red ball or one red light denotes that switches are set for both main tracks; two red balls or two red lights, that the switches *on both main tracks* are set for trains *from the Branch*; three red balls or three red lights, that the southbound-track switches are set *for the Branch*; and the northbound-track switches for the main line.

**AT BRIDGEWATER IRON WORKS.**—One red ball or one red light denotes switches set for trains on main line; two red balls or two red lights, that the switches are set for northbound Bridgewater Branch trains; three red balls or three red lights, that the switches on the southbound-track are set for southbound Bridgewater Branch trains, and the northbound-track switches are set for trains on the main track.

**AT MIDDLEBORO'.**—One red ball or one red light denotes the junction switches set for southbound trains *for* Fall River; two red balls or two red lights for northbound trains *from* Fall River; three red balls or three red lights for southbound trains *for* Cape Cod Division; four red balls or four red lights for northbound trains *from* Cape Cod Division.

**AT M. & T. JUNCTION.**—One red ball or one red light denotes switches set for northbound trains from Middleboro'; two red balls or two red lights for southbound trains for Middleboro'; two red balls and one white ball with black ring, or two red lights and one green light for southbound trains for Middleboro' and northbound trains from New Bedford; one white ball with black ring or one green light for northbound trains from New Bedford; two white balls with black rings or two green lights for southbound trains *for* New Bedford.

**AT MYRICKS.**—One red ball or one red light denotes that the track is clear for main-line trains between Boston and Fall River; two red balls or two red lights, that the track is clear for trains on the line between Taunton and New Bedford.

**AT ACUSHNET.**—One red ball or one red light denotes switch set for southbound trains; two red balls or two red lights, for northbound trains.

**AT WELD STREET (JUNCTION OF FALL RIVER BRANCH WITH DOUBLE TRACK AND ENTRANCE TO FREIGHT YARD), NEW BEDFORD.**—One red ball or one red light denotes switches set for both main tracks; two red balls or two red lights denote switches on southbound-track set for main-line trains to proceed to Pearl St. Station, and northbound-track switches set for trains from Freight Yard to northbound main track; three red balls or three red lights denote switches set for southbound main-line trains to proceed to Freight Yard; one white ball with black ring or one green light denotes switches set for trains from F. R. Branch to southbound main track; two white balls with black rings or two green lights denote switches on southbound track set for main-line trains to proceed to Pearl St. Station, and northbound-track switches set for trains from Pearl St. Station to proceed to F. R. Branch; three white balls with black rings or three green lights denote F. R. Branch switches set for trains between that branch and the Freight Yard direct, and switches on main tracks set for southbound and northbound main-line trains.



AT WALL STREET (NORTH OF PEARL STREET STATION), NEW BEDFORD.—One red ball or one red light at mast-head will indicate to southbound trains that the southbound track is clear at Pearl Street Station; two red balls or two red lights indicate that track is blocked against southbound trains.

AT OLD COLONY HOUSE.—One white ball with black ring by day, or one green light by night, denotes switches set for both main tracks; two white balls with black rings by day, or two green lights by night, denote switches on both tracks set for the Nantasket Beach Branch; three white balls with black rings by day, or three green lights by night, denote the southbound-track switch set for trains to pass to the Nantasket Beach Branch, and north-bound track switch set for main-line trains.

AT KILBY STREET (JUST SOUTH OF OLD COLONY HOUSE, the southerly end of double track).—One red ball by day, or one red light by night, denotes switch set for southbound trains; two red balls by day, or two red lights by night, denotes switch set for north-bound trains.

AT KINGSTON.—One red ball or one red light denotes that the switches are set for trains via Abington; two red balls or two red lights, that the switches are set for trains via Duxbury.

AT SHAWMUT AND MILTON JUNCTION.—One red ball or one red light denotes that the switches are set for trains *via* the Shawmut Branch; two red balls or two red lights, that the switches are set for trains *via* Neponset.

AT ELMWOOD.—One red ball or one red light denotes the switch set for Brockton Branch trains; two red balls or two red lights for Bridgewater Branch trains.

AT MANSFIELD.—At signal-mast at north end of the freight yard, upon Northern Division, one red ball by day, or one red light at night, denotes that tracks are clear for southbound trains on main tracks.

Two red balls by day, or two red lights at night, denote that tracks are clear for northbound trains on main tracks.

Three red balls by day, or three red lights at night, *vertically*, permit trains to leave the yard and occupy both main tracks at cross-over, and stop all northbound or southbound trains on main tracks.

AT PRATT'S JUNCTION.—One red ball or one red light denotes that tracks are clear for southbound trains, South Framingham way; also for northbound trains from Worcester Branch; two red balls or two red lights denote that

tracks are clear for northbound trains from South Framingham way; three red balls or three red lights, that tracks are clear for southbound trains for Worcester Branch.

All southbound trains for Worcester Branch must come to a full stop before entering upon connection tracks. Northbound trains from South Framingham way will approach connection switch under control, and stop a safe distance back if switch and signal are not right for them to proceed.

AT WAUSHACUM LAKE GROVE (about one mile north of Sterling Junction). A red ball or red light stops all southbound trains.

AT CLINTON.—One red ball or one red light allows B. & M. R. R. trains to cross O. C. R. R.; two red balls or two red lights allows the Old Colony trains to cross the B. & M. R. R.

AT FRAMINGHAM.—One red ball or one red light denotes that switches are set and tracks are clear for Lowell & Framingham Branch northbound trains; two red balls or two red lights, that switches are set and tracks clear for northbound trains, Fitchburg way; also for trains from Lowell & Framingham Road for South Framingham; three red balls or three red lights, that switches are set and tracks clear for trains from Fitchburg for South Framingham.

On target erected at the junction of the Lowell & Framingham Branch and the main-line tracks north of Framingham station, a red ball by day, or a red light by night, stops all southbound trains on the Lowell & Framingham Branch.

AT SOUTH FRAMINGHAM.—At signal-mast near engine house, one red ball by day, or one red light at night, denotes that tracks are clear for southbound trains; two red balls by day, or two red lights at night, denote that tracks are clear for northbound trains.

Three red balls by day, or three red lights at night, *vertically*, denote that trains to and from the freight yard, and to and from the Boston & Albany freight yard, will have the right to cross the main tracks, also turnout tracks at crossing near signal-mast, and will stop all northbound or southbound trains on main tracks, also turnout tracks.

AT MIDDLESEX JUNCTION.—When two red balls by day, or two red lights at night, are displayed, all northbound trains on O. C. R. R. will come to a full stop before reaching B. & M. R. R. connection with O. C. R. R.;



also, all southbound trains, either O. C. R. R. or N. A. & B. R. R., before reaching switch connecting with B. & M. R. R. When track is clear for B. & M. trains to enter upon O. C. R. R., agent at Middlesex Junction will display a white flag by day or white light at night, and no train from B. & M. R. R. will enter upon or obstruct O. C. R. R. main tracks unless such a signal is displayed.

AT LOWELL.—Old Colony Railroad trains on the Lowell System of Boston & Maine Railroad tracks to and from Middlesex Street Depot will be governed by signal rules of the Boston & Maine Railroad.

AT LOWELL (in Old Colony Railroad yard, near "Y" switch, south of freight-house).—A red arm, horizontal, or a red light, indicates danger, and stops all trains or engines on the Old Colony from passing in upon the tracks of Boston & Maine Railroad, and all trains must stop before reaching this junction. A red arm, at an angle of sixty degrees, or a white light, indicates safety, and will allow Old Colony trains to pass the junction and enter upon tracks of Boston & Maine Railroad.

AT EAST JUNCTION.—One red ball or one red light denotes switches set for both main tracks; two red balls or two red lights denote switches set for trains *from* the India Point Branch; three red balls or three red lights, *vertically*, denote switches set for trains *to* India Point Branch.

AT WARREN.—One red ball or one red light denotes that switches are set and tracks are clear for southbound trains for Fall River; two red balls or two red lights, that switches are set and tracks are clear for northbound trains from Fall River; three red balls or three red lights, that switches are set and tracks are clear for northbound trains from Bristol; four red balls or four red lights, that switches are set and tracks are clear for southbound trains for Bristol.

AT BARRINGTON, at junction of double track.—One red ball or one red light denotes that tracks are clear for southbound trains. Two red balls or two red lights denote that tracks are clear for north-bound trains.

AT READVILLE.—One red ball or one red light denotes switches set for both main tracks; two red balls or two red lights denote switches set for trains *from* Dedham Branch; three red balls or three red lights, *vertically*, denote switches set for trains *to* Dedham Branch.

AT DEDHAM (Readville Branch), at junction of double track.—One red ball or one red light denotes switch set for south-bound trains; two red balls or two red lights, for north-bound trains.

AT NORTH ATTLEBORO'.—A white ball by day or a green light by night permits trains to enter the station.

AT SOUTH SUDBURY.—All Old Colony Railroad trains will come to a full stop within 500 feet before crossing the track of the Central Massachusetts Railroad, and will cross only when two red balls by day, or two red lights at night, are shown. One red ball or one red light allows Central Massachusetts R. R. trains to cross O. C. R. R. tracks.

AT TREMONT.—One red ball, or one red light, denotes that switches are set for southbound trains on main line; two red balls, or two red lights, that switches are set for northbound trains on main line. One white ball with black ring, or one green light, denotes that switches are set for southbound trains to pass from main line to the main connection track; two white balls with black rings, or two green lights, that switches are set for northbound trains to pass from main line to the main connection track. Three red balls, or three red lights, denote that switches are set for southbound trains to pass from main line to the branch; four red balls, or four red lights, denotes that switches are set for northbound trains from branch to come *to station*. Four red balls and two white balls with black rings, or four red lights and two green lights, denote that the switches are set for northbound trains from the branch to pass to the main line. Five red balls, or five red lights, denote that switches are set for southbound trains on main line, and for northbound trains from branch to come *to the station*; six red balls, or six red lights, that switches are set for northbound trains on main line, and for northbound trains from branch to come *to the station*. Two red balls and one white ball with black ring, or two red and one green light, denote that switches are set for southbound trains to pass from main line to main connection track, and for northbound trains on main line to come *to the station*. Two white balls with black rings and one red ball, or two green and one red light, denote that switches are set for northbound trains to pass from main line to main connection track, and for southbound trains on main line to come *to the station*.

AT BUZZARDS BAY AND YARMOUTH.—One red ball, or one red light, denotes that switches are set for southbound



trains on main line; two red balls, or two red lights, that switches are set for northbound trains on main line; three red balls, or three red lights, that switches are set for southbound trains to pass from main line to the branch; four red balls, or four red lights, that switches are set for northbound trains from the branch to come to the station; five red balls, or five red lights, that switches are set for southbound trains on main line, and for northbound trains from the branch to come to the station; six red balls, or six red lights, that switches are set for northbound trains on main line, and for northbound trains from the branch to come to the station; four red balls and two white balls with black rings, or four red and two green lights, that switches are set for northbound trains from branch to pass to main line.

AT HYANNIS. — One white ball with black ring, or one green light, gives right to southbound trains to enter the yard and proceed to the station. Two white balls with black rings, or two green lights, gives right to northbound trains, or engines and cars of trains terminating at Hyannis to move from station to car-sheds and engine-house.

AT HARWICH. — One red ball, or one red light, denotes that switches are set for southbound trains on main line; two red balls, or two red lights, that switches are set for northbound trains on main line; three red balls, or three red lights, that switches are set for southbound trains to pass from main line to the branch; four red balls, or four red lights, that switches are set for northbound trains from branch to come to station.

AT PLEASANT LAKE AND SOUTH WELFLEET. — A green and white signal at masthead will be used for flagging trains for passengers or freight.

#### INDIA POINT SIGNALS.

FOR OLD COLONY RAILROAD AND THE NEW YORK,  
PROVIDENCE & BOSTON RAILROAD.

A small building, and tower with signal faces on it (three on the north side, three on the south side, and one on the west side), with shutters to cover the same, have been erected on the roof of the engine house.

This building, tower, and the outside of shutters, are painted nearly black. The inside of shutters, and all but the centre of the signal faces, are painted white.

These faces will show a dark centre by day, and a green light by night. They will be covered by the shutters, at all times, except when a train is being signalled to pass.

**O. C.** The trains of the *Providence Division* will have the right of way when *one* face by day, or *one* green light by night, is shown.

**N. Y.,  
P. & B.** The *New York, Providence & Boston* trains will have the right of way when *two* faces by day, or *two* green lights by night, are shown.

**O. C.** The trains of the *Warren & Bristol Branch* will have the right of way when *three* faces by day, or *three* green lights by night, are shown.

When India Point Draw signals are not set, trains on West side may go onto the Bridge and cross New York, Providence & Boston track when Engine-House signal shows one face by day, or one green light by night.

When India Point Draw signals are not set, trains from the direction of Bristol may cross New York, Providence & Boston track and the drawbridge when Engine-House signal shows three faces by day, or three green lights by night.

All trains must run over the Crescent Curve at a speed not exceeding ten miles per hour.

Trains or engines at Warren Avenue may go south on the Warren & Bristol Branch when three faces are shown by day, or three green lights by night.

If trains of one road, moving towards the signal, wish to enter upon the tracks of another road, they will do so under the signal of the road upon which they wish to enter, and will, while there, move under the signal of the road they are on, except as provided in Rule 5.

Providence Division trains going to the Providence Division coal yard, will leave the Boston Switch under the Warren & Bristol Branch signal, and will leave the coal yard to return under the Providence Division signal.

All trains going south, will stop short of the "Boston" Switch; and all trains going north, will stop short of the Providence Division coal yard switch, if their respective signals are not shown.

The showing of the signal for one train, will not give a second train the right to follow. When the locomotive arrives at the red posts, opposite the signal house, the signal for the train will be closed, and the second train will follow, when the signal is again given.



If a red flag by day, or a red lantern by night, be shown from the front of the operating room, the train that is using the signal that may be set for it, must at once stop, and the cause of delay be ascertained before moving again.

When a New York, Providence & Boston train wishes to pass either way, *four* (4) blasts of the whistle must be given by the locomotive.

All trains will approach the crossing of the two roads with great care.

All locomotives going to the Engine House will cross the W. & B. Branch and the N.Y., P. & B. Road under the Providence Division signal.

Locomotives will not leave the Engine House unless they have the verbal permission of the signalman.

*The opening and closing of the Draw Bridge will be under the control of the signalman.*

#### SWITCH-LIGHTS.1

64d. White switch-lights show switches set for main track; red or green switch-lights show switches changed from main tracks. In all cases where practicable, green lights are used on junction switches in place of red. At junctions where there are more than two routes, the principal switches display white or green lights, and the others white or red.

The cross-overs near D Street and Little Neck Bridge, South Boston; just south of "Cart Bridge," between South Braintree and Mayflower Park; and at the former "Attleboro' Branch Junction," about one mile north of Whittenton Junction, and the spring-frogs connected therewith, will be kept spiked, and no lights shown on their switches; and no lights or targets are shown by the switches in the tracks through India Street, Providence, on the Warren and Bristol Branch.

Switch lamps must be lighted as soon as it commences to be dusk.

#### ELECTRIC AND ATMOSPHERIC SIGNALS.

64e. All trains will be governed by the Union Electric Signals while between Dorchester Avenue, South Boston, and a point south of Bridgewater station; between Signal 169, south of Stoughton on south-bound track, and Signal 182, south of Easton on north-bound track; between Whittenton Junction and Taunton Central; and between Somerset and the Warren and Bristol Branch

Junction, Bowenville; and between Boston and Canton Junction on main track.—in accordance with the rules below. Also by other signals specified.

**Explanation of the Block System.**—Each main track between the above-named points is divided into sections of from a half mile to one mile each. The limits of the sections are marked by white posts with two redrings.

The operation of the *block signals* is through the rails, the current of electricity from the battery passing through that medium to the signals, and holding them at "Safety." Upon the entrance of a train into a section, the current passes through the wheels and axles, and is thereby cut off from the signals, and the signal turns to "Danger." Severing the track by taking out or breaking a rail, or opening a switch or draw, interrupts the electric current, and causes the signal to show danger.

"Switch" or "Special" Signals are lettered "S," in addition to the number; yard signals are lettered "Yard" or "Y."

Signals bearing odd numbers are for southbound trains; those bearing even numbers are for northbound trains.

**Instructions.**—The white target or white light indicates "SAFETY,"—that the track is clear, and that the switches are on the main line in the section to which the signal applies.

The red target or red light indicates "DANGER,"—that the section to which the signal applies is blocked by a train or car, or a switch is open, or a rail is torn up or broken.

The block-signals should change from "white" to "red" in the face of the engineman as he approaches within about one hundred feet of the signal. If he finds a signal "white," AND IT DOES NOT CHANGE ON PASSING IT, HE MAY KNOW THAT IT IS OUT OF ORDER, AND IT SHOULD GOVERN HIM THE SAME AS IF AT "DANGER." Any neglect of battery will show the red signal.

THERE MUST NOT BE ANY FAILURE, ON THE PART OF THE ENGINEMAN, TO OBSERVE WHETHER THE SIGNALS TURN FROM WHITE TO RED.

A train or engine may enter upon the track covered by these signals, if the signals show "white" and properly turn; but if "red," it will come to a full stop *before entering the section*, and then proceed CAREFULLY AND UNDER FULL CONTROL through the section, NOT EXCEEDING SIX MILES PER HOUR AROUND ANY CURVE OR OBSCURE PLACE, expecting to find the track occupied by a train or cars, or a switch open, or a rail broken or up.



In case of fog or storm obscuring the sight, so that enginemen are not perfectly sure as to the position of the block signals as they approach the point of turning them, enginemen *must assume that the target is against them, and must slow down to the most perfect control, and run so as to be able to certainly stop within the distance that can be seen ahead, until the section is passed, and until the fog or storm permits clear sight of the signals.* Similar precautions must be observed in case the block-signal lights become extinguished by night.

In case of accident or other delay, *all the existing rules and precautions must be rigidly observed, and it must be fully understood by all employees that the block signals are not intended as a substitute for such safeguards, but are only additional thereto; and danger signals must be sent to the rear and kept there, as required by the rules,* in all cases where a train is detained on the road, at a station or junction.

In case of such delay, or on finding that detention is likely to take place, enginemen will order out flagmen, which signal *must be promptly obeyed.*

Men whose duties are to light and wind the signals will not fail to see that the lamps are properly filled and trimmed, and are lighted and extinguished in proper season, and that the signals are properly *wound.* The signals must be wound daily.

Immediate report must be made to the Superintendent of every case of stoppage by the signals. Blank forms will be furnished for the purpose.

☞ Special Signals 53, 54 and 152, either side of Mayflower Park, are operated by hand instruments at that station, and will be used as additional protection to trains that may be waiting at the station, or crossing from track to track. Signals 54 and 152 are also connected with the junction switches.

Special Signal 3 (on southbound track in the Boston Yard) is connected with the southbound cross-over switch next south of the Draw.

Special Signal 2 (on northbound track, near Broadway Bridge, South Boston) is connected with northbound cross-over switch just south of the Draw.

Special Signal 5 (on southbound track, near Broadway Bridge, South Boston) is connected with the switch on the "third track" leading to the connection from that track across the southbound track to the northbound track, and also with the northbound-track switch leading

across to the third track, and with the southbound-track switch just north of Dover Street.

Special Signal 4 (on northbound track opposite South Boston Station) is connected with the switches on the northbound track next north of Dover Street, leading to the cross connection and to the wharf track.

Special Signals Nos. 6, 7, 8 and 9, each side of Dover Street and Dorchester Avenue, South Boston, are an additional protection for the crossings. These signals display the red target *when in their normal position,* and will show the white target only when cleared by the closing of the electric circuits by the gatemen. These signals must not be passed unless the target is white; if the target is red, a stop must be made, as it signifies that the crossing is obstructed, and not clear for the passage of trains.

Special signals Nos. 209 and 211, between Taunton Central and Whittenton Junction, although being for the government of southbound trains, are necessarily placed beside the northbound track.

64f. Switch and Station signals at other stations are operated as follows:—

AT ATLANTIC. — Special Signal at Atlantic, upon the Granite Branch, attached to the switch at junction of branch track with north-bound main track, and is to be regarded by north-bound branch trains, and will show white when right for such trains, and red when not right for their passage.

AT QUINCY. — Special Signals Nos. 35 and 32 either side of Quincy Station, are to caution trains when another train is receiving or delivering passengers at that station, and will be operated by the station men *during their hours of duty.* (These signals are intended as an additional safeguard, and not to supersede other precautions required by rules.) These signals display combined red and green when at "caution."

AT QUINCY ADAMS. — Special Signals No. 36 and No. 39, either side of Quincy Adams station, are an additional protection for the crossing at that station. These signals display a red target when in their normal condition, and will only show a white target when cleared by the closing of the electric circuit by the gateman. Trains must not pass these signals unless white target is shown. If red, stop must be made, as it shows crossing obstructed.

AT SOUTH BRAINTREE. — The "Distant" signal southward from the South Braintree Yard, on the Plymouth road, is operated by a lever near the Yard Limit post, and



will be used to stop northbound trains when trains are detained outside the yard. A bell near the lever-stand announces the changing of the signal. (*The first duty of conductors of trains detained as above is to protect their trains by means of this signal.*) Yard signal No. 50 at South Braintree is to hold trains from Mayflower Park from entering the yard, and is operated from the station. A *Yard signal* is also erected on the Plymouth road to hold trains from via Abington from entering the yard, and is operated from the station.

AT NORTH EASTON. — Yard Signals Nos. 175 and 176, at North Easton, in either direction, are operated by hand instruments at the station. Bells at the station announce the changing of the signals. The approach of trains is indicated by the striking of the gongs at the station.

AT EASTON. — Special Signal No. 181 on southbound track, attached to junction switch, shows red when switch is set for Branch.

AT RAYNHAM. — Yard Signal No. 196, at Raynham, upon the north-bound track via Whittenton, is to stop trains from approaching the station when the tracks within are occupied.

AT TAUNTON. — Yard signals Nos. 211 and 212, at either end of the Central Station Passenger Yard (operated from the station) will be used to stop trains outside the yard. A bell at the lever-stand announces the changing of the signals. Special Signal No. 207, north of the Freight Yard, is attached to the switch leading to that yard. Special Signal No. 209, attached to the switches leading from the northbound track to the southbound track and to the Freight Yard at the south end of that yard, is to stop southbound trains when those switches are not right for main tracks. Special Signal No. 215 connected with the leading switch near Winthrop Street, Taunton Central, shows the red target when switch is changed from main line.

AT SOMERSET JUNCTION. — Special Signal 243 will be used to stop trains coming from via Brockton.

AT FALL RIVER. — Yard Signal No. 254, south of the Ferry Street station will be used to hold trains outside the yard, and is operated by a hand instrument at the station. The approach of a train from the south is indicated by the ringing of a gong at the station.

AT NEWPORT. — The yard signal northerly from the

Newport yard (operated by switchman at the wharf-track switch) will be used to stop trains from entering the yard.

AT MONTELLO. — Yard Signal No. 65 is erected north of the station to stop southbound trains when tracks at the station-yard are occupied.

AT BROCKTON. — Special Signals Nos. 72, 74, 73, 75, are additional protection for the highway crossings at Centre and Crescent Sts., Brockton; these streets also being the crossing of the Electric Street Railway.

These signals display a red target when in the normal position, and will display a white target only when cleared by the closing of the electric circuits by the gatemen.

These signals must not be passed unless the target is white; if the target is red, a stop must be made, as it signifies that the crossing is obstructed, and not clear for the passage of trains.

AT MIDDLEBORO'. — Yard signals at either end of the yard, on the several lines, are operated by hand instruments at the station. They will be used to stop trains outside the yard.

AT WEYMOUTH. — A special signal south of the station will be used to caution north-bound trains when a south-bound train is receiving or delivering passengers at the station, and will be operated by the station-men *during their hours of duty*. (This signal is intended as an additional safeguard, and not to supersede other precautions required by rules.) This signal displays combined red and green when at "caution."

AT WHITMAN. — Yard signals north and south of the station are to stop trains from entering the yard, and are operated at the station.

AT BRAINTREE. — Special signal on the northbound South Shore track, just east of the overhead bridge at Braintree, will be used as a *Yard signal*, and will be operated from the station. A bell at the station announces the changing of the signal. Southbound Granite Branch trains must stop if Special Signal 43 shows red, as it will indicate track blocked between it and Braintree station.

AT EAST WEYMOUTH. — Yard signals at East Weymouth, in either direction from the station, are to stop trains when the tracks are occupied at this station, and are operated by a hand instrument at the station.

AT COHASSET. — Yard signals either side of the station are to be used to stop trains from entering the yard, and are operated by levers at the station.



AT SEA VIEW. — The special signal at Sea View, northerly from the station, is attached to the north switch, and shows red when the switch is changed from the main track. The changing of the signal rings a bell at the switch.

AT WEST QUINCY. — Yard signals at West Quincy, in either direction from the station, will be used to stop trains from entering the yard and are operated from the station.

AT FIELD'S CORNER. — The signal near Field's Corner is for an additional protection to Dorchester Avenue and Adams Street crossings, and will display a red target when in its normal position, and show the white target only when cleared by closing the electric circuits by the gatemen at Dorchester Avenue and Adams Street. Northbound Shawmut Branch trains must not pass this signal unless the target is white. If the target is red, a stop must be made, as it signifies that the crossings are obstructed and not clear for the passage of trains.

AT SHAWMUT AND MILTON JUNCTION. — The signal near the overhead bridge, towards Milton, will be used as a Yard signal to hold northbound trains when necessary.

AT MATTAPAN. — Yard signal stops trains outside the yard, and is operated from the station and switchman's cabin.

AT ROCKLAND. — Signal east of Rockland station is attached to the switches at that end of the yard to indicate their position to North-bound Trains.

AT HANOVER. — A yard signal is erected at Hanover to stop trains from entering the yard when tracks within are occupied.

AT ATTLEBORO'. — Yard signal is used to stop trains in case the tracks within the yard are occupied.

AT NEW BEDFORD. — Special signal on southbound track, attached to Engine-House switch, is to stop southbound trains when engines are passing to or from Engine House, or when switch is not right.

AT STOUGHTON CENTRAL. — Yard signals at southerly end of yard, and northerly from station, are to hold trains outside when the tracks within are occupied.

AT WOODS HOLL. — A yard signal is erected at entrance to yard to stop trains from entering when tracks within are occupied.

On Northern Division, Atmospheric signals are located at various places. When target in banjo is set to red, it indicates tracks are occupied between that and the point where levers that operate the same are located. There are also Special Electric and block signals connected with switches, which signals show red, when switches are thrown from main track. Changing the switch from the main track displays the red target.

ON PROVIDENCE DIVISION. — At Dedham, on either branch, Yard signals are operated by hand instruments, and will be used to stop trains outside the yard. They will display a *red banner* by day, and a *red light* at night. When such signals are displayed, trains must stop before reaching signal.

A *white banner* by day, or a *white light* at night, indicates safety. In case of absence of any light at night, trains must stop before reaching signal.

BOSTON STATION. — For northbound trains. Upon top of iron mast, at Berkeley Street Bridge, a Semaphore signal for day use, and a red light for night use.

When signal arm is down parallel with the mast, all northbound trains or engines must stop, after passing over and clear of the Boston & Albany crossing.

When the signal arm is horizontal on the mast by day, or the red light is shown by night, a train on the northbound track, between the Boston & Albany crossing and the Berkeley Street Bridge, may pass the signal.

If switch to Car House is right, a green light will be visible at night on switch. If the green light is not visible, all trains will come to a full stop after passing Boston & Albany crossing, and the fireman will go forward to ascertain if said switches are in proper adjustment.

TREMONT STREET SIGNAL. — An electric signal, as additional protection for Tremont Street crossing at Roxbury Station, has been erected. This signal will display a red target when in the normal position, and will display a white target only when cleared by closing of the electric circuit by the gatemen. This signal must not be passed unless the target is white; if the target is red, a stop must be made, as it signifies that the crossing is obstructed, and not clear for the passage of trains.

AT CROSSING OF THE BOSTON & ALBANY AND OLD COLONY RAILROADS. — The operations of all trains ARE UNDER THE ENTIRE CONTROL of the signalman. Conductors, enginemen and others will promptly obey his signals and orders. The signalman will report at once to the Superintendents of both Roads whenever the signals and



orders are disobeyed. When a *white target* is shown from Signal House, the train to which it is shown may pass, and not until then. Passenger trains of either Road have the precedence of freight trains. Freight trains have the precedence of single locomotives. No train or locomotive *will in any case pass over the crossing until the white target is seen.*

ON THE TRACK OWNED JOINTLY BY THE OLD COLONY AND NEW YORK, PROVIDENCE & BOSTON RAILROAD COMPANIES. — The trains of the Old Colony Railroad Company, when upon the track used in common by the two Companies, will be governed by the Road rules of the New York, Providence & Boston Railroad, as follows:—

Those having trains or locomotives in charge will be under the orders of the Superintendent of the New York, Providence & Boston Railroad, while upon the track owned jointly by the two Companies.

All trains will be subject to the switchman's orders at Providence station, as to the time they can occupy the track at Providence station, and no engineer will be allowed to move his locomotive from one track to another, without his permission.

The switchman at Providence will not allow a train to follow another within five minutes. The Junction switchman and the agent at Pawtucket are instructed to stop all trains which arrive within five minutes of a train leaving, and detain the same until the five minutes have expired.

ALL SOUTHBOUND TRAINS will run carefully *from the signal* north of Charles Street crossing, keeping a good lookout for the signals north of Charles, Webster, and Smith Streets.

All trains passing through the yard at Providence must have a man upon the forward end of first car.

Whenever a train is delayed north of *Smith Street Bridge*, the signalman at Webster Street crossing will cause the signal to stand thus † by day, and at night a red light at top of signal pole. The conductor of the train delayed will *immediately* see that the signal is right, or notify the signalman at Webster Street.

The signalman at Charles Street crossing will carefully observe the signal at Webster Street, and place the signal north of Charles Street in same position.

All *southbound trains* will notice the signal north of Charles Street, and keep their trains under control, so that they can stop north of street crossing, and *will stop north* of Charles Street crossing if the signal stands thus † by day, or the red light at night is shown at top of signal pole.

All southbound trains will hold north of *Smith Street* bridge, if the signal stands thus †, or a red light is shown at head of signal pole at bridge.

Southbound passenger trains will in no case pass *Smith Street* bridge if the signal at the lower switch stands thus †, or a red light is shown at head of signal pole.

*Southbound trains* will approach carefully the *third bridge* north of Pawtucket station, so that they can *stop* if the Electric Signal No. 18, or Special L, is at danger.

The conductor, or person in charge of any train *delayed* or *obstructing the track*, will see that the signal is right.

A signal has been placed south of Branch bridge, and NORTHBOUND TRAINS will notice the signal and *stop* if it stands thus † by day, or at night a *red light* is shown at top of signal pole.

A signal has been placed south of the bridge, at CATTLE TRACK (near Horton's Grove), and NORTHBOUND TRAINS will notice the signal and *stop* if it stands thus † by day, or at night a *red light* is shown at top of signal pole.

Whenever the track *is used*, the signalman at bridge will cause the signal to stand thus † by day, and at night show a *red light* at top of signal pole; the conductor of train *will see* that the signal is right before using the track.

Whenever the track *is obstructed* at *Power Road* bridge, the signalman will cause the *signal* to stand thus † by day, or at night will show a red light.

Engineers of southbound trains will take notice of signal, and keep their trains under control in *approaching the bridge*, so they can *stop* if signal stands thus † by day, or at night a *red light* is shown at top of pole.

A SIGNAL has been placed at Eaton's Curve for the government of SOUTHBOUND TRAINS, and to notify the signalman at curve north. Whenever the track *is obstructed*, the signalman will cause the *signal* to stand thus † by day, and at night show a *red light* at top of signal pole, and the flagman at *curve* will show a red flag or red light.

Enginemen of southbound trains will take notice of signal, and keep their trains under control in *approaching the curve*, so they can *stop* if signal stands thus † by day, and at night a *red light* is shown at top of signal pole, or a *red flag* or red light is shown at curve.

A signal has been placed near Woodlawn for the government of northbound trains. Whenever the track *is used*, the signalman will cause the signal to stand thus † by day, and at night show a *red light* at top of signal pole.



Engineers of NORTHBOUND TRAINS will take notice of signal, and keep their trains under control so they can stop if signal stands thus † by day, or at night a red light is shown at top of signal pole.

#### AUTOMATIC TIME SIGNALS.

64g. Trains on the "Third Track" between Boston and Forest Hills, and on the single track between Coal Mines and Newport, and at other points where these signals may hereafter be erected, will be governed by the "Fontaine Safety Time Signals." These signals indicate time from zero up to fifteen minutes. The passing of a train sets the hand to zero, and the signal will then register time and show to the next train the number of minutes (up to fifteen) that have elapsed since the passage of previous train. If, however, the hand is found at zero, it indicates that the signal is not working, and the train will immediately come to a full stop, and then proceed carefully and under control, not exceeding six miles per hour around any curve or obscure place, expecting to find the track occupied by a train, and must so run until the next signal is reached that is found to be working.

When a train finds a signal indicating a number of minutes less than five, or less than the number of minutes between it and the previous train in the time-table (where such interval is less than five minutes), such train will be governed the same as if the signal were a station signal, per Rule No. 75b.

These signals are not to be relied upon to protect a train delayed or stopped between signals, as they are only intended as an additional precaution, and *danger signals must be sent out, and kept there, as required by the rules, in all cases of detention on the road, at a station or junction.*

#### RULES GOVERNING THE USE OF SIGNALS.

65. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a Danger signal, and obeyed as such, and the fact reported to the Superintendent.

In case of dense fogs or storms, so that the signals cannot be distinctly seen from the usual point or stopping-place, a man must be sent in advance of the train to receive directions from the signalman. If the train has the right to pass, he must see that the signal conforms thereto before he returns to report.

66. The unnecessary use of the whistle is prohibited; when necessary in shifting at stations and in yards the engine-bell should be rung, and the whistle used only when required by rule or law, or when necessary to prevent accident.

67. The whistle must not be sounded while passing a passenger train, except in cases of emergency or danger, or when required by the rules.

68. When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in Rule No. 42.

69. The engine-bell must be rung before starting a train, and when running through tunnels and the streets of towns or cities, and when *approaching and passing stations*, and when meeting or passing trains standing on sidings. Whenever a person on the track is thought to be in danger the whistle must be sounded.

70. The engine-bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts, *except* that, within the city of Boston, the whistle will not be sounded for crossings other than the regular whistling points below specified, unless when stormy or foggy, or at night in case the head-light fails to burn brightly, or in case the train or engine is running without notice.

Southbound trains will sound a brief whistle when approaching Dover Street and Dorchester Avenue, South Boston. Northbound express trains will sound similar whistle in approaching Tremont Street crossing, Roxbury.

Trains approaching Newport will sound a single whistle at whistling-post one mile north of Elm and Poplar Streets.

Crossing whistles also may be omitted in cases specified below, except in cases of storm, fog, dim head-light, or running without notice.

Where two or more crossings are within eighty rods (nine telegraph poles), one crossing-whistle of double length (— — — — —) will suffice for all.

Where a crossing is at a station, *but beyond*, the whistle need not be sounded by trains that are to make a stop at the station.

Where a train has stopped at a station, the whistle need not be sounded for any crossing within eighty rods of the station.

Where flagmen or gatemen are employed, the whistle may be omitted by regular trains, during the regular hours of the flagman or gateman, *if the gateman or flagman can*



be plainly and seasonably seen to be at his post, except as specified in regard to crossings in Boston, or except in similar cases outside the limits of Boston.

Where regular trains are run by night through thickly settled portions of cities or towns, the whistle may be omitted except where the view is limited, &c.

*In all cases, however, great care must be taken to give ample and sufficient warning by the ringing of the bell.*

(Painted posts, white with black ring, before each high-way crossing indicate the points at which the ringing of the bell must be commenced.)

71. When two or more engines are coupled to the head of a train, the leading engine only shall display the signals as provided in Rules Nos. 36 and 37.

72. One flag or light displayed as a classification signal will be regarded the same as if two were displayed; but conductors and enginemen will be held responsible for the proper display of all train signals.

73. When a train is being pushed by an engine (except when shifting and making up trains in yards) a white light must be displayed on the front of the leading car at night, or when the train is obscured by fog or other cause.

74. When a train turns out to meet or pass another train the red rear-lights must be removed or covered; but the red must again be displayed before returning to its own track.

74a. The red shade must be displayed in the head-lights of engines standing on sidings, or at end of double tracks, or elsewhere, in case the train is not properly clear of the main or other track.

75. The combined green and white signal is to be used to stop a train only at the flag stations designated by the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

75a. At meeting or passing places where one train is timed not to stop, and the track is not clear, station-agents will display the red signal and stop such train. If the track is clear and switches right for the train to pass, they will show a white signal. In the absence of any signal, the train will stop. This rule will also be observed at Mansfield, Middleboro' and Stoughton Central with regard to trains timed to pass from one Division to the other without stopping. Agents will also display the red signal when notified by telegraph of meetings to be made at their stations.

75b. At stations (except where governed by the automatic block signals), upon the passing of every train, the red signal will be *at once displayed next the track* upon which the train has passed, and kept there until it has been gone the length of time given in the time-table between it and the train that should follow, if not more than ten minutes, but in all cases kept there for *five minutes*; and no train will pass this signal until the five minutes shall have elapsed, unless otherwise ordered in the time-table, or by special instructions. Where stations are located upon a curve, however, a train, after stopping in this manner, will then proceed on to a straight line, there to wait the unexpired portion of the time.

76. White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

77. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

78. All signals must be used strictly in accordance with the rules, and trainmen and enginemen must keep a constant lookout for signals.

78a. Conductors and enginemen of trains bearing green signals must be particular to call the attention of enginemen and conductors of trains they may meet or pass, and of station agents, switchmen, and all others concerned, to the signals, and explain their meaning; and when passing a station, train, or trackmen, without stopping, the engineman must point to the flag by day, and make a motion with his lantern by night, toward the front of his engine; but this, if not complied with, does not excuse conductors, enginemen, telegraph operators, section-masters, and station agents for not noticing signals that are worn; and, when called upon to tell whether a signal has been worn or not, if unable to tell, it will be sufficient reason for discharge.

78b. Conductors and enginemen of sections of trains must, in all cases, ascertain that the proper signals are borne for them.

78c. Station agents, telegraph operators, conductors, enginemen, road-masters, section-masters, trackmen, draw-tenders and switchmen must keep a sharp lookout for signals borne by trains.

78d. Great care must be used by conductors and enginemen of trains to inform themselves, especially at junctions, as to other trains, extra or regular, and as to signals that may have been worn.



78e. Central Division "Train Registers" will be kept at Boston, Harrison Square, Shawmut & Milton Junction, Mattapan, Neponset, Atlantic, West Quincy, Braintree, Old Colony House, Nantasket, Point Allerton, Pemberton, Cohasset, South Duxbury, South Braintree, North Abington, Rockland, Hanover, Whitman, Kingston, Plymouth, Matfield, Westdale, Elmwood, Bridgewater Iron Works, Bridgewater, Middleboro', Easton, Raynham, Mansfield, Attleboro', Taunton Central, Weir Junction, M. & T. Junction, Myricks, New Bedford, Fall River, Somerset Junction, Fall River (Wharf), Fall River (Ferry Street), and Newport, on which Conductors will "Register" their Trains as follows:—

Trains on the "Shawmut and Milton Branches" will "Register" at Harrison Square, Shawmut & Milton Junction and Mattapan; those on the "Milton Branch" at Neponset, Shawmut & Milton Junction and Mattapan; those on the "Granite Branch" at Atlantic, West Quincy and Braintree; those on the "South Shore Road" at Old Colony House, Cohasset, South Duxbury, Kingston and Plymouth; those on the "Nantasket Beach Branch" at Old Colony House, Nantasket, Point Allerton and Pemberton; those on the "Plymouth Road" at South Braintree, North Abington, Whitman, Kingston and Plymouth; those on the "Hanover Branch" at North Abington, Rockland and Hanover; those on the "Abington and Bridgewater and Brockton Branches" at Whitman, Elmwood, Bridgewater Iron Works and Westdale; those on the "Old Road" at Middleboro', Myricks and Somerset Junction; those on the "Easton Branch" at Matfield and Easton; those on the "Middleboro' and Taunton Branch" at Middleboro' and M. & T. Junction; those on the "Attleboro' Branch" at Taunton Central and Attleboro'; those on the "New Bedford Road" at M. & T. Junction, Myricks and New Bedford; those on the "Fall River Branch" at New Bedford and Fall River; those on the "New Road," via Taunton (Dean Street), at Raynham, Weir Junction, Fall River (Wharf, or Ferry Street), and Newport; and those on the "New Road," via Taunton Central, at Fall River (Wharf, or Ferry Street) and Newport.

On Northern and Providence Divisions Train Registers will be kept at Walpole Junction, Wrentham, Walpole, South Framingham, Chelmsford, Lowell, Marlboro' Junction, Marlboro', Pratt's Junction, Sterling Junction, Fitchburg, Boston, Forest Hills, Readville, Dedham, Attleboro', North Attleboro', East Junction, India Point, Providence (W. & B. Branch), Barrington, Warren,

Bristol and Bowenville; and trains will register as follows:—

All trains from Wrentham Branch at Walpole Junction, all trains register arrival at Wrentham, all trains register arrival at South Framingham.

All north bound trains register at Lowell, Marlboro' Junction, Marlboro', Pratt's Junction and Fitchburg. All south bound trains at Walpole, Chelmsford and Sterling Junction. All third track trains at Forest Hills, north bound third track trains at Boston, south bound third track trains at Readville. North Attleboro' Branch trains register arrival at Attleboro' and North Attleboro'. India Point Branch trains register arrival at East Junction and India Point. All trains on Warren & Bristol Branch register arrival at Warren, Bristol, Bowenville and Providence, and north bound trains register at Barrington.

Train Registers upon the Cape Cod Division will be kept at Middleboro', Tremont, Buzzards Bay, Yarmouth, Harwich, Provincetown, Fairhaven, Woods Holl, Hyannis and Chatham, on which all trains will be registered.

78f. The registering of trains will be done by their conductors, and conductors will carefully make entry in each column (except that the number of cars and number of engine need only to be entered at terminal points), and they will in every case state whether green signals are carried, entering "Yes" or "No" (as the case may be) in the proper column. Where there is no conductor, as in case of engine extras, the engineman will make the registry. The date of a train is *that upon which the train is, by the time-table in effect, due to leave its starting point.* At registering points where trains are timed not to stop, registry will be made by such trains by throwing off "registering slips" prepared for the purpose. The Register Sheets will be found in the telegraph offices at registering points (or in agent's office if no telegraph office) during the daytime, or while agents or operators are on duty. At other hours the registers will be placed in "register boxes" outside the stations or in other accessible places. Conductors and enginemen will inform themselves of the location of these boxes and provide themselves with keys. (All entries upon the Register Sheets will be made with indelible pencils. Agents at Register Stations will see that the Register Boxes are supplied with such pencils.)

The examination of the registers will be made by the conductors (except that enginemen will make examin-



ation if they have no conductor, as in case of engine extras). In examining the registers before passing on to single track, and before passing the terminus of an opposing train on single track, great care must be used to see that all opposing trains and sections of trains of same or superior rights (whether such rights are by time-table or special orders) that are due have arrived; and there must not be any failure to observe whether green signals have been registered by any train.

At register points where trains are timed not to stop, and where such trains cannot make examination of the registers before passing on to single track or before passing the terminus of an opposing train on single track, the agent or operator will exhibit the *white signal* and will hand the conductor and engineman clearance orders on "Clearance Blanks X," provided all opposing trains or sections, of the same or superior rights, have arrived (and the train will slow sufficiently for the purpose of receiving such clearance); but the agent will exhibit the *blue signal* and *stop*, and *inform*, such trains if there are any opposing trains or sections, of same or superior rights, that have not arrived. In the absence of agent and operator, or if from any reason such trains fail to receive clearance orders in such cases, they will *make stop* and personally register and make examination. Agents at registering points where there are trains that are timed to pass without stopping, will be on lookout for such trains, and will receive the slips from the train, and give clearance, or stop the train (as the case may be), and will carefully enter upon the register the contents of the slips received, and will preserve such slips.

78g. Extra Trains will register in similar manner to regular trains, *except* that where they are running on "*Time orders between specified points*" (that is, orders for working *between certain specified stations*), they will, if running only upon double track, register at starting point at the time of starting, and not again until their return at close of their work for the day. If, however, they have to run upon single track, they will also register at the point of entering single track and not again until return to that point, or such other point where they leave the single track, at close of day's work, and *except also*, that they will register at any junction where they may enter upon a branch or other single track, and at same place, or where leaving such single track, when done at close of day's work.

The intention of this rule is that extras running upon

"*Time orders between specified points*," shall only register at beginning and close of day's work upon each piece of single or double track entered upon.

## TRAIN RULES.

### CLASSIFICATION OF TRAINS.

79. All trains are designated as regular or extra. Regular trains are those represented on the time-table, *and may consist of one or more sections*. All sections of a train, except the last, must display signals as provided in Rule No. 36. Extra trains are those not represented on the time-table. *An engine without cars, in service on the road, shall be considered a train.*

79a. All trains will display their numbers on the front of their headlight. The numbers of Regular Trains are those given in the time-table. The number of an Extra Train will be that of its engine (forward engine, if more than one engine), preceded by "Ex," and will be similarly displayed upon front of headlight. Second or third sections of Regular Trains will display "2d" or "3d" preceding the number. (The numbers of regular trains must not be placed upon the engines' headlights, at the place of starting, *until the engines are coupled to their trains*, and the numbers must be removed immediately after arrival of the trains at their destination and *before the engines are moved from their trains.*)

80. All regular trains are classified on the time-table with regard to their priority of right to the track, as follows: trains of the first class being superior to those of the second and all succeeding classes, and trains of the second class being superior to those of the third and all succeeding classes; and so on indefinitely.

Passenger trains.....	1st class.
Express Freight trains.....	2d class.
Local Freight trains.....	3d class.

81. Extra trains will be distinguished as:

- Passenger Extra.
- Freight Extra.
- Work Train Extra.
- Engine Extra.

82. All extra trains are of inferior class to all regular trains of whatever class, and will also keep out of the way of engines per Rule 111b; except, that where an extra train is run by printed schedule, it will have such rights as are specified in the schedule. The terms "Passenger



Extra," "Freight Extra," "Work Train Extra," or "Engine Extra" do not confer any rights upon one extra over another, as all extras will be considered as of one class, except where otherwise provided by printed schedule or by special orders.

MOVEMENT OF TRAINS.

83. **A train of inferior class must in all cases keep out of the way of a train of superior class, except where otherwise specified by special rule or orders.**

84.

85. When trains meet on single track, the train not having right of track must take the siding and be clear of the main track, as per Rule No. 86; but such train must not pass the switch to back in on a siding, until after the arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on the siding, before passing the switch, a flagman must be sent out in the direction of the opposing train, as per Rule No. 99.

86. When a train of inferior class meets a train of superior class on single track, the train of inferior class, if a passenger train, must take the siding and clear the train of superior class **five** minutes; but if the inferior train is a freight or working train, or engine extra, it must clear the opposing train **ten** minutes. A train of inferior class *following* it, except where governed by the Electric Block signals.

87. A train must not leave a station to follow another train until **five** minutes after the departure of such train, except where governed by the Electric Block signals, or where otherwise specified by time-table.

88. Passenger trains running in the same direction must keep not less than **five** minutes apart, except where governed by the Electric Block signals, or where otherwise specified in the time-table.

89. Freight trains following each other must keep not less than **ten** minutes apart, except where governed by the Electric Block signals, or where otherwise specified in the time-table.

90. No train must leave a station expecting to meet or to be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point, and clear the track by the times required by Rules Nos. 85 and 86.

91. A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in Rule No. 99.

92. No train must arrive at a station in advance of its schedule arriving time, when shown.

No train must leave a station in advance of its schedule leaving time.

93. All trains must **stop** at schedule meeting or passing points on single track, if the train to be met or passed is of the same class, unless the switches and the proper signals are plainly seen to be right, and the track clear; and they must not pass on to single track without knowing that all trains that are due of same or superior class have arrived. The point at which a train should **stop** is before reaching the switch used by the train to be met or passed in going on the siding.

94. All trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, and must not proceed until the switches or signals are seen to be right, and the track is plainly seen to be clear. Where required by law or by rules, all trains must stop.

95. No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains of same class that may be due, or which have the right of track against it, have arrived; and at meeting or passing places trains will *positively wait for expected trains of the same class, or having the right of track, until their arrival, except where otherwise especially ordered in the time-table, or when otherwise directed by special orders from the Superintendent.*

96. In case of accident or delay to a train, or of obstructing the track in any manner, the first duty of the conductor, and of all employees connected with the train, is to see that the most efficient measures are taken to protect such train, and to stop promptly any train that may approach from either direction. A flagman (and in all cases of more than ordinary danger, two men) must be sent backwards or forwards, or both ways, as the case may require, with the proper danger signals (red flags and red lights, torpedoes and fusees), as required by Rules Nos. 97 and 99; and if he pass a junction, in so going to protect his train, word must be left to stop any train



from the branch or other track. No wish to have the flagmen go on in the delayed train must prevent their going backward or forward, as required by the rules, and staying there until the approaching train is stopped, or the track is clear, or the whistle is sounded for their recall; and, when recalled, the flagman must carefully comply with the rules as regards the placing of torpedoes upon the rail, except that torpedoes need not be left on the rail in cases where the delayed train has side-tracked, and the main track is known to be clear.

In case of accident or delay, or of obstruction of the track, or when crossing from one track to another, employees must not fail to bear in mind that **EXTRA TRAINS ARE AT ALL TIMES TO BE EXPECTED**, and therefore the most careful compliance with the precautions for safety is necessary. Trains must not cross from one main track to or over the other, unless thoroughly protected by the proper signals.

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

97. When a train is detained at any of its usual stops, where the rear of the train can be plainly seen from a train following at a distance of at least one mile, or if any stop is made where the rear may be seen by any following train at that distance, the flagman must go back with the danger signals not less than one-fourth mile (nine telegraph poles), and as much farther as grade, or other circumstance may render it necessary for the proper protection of his train; but if, by reason of grade, curve, storm, fog, darkness or other cause, the rear of his train cannot be plainly seen at a distance of at least one mile, the flagman must go back not less than one-half mile (eighteen telegraph poles), and then must be governed by Rule No. 99. When it is necessary to protect the front of the train, the same precautions must be observed by the front brakeman or fireman, and the engineman must see that this is done.

98. When it is necessary for the flagman to go back to protect the rear of his train, the next brakeman must immediately take the flagman's position on the train, and remain there until relieved by the flagman; and on passenger trains the baggage master must take the place of the front brakeman whenever necessary.

99. When a train is stopped by an accident, obstruction, or otherwise detained, the flagman must immediately go back with the danger signals to stop any train following, as required by Rules Nos. 96 and 97. At a point

one-fourth mile (nine telegraph poles) from his train he must place *one* torpedo on the rail; he must then continue to a distance of one-half mile (eighteen telegraph poles) from his train and place *two* torpedoes on the rail, ten yards apart (one rail length), when he may return to a point one-fourth mile (nine telegraph poles) from his train, and he must remain there until recalled by the proper whistle from his engine. When he comes in, he will remove the torpedo nearest to the train, but the *two* torpedoes must be left as a caution signal to any following train.

When, however, a flagman is recalled, *and another train is due, or nearly due, or known to be following, or on curves or grades, or in any place or time where it is not perfectly safe to remove the danger signal*, he will, in addition to the torpedoes on the rail, leave a "half red and blue flag" by day, or a lighted "standard fusee" by night, fastened upright in the tie between the rails, and, if a flag, it will be taken up by the next train following, if stopped in time, and if not, by the trackmen, and left at the next station for the train that left it. If the accident, obstruction, or other detention occurs upon single track, and it becomes necessary to protect the front of the train, *or if any other track is obstructed*, a flagman must be sent forward, and use the same precautions. When a train is moving slowly, by dark or dusk, or in fog, on the time of a following train, lighted fusees should be dropped upon the track, at intervals, as long as the rear of the train is in danger. Hand-fusees are to be carried with the standard signals and red lights by men sent to stop approaching trains, and are to be used in case a lantern is broken or a light extinguished, care being used not to light the fusees until a train is seen or heard approaching, as they burn only five minutes. In foggy weather or snow-storms, use the fusees in addition to the day signals. The standard fusees have points, to hold them upright on the ties, and burn ten minutes. (All fusees must be kept in a perfectly dry place, and where they will not be exposed to severe cold weather.)

100. Freight or working trains having work to do on any other track may cross over if no passenger train is due, provided no approaching freight train is in sight; and also provided that a flagman has been sent with danger signals as provided in Rule No. 99, not less than one-half mile in the direction of the expected train.

101. When a freight or working train on double track turns out on to the opposite track to allow a passenger



train running in the same direction to pass, and, while waiting, a passenger train from the opposite direction arrives, the freight or working train may cross back and allow it to pass, provided the other passenger train is not in sight; and also provided that a flagman has been sent with danger signals, as provided in Rule No. 99, not less than one-half mile in the direction of the expected train.

102. When it is necessary for a freight or working train on double track to turn out on to the opposite track to allow a passenger train running in the same direction to pass, and a passenger train running in the opposite direction is due, a flagman must be sent back with danger signals, as provided in Rule No. 99, not less than one-half mile, in the direction of the following train, and the freight or working train must not cross over until one of the passenger trains arrives. Should the following passenger train arrive first, a flagman must be sent forward on the opposite track with danger signals, as provided in Rule No. 99, not less than one-half mile, in the direction of the overdue passenger train, before crossing over. Great caution must be used, and good judgment is required to prevent detention to either passenger train.

103. If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal, as provided in Rule No. 43, and keep the front part of the train in motion until the detached portion is stopped.

*The front portion will only have the right to go back, to recover the detached portion, by first sending a flagman with danger signals one mile in advance in the direction in which the train is to be backed, and then running with great caution, at a speed not exceeding four miles per hour, providing that it is at a point where orders cannot be obtained from the Superintendent's office, but if passing any junction or track, from which any other train might come between the detached portions of the train, such junction or track must also be protected. On single track all the precautions required by the Rules must also be taken to protect the train against opposing trains.*

**The detached portion must not be moved or passed around until the front portion comes back, unless a flagman with Danger signals is sent in advance to protect such forward movement; and trains having passed such detached portion must not proceed toward the front portion unless a flagman with Danger signals is kept one**

**mile in advance; and the train must be run with great caution and not exceeding four miles per hour.** This Rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped, and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event, the conductor and engineman may arrange for the re-coupling, using the greatest caution.

104. When a train is being pushed by an engine (except when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first sign of danger, and immediately signal the engineman.

105. A train starting from a station, or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, if orders from Superintendent's office cannot be obtained.

106. A train which is delayed, and falls back on the time of another train of the same class, does not thereby lose its rights.

**107. Regular trains twelve hours or more behind their schedule time lose all their rights.**

107a. Trains moving against delayed trains that have lost their rights by the expiration of the twelve hours as per Rule No. 107, must allow five minutes additional for possible variation of watches.

108. If, at a point where orders cannot be obtained, an obstruction, accident, breaking apart of a train, or any other cause, makes it necessary to move an engine or train in the wrong direction, or on the wrong track, the conductor of an obstructed train may move it; but the utmost caution must be used. Before the engine is moved, he must send one or more men with danger signals, not less than a mile in advance, in the direction in which the move is to be made. He must only go to the next cross-connection or station; and, while moving, the engineman will sound his whistle at short intervals, and not exceed a speed of four miles an hour, to enable the flagmen to keep the required distance in advance.

109. All messages or orders respecting the movement of trains, or the condition of track or bridges, must be in writing.



110. Trains must not display signals for a following train without an order from the Superintendent.

111. Trains must not be run in sections without an order from the Superintendent. Extra trains must not be run without an order from the Superintendent, except as specified in Rule No. 111b.

111a. Extras must be run with the *utmost care, especially on curves and at obscure places*, and keeping a vigilant lookout for the cars and obstructions of trackmen; *and the whistle must be sounded at curves*. When an extra is through with its rights, it will notify the Superintendent; and in case the rights are given *between specified hours, or until a specified hour, the extra will have the rights only within the limited time, after the expiration of which time the extra will have no right to move except by obtaining new orders*. After an extra notifies the Superintendent that it is through with its rights, *it must not again use the order*, even though the time specified in the order may not have expired. Where this notice is given from any telegraph station, the operator will require it by *written message* signed by the conductor and engineman.

111b. The agent at Fall River may move engines between the Warren and Bristol Branch Junction at Bowenville and the Globe Mill Siding (about one-half mile south of Ferry Street station), Fall River; the agent at Somerset may move engines between Broad Cove (one mile north of Somerset) and Somerset Junction; the agent at Central Station, Taunton, may move engines between Whittenton Junction and the Weir Branch Freight Yard; engines may move between Kneeland Street station, Boston, and South Boston; and on main track between Park Square station, Boston, and the Roxbury shops; and switching engines may be expected at work within the Brockton, Middleboro' and South Braintree yard limits during daytime on week-days; but all such engines must keep out of the way of regular trains. HERE

The agent at New Bedford may move engines upon the main tracks between Pearl Street Station and Acushnet, as may be necessary by the requirements of his business or in assisting trains up the grade, and on the Fall River Branch, between the junction switches and the cross-connection near the "Onoko Siding," and between Pearl Street and the Wharf; but such engines must keep clear of, and protected against, all regular trains, and when on double track must run on the proper track and in the proper direction, and must avoid the regular engines moving to and from their trains between Engine House and

the Wharf. He may also assist any train from his yard to Mt. Pleasant, on the F. R. Branch, by holding all other trains or engines within his yard limits until the return of his engine.

The engines of trains terminating at the New Bedford Wharf may be expected to return at once from the Wharf to the New Bedford engine-house, and those of trains starting from the Wharf may be expected to go from the engine-house to the Wharf twenty minutes before the designated time for departure of their trains. These engines will keep out of the way of all regular trains, and will avoid each other, but will have right over the yard engines and extras.

The engines of trains terminating at Hyannis station may be expected to return at once with their cars to the engine-house and car-sheds; and those of trains starting from that station may be expected to go from the engine-house and car-sheds to the station fifteen minutes before the designated time of departure of their trains. These engines will keep out of the way of all Regular Trains and trains running by printed schedule (except where right to return to engine-house and car-sheds is given them by mast-signals), and will avoid each other (engines and cars going to the engine-house and car-sheds keeping out of the way of engines and cars moving to the station to take their schedule trains, except where otherwise given rights by mast-signals), but the engines and cars so moving between engine-house, car-sheds and station, will have right over other engines moving or shifting in the yard.

The agent at Mansfield may assist with an engine any train from Mansfield to Foxboro'; this engine will in all cases return from Foxboro' to Mansfield on the southbound track.

The agent at Marlboro' may move the engines on Marlboro' Branch, between Marlboro' and Marlboro' Junction.

**EXTRAS MUST USE GREAT CARE, AND PROTECT THEMSELVES AGAINST THESE ENGINES WHILE WITHIN THE LIMITS HERE NAMED.**

112. When signals displayed for sections of trains on single track are taken down at any point before such sections arrive, the conductor must inform the agent, operator or switch tender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.



If signals are taken down at a point where there is no agent, operator, switch tender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next telegraph office, when he must inform the Superintendent; and the agent, operator, or switch tender, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class until directed otherwise by the Superintendent.

If the train for which signals were displayed leaves the main line at a point where there is no agent, operator, switch tender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

Trains bearing such signals must stop and notify the agent at each main-track, branch-track and double-track junction, and the agents at the stations where the carrying of the signal commences, and where it terminates; and these agents must not allow any train of same or inferior rights to pass without notifying its conductor and engineer that such signals have been worn. In case, however, a signal is worn on double track, an especial stop need not be made to notify the agent at any junction that is *intermediate* between the points where the signal enters and leaves the double track. *No excuse will be received for neglect to carry signals that are ordered, or for failure to notify employees.* In addition to the above, at all stations on single track where the carrying of such signals terminate, also at each junction on single track, or where such single track has junction with double track, the agent will display blue signal until the signal worn has been answered, and will give clearance order to all trains that have a right to run against the signal worn.

113. Work trains will be run as extras under special orders, and will be assigned working limits.

114. ALL TRAINS approaching stations on double track must come to a FULL STOP before reaching the station, in case a train on the opposite track is leaving or taking passengers at the station, and must not pass the station while such train is so receiving or leaving passengers. Passenger trains having the right to pass stations without stopping also must be seasonably checked, so as to stop in case a *signal* is exhibited.

Express passenger trains approaching stations on double track at which they are not scheduled to stop, will have the preference over local passenger trains from the opposite direction, and the latter must "give way" by reducing speed or coming to a full stop, unless they can

clear the express train without stopping them or reducing their speed.

When two accommodation passenger trains approach a station on double track at the same time, the southbound train will have precedence at the station (except at South Boston), and the northbound train must stop before reaching the station, and wait till the other train has passed the station. If a northbound passenger train is at a station, leaving or taking passengers, an approaching southbound accommodation passenger train must stop as above.

Exceptions are made in case of passenger trains at junctions, where passengers are to be transferred from one train to the other.

When a passenger train and a freight train approach a station on double track at the same time, the freight train must always stop before reaching and in sight of the station, and wait until the passenger train has left, or they are signalled to go on.

115. Enginemen must observe trains on the opposite track, and if they are running too closely together call attention to the fact.

116. No person will be permitted to ride on an engine except the engineman, fireman, and other designated employees, in the discharge of their duties, without a written order from the General Manager, Superintendent, Superintendent of Rolling Stock, or Master Mechanic, but a third man must accompany each Engine Extra upon single track to act as flagman in case of need.

117. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switch tenders are stationed.

Whoever opens a switch shall remain at it until it is set right and locked, unless relieved by some other competent employee.

When there is more than one train to use a switch, it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

All stop-blocks and ground-switches must also be replaced. Trains should stop or approach with caution the switch used by meeting or passing trains to come on to the side track. Where "split-switches" or "spring-frogs" are used, care must be taken to see that there is neither snow, ice, nor any other obstruction to prevent the proper closing of the rails. Especial care must be had in this respect by trainmen or others *who may have to change switches by night.*



At some of the stations the sidings are equipped with derails. Some of the derails are connected with the main-track switches by means of rods and cranks, so as to be worked from, and at the same time with, the switches with which they are connected; and it must be borne in mind that in such cases the derails open when the main-track switches close, and close when they open.

It is necessary, therefore, in putting cars in upon a siding, or in taking them out, that the main-track switch shall not be moved while the cars are passing over the derail points, as the points will be broken or the cars derailed.

Employees will notice whether switches have these derailling connections, and govern themselves accordingly.

Other derail connections with main-track switches will be added from time to time.

Observe especially derail switches at Tremont (south end of main-connection track), and at Buzzards Bay and Yarmouth (north end of branch). These switches have indicators showing green when right for trains, and red when open.

118. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the tracks or bridges, must be promptly reported by telegraph to the Superintendent.

119. No train shall leave a station without a signal from its conductor, and such signal must be given by hand or lamp.

120. Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, **and they must take every precaution for the protection of their trains, even if not provided for by the rules.**

121. **In all cases of doubt or uncertainty, take the safe course, and run no risks.**

122. All trains must be under *good control of the enginemen* within the Boston and South Boston yards (between Boston and Dorchester Avenue), and run with the expectation of finding the draw open, or the tracks occupied by other trains (*especially on the curve at the South Boston station*), or the Dover Street gates closed.

Trains must approach junctions and drawbridges carefully, and at reduced speed, and where the junction or drawbridge is on a curve or where the sight is obscure, must come under complete control until all signals are plainly seen to be right, and the way seen to be clear.

Trains from branches to the main tracks must approach the junctions with especial care, and under complete control, so as to make certain stop in case the switches or signals are not right for them.

Trains must reduce speed in crossing all drawbridges when not signalled to stop. Trains will not run faster than eight miles per hour while crossing Somerset bridge, or the Nashua River bridge, south of Clinton; or six miles per hour while crossing the Fall River bridge, or the bridge at Buzzards Bay, or Bass River bridge (between South Yarmouth and South Dennis).

The pile bridging at Fall River, on the Fall River Branch, must be run with care, and at a speed of not exceeding twelve miles per hour, and with dampers closed.

All trains must shut off steam and reduce speed at Little Neck bridge, South Boston, and express trains will do the same in passing Neponset River bridge.

At South Braintree, trains that are not required to stop by time-table or regulations must be *under complete control*, and pass the station at a slow rate of speed, *except where otherwise directed by special orders*. Southbound trains will reduce speed and run carefully from Bowenville to and through the Fall River Arch (keeping good lookout for trains), and must approach Ferry Street station carefully, and with the expectation of finding trains entering the northbound track. Trains must reduce speed and run slowly through Taunton Central and similar yards.

Trains must not exceed fifteen miles per hour while within the yard at Stoughton Central. Trains must also slow down in running from the Stoughton Branch to the main line at Stoughton Branch Junction. Southbound trains must slow down upon the curve south of Quincy and at Bridgewater Iron Works.

Trains must not be run faster than eight miles per hour at New Bedford, between Pearl Street and the Wharf, nor upon the crescent curve at East Providence.

Trains upon the Bridgewater Branch will approach Whitman with care, expecting to find cars standing on the Branch track. *Extras must approach Somerset carefully, and under complete control*. All trains will run very slowly in coming to or passing the station at Middleboro'.

The speed of trains upon the main lines within the limits of the Mansfield interlocking system must not exceed fifteen miles per hour, and must not exceed eight miles per hour in passing from one track to another through the slip-switches.



The speed of trains when passing through the slip switches to or from the Attleboro' Branch at Whittenton Junction must not exceed eight miles per hour.

All trains from toward Newport will make a stop at a distance of five hundred feet from the Arch in Fall River.

123. All trains will make a stop within 500 feet of, and before crossing, the Fall River bridge, and the drawbridge over the Seaconnet River at Tiverton; and they will not run at a greater rate of speed than six miles per hour while crossing said drawbridges.

A stop must be made by all extra trains before crossing Neponset Avenue on the Milton Branch (except when a gateman is *known* to be at the crossing), and a man must be sent in advance to close the gate during the passing of the train. All extra trains will come to a **FULL STOP** before passing the crossing at Granite Bridge, on the Milton Branch, and will pass the crossing at a slow rate of speed, unless the flagman is seen to be there.

All trains from Middlesex Central Railroad at Middlesex Junction, also all trains from Central Massachusetts R.R. at West Berlin, must come to a full stop before entering upon the Old Colony tracks.

All trains or engines will *stop* within five hundred feet, and before passing the crossings of other railroads, except where the interlocking system of Semaphore signals is in use at Walpole, Medfield Junction, South Framingham, Fitchburg and Concord Junction, and except in crossing the N. Y., P. & B. R.R. at India Point. Trains via Brockton will make similar stops before passing the track-crossing at Myricks.

At junctions and railroad crossings where governed by signals, in the absence of any signals, or of the proper signals, all trains or engines *must stop back at the "Know Nothing" posts* (where such are erected), or clear of the opposite tracks and trains if no posts are erected.

124. Trains, having stopped for railroad crossings and drawbridges, will not start without a signal from the conductor, who must know that the draw is in place, and the track clear.

125. Yard limits, designated by posts bearing the letter Y, are established at Tremont, Buzzards Bay, Yarmouth, Hyannis and Harwich, and no train will pass said posts, or enter the yards, unless the mast signals are seen to be set right for it, *except* that at Tremont, Buzzards Bay, Yarmouth and Harwich, *between 8.00 p.m. and 6.00 a.m.*, trains may enter without the mast signals being displayed, *providing they run very slowly and with a*

*flagman at proper distance in advance, and that they amply protect themselves by danger signals while so within the yard.* The absence of mast signals at Hyannis, and their absence *between 6.00 a.m. and 8.00 p.m.* at Tremont, Buzzards Bay, Yarmouth and Harwich, permits switching within the yards.

Trains from towards the Hyannis wharf will not enter the Hyannis yard, or proceed northward past the station, except a flagman is sent in advance to see that the mast signals are right for them, and the train must not follow the flagman without first having received signal from him that the track and signals are right for its passage.

On Northern Division, yard limits are designated by posts lettered YL; and all trains must be under control between said posts at all stations where they are located.

On Providence Division, a yard limit post, bearing the letter "Y," has been placed just north of Ruggles Street, and the Boston yard will include all tracks between Park Square Station and that point. *All trains* must be under *the control of the engineman* within the yard, and run with the expectation of finding the tracks occupied, especially near Chickering Station. In case of fog, trains will be run at such speed that they can be stopped instantly, unless switches can be seen to be right for them to proceed and tracks clear.

Yard limit posts, bearing the letters "Y. L.," have been placed at Bristol, near first highway crossing north of station; also at East Providence, near junction of double with single track. All trains must be under the control of the engineman within the yard limits, and run with the expectation of finding the tracks occupied. In case of fog, trains will be run at such speed that they can be stopped instantly, unless tracks can be seen to be clear.

126. The agent, at any way-station, on single track, that is the terminus of a train, will display the red signal when such train has not arrived, and will give seasonable notice to trains moving in opposite direction. Agents at junctions will observe the same precautions in case of overdue trains.

127. Passenger trains having cars to drop at the several junctions *will in all cases* make a **FULL STOP** before reaching the junction switch, and the cars will then be detached from the main train, after which the conductor will signal the engineman to proceed.

In case the branch engine fails to be at the junction to receive the cars, the latter must be placed upon the side track by the train leaving them, or, where this is not



practicable, the cars must be amply protected by the proper signals until removed from the main track. Also detached cars must not be run over any public crossing, or past any station, unless absolutely necessary; and then, not unless a man is stationed to guard the crossing or passage to the station.

128. On DOUBLE TRACK between Boston and Ferry Street, and the Wharf, Fall River, *via* Whittenton and Taunton Central (excepting the single track over the Somerset bridge and through the Fall River Arch); Mayflower Park and Middleboro'; Walpole and M. & T. Junction; Acushnet and Propeller Wharf at New Bedford; Braintree and Kilby Street (just south of Old Colony House Junction), and for a short distance in the yard of the Nantasket Beach Branch at Old Colony House; Pratt's Junction and Fitchburg; Framingham and South Framingham; Boston and the Union Station, Providence; Forest Hills and Dedham; Readville and Dedham; Canton Junction and Stoughton Branch Junction; and between East Providence and Barrington; *all trains and engines will be run upon the left-hand track in the direction in which they are moving.* Except in extraordinary cases, no train or engine should be moved on either track in a direction opposite to the proper use of the track (*unless by special orders from the Superintendent*); and whenever it is necessary to move opposite to the proper direction, flagmen must be kept in advance in the direction the trains or engines are moving, and until the proper track and direction is resumed, as required by Rule 108; and when it is necessary to cross to or over the opposite track to allow other trains to pass or to do work, or for any other purpose, men and signals must be kept in each direction, as required by Rules Nos. 96, 100, 101 and 102. Northbound trains may be crossed to the southbound track in the Taunton Central station, and southbound trains to the northbound track at Pearl Street passenger station, New Bedford, under direction of the station agent, for the purpose of reaching the main platform.

Trainmen must bear in mind the interlocked tracks at Brockton, Bowenville and Hingham.

128a. The "third track" between Boston and Readville will be used as a *single track*. No trains or engines other than those designated by time table will be run on this track (unless by special order from the Superintendent).

When a train running on Third Track is overtaken between stations by a train on Main Track, the Third

Track train will at once slow up until the Main Track train has passed.

128b. The two tracks on India Street, Providence, will be operated as two single tracks. Trains on the south track must come to a full stop when a train is crossing or passing them on the north track.

129. The speed of local and extra freight trains between stations must not exceed fifteen miles per hour, except when otherwise specified in the time-table or special orders.

130. The draw at Somerset will be left open on Sundays, and till 4 A.M. on Mondays, except that it will be closed for the passage of such regular trains as may be run; and the draw at Tiverton, also, is to be expected to be open nights.

131. In case a northbound way passenger train between South Braintree and Boston breaks down, or is considerably delayed and out of time, it is expected that its stops will be made and its passengers taken up by any northbound passenger train that, by reason of such delay, may precede it.

132. Unless otherwise ordered, passenger trains must be run with express and baggage cars first, and the passenger cars behind. When freight cars are run on a passenger train, they must be placed next the engine. Where freight trains consist in part of dumps or light and empty cars, such cars must be placed at the rear of the train (ahead of the caboose) in all cases where practicable. Cars having the Miller platform and couplers must not be hauled upon freight trains except when absolutely necessary, and then *only at the rear of the train behind the caboose car* (except when otherwise authorized by special orders), and with the rear brakeman upon them.

132a. So far as possible, trains should be made up, at the close of one trip, ready for next trip, and at night ready for morning.

133. No car will be allowed to stand upon the main track to load, unload, or for any purpose, without special permission from the Superintendent; and then danger signals must be placed on the track, at the proper distance each way from the car, to give notice to any train that may be approaching.

134. In case of accident, or detention of a train, notice must be at once given at the nearest station, and the information telegraphed to the Superintendent's office, and to those points where approaching trains may be



signalled. Night telegraph operators being employed in the Superintendents' offices, any accident, detention, or wants of any train by night can be communicated there by calling up any operator on the line. Night operators will be on duty at South Braintree, Taunton Central, Mansfield, South Framingham and Providence offices.

135. Telegraph operators are required to be at their posts to answer calls, and to report promptly to the Superintendents' offices the time of trains passing their stations (or arriving, if at terminus) as follows:—

#### ON THE CENTRAL DIVISION.

All offices will report trains, except that between Boston and South Braintree, reports will be made as follows: Harrison Square will report Main Line and Shawmut Branch trains; Neponset will report Milton Branch trains; Atlantic, Granite Branch trains; and Braintree, South Shore and Granite Branch trains, and trains terminating there.

#### ON THE CAPE COD DIVISION.

Middleboro', Tremont, Wareham, Buzzards Bay, Sandwich, Yarmouth, Harwich, Orleans, Wellfleet, North Truro, Provincetown, North Falmouth, Falmouth, Woods Holl, Fairhaven and Chatham will report trains to the Hyannis office.

#### ON THE NORTHERN AND PROVIDENCE DIVISIONS.

All offices on Northern Division will report trains except South Walpole, Marlboro' and Sterling.

On Providence Division offices at Roxbury shops, Forest Hills, Dedham, Readville, Canton Junction, Stoughton Central, Sharon, Mansfield, North Attleboro', East Junction, India Point, Boston Switch and Providence will report trains. Attleboro' will report all North Attleboro' Branch trains and all through trains between Providence and Taunton and between Providence and North Attleboro'.

135a. Reports must be promptly made, and when, from any cause, the office is not to be had at once, report at the earliest moment.

136. Enginemen will be held responsible for the speed of freight trains when steam is used. Conductors will be responsible on down grades when no steam is required or used.

137. Freight brakemen are required to control their trains on descending heavy grades without the signal of the engineman, but are not to apply the brakes so as to slide the wheels; and they should frequently change the brakes from one car to another to avoid sliding wheels.

138. When trains or portions of trains are stopped on grades, the brakes must be kept set at each end of the train, or portion of train, while so standing, to prevent any part of the train from starting.

139. Trains must not be backed, except on signal from the conductor or employee in charge, and the proper whistle sounded.

140. At junctions, in cases of fog, or where the sight is obscured or limited, freight trains must have the brakes set in ample season for safe stopping in case the signals are not right or the tracks not clear, and the brakes must not be released until the whistle is sounded for the purpose.

141. The practice of making "running switches" with trains is forbidden, and that there may be no misunderstanding, or non-compliance with these rules, the matter of switching cars is hereby defined, as follows:—

The making up of freight trains, and of empty passenger trains, in the several yards, will be permitted substantially as heretofore.

At stations where there are spur-tracks leading in the wrong direction for setting off cars, if the car to be left is at or near the head of the train it may be dropped in upon the spur-track, *providing the train shall first be stopped, and at a standstill, and the engine and car to be switched then started, and the car allowed to run in upon the spur-track.*

At terminal stations where no shifting engines are employed, and where there is no other way to get around the cars, the train, if a freight, will be stopped at a proper distance from the switches, and then started and dropped past the engine; and a passenger train may be similarly switched *after the passengers have been left at the station.*

In no case are either of the above-named switches to be made across a highway crossing, an approach to a station, or other travelled way, unless a man is first stationed at the crossing or way to warn travel.

The practice of detaching the engine from a train, or of separating the train while on the road or in approaching a station, and while in motion, is strictly forbidden.



142. In case a train is moved in the wrong direction on double track by special orders, or as per Rule No. 108, sharp lookout must be kept for the cars and obstructions of the trackmen, and great care must be used in approaching stations or junctions where tracks may be occupied by other trains, as no signals are to be expected to be displayed in such direction, and trainmen must bear in mind that there are no tell-tales or bridge-guards to protect them.

143. The air-brake connection between engine and cars must not be severed until the engine has drawn its train to the place where it is to be put away, unless a switch-engine takes the cars from it, and the bell cord must not be detached.

144. Freight Conductors and Brakemen, Station Agents, Yardmasters, and all others having in any way the supervision of freight cars, must use the utmost care with regard to the proper loading and secure fastening of lumber, piles, telegraph poles, and other material depending upon car stakes for safe transportation, that such freight may not become loosened and endanger passing trains, stations, cars on sidings, switch targets, signal masts, or the safety of the train itself; also, to the secure fastening of car doors, **especially swing doors.**

Agents will not forward cars that are improperly loaded or with load insecurely fastened; and freight conductors will not take any such cars.

Agents and inspectors at junctions with other roads will decline to receive cars insecurely fastened or improperly loaded.

Freight Conductors and Brakemen must keep good lookout for cars used in the transportation of materials indicated, and upon the appearance of any danger will provide for safety until reaching the next station; then set the car off for reloading or repairing, and advise the superintendent of the division by telegraph.

145. Whenever repairs and changes are being made on the telegraph lines, every precaution must be taken to protect trains from the risk of accident, and when a telegraph pole is being raised or moved, and whenever any work is being done that might by any possibility cause an obstruction to the track, danger signals must always be sent to the prescribed distance, in each direction, to stop the approach of trains until everything is safe for them to pass. Telegraph repairmen will call upon trackmen for any assistance needed in carrying out this rule, and trackmen will render such assistance.

146. In case of accident resulting in personal injury, in the absence of friends to take charge of the injured person, a physician will be called for temporary treatment. If the injury is fatal, the remains may be left in charge of proper authorities, or if between stations, may be transported to the nearest station (preferably within the limits of the same town or city) and there left in proper hands, and notice must be given the Superintendent at once.

147. In order to protect the U. S. mail service, it is necessary that all employees should use the utmost care in handling and looking after the mails. They should not be left unguarded for a single moment, nor allowed to remain on the platform where they will be liable to get wet or tampered with, nor must they be left where passengers may fall over them. Keep them carefully under lock and key, unless some one is in charge of them, until such time as they are delivered to the person authorized to receive them.

148. Bulletin Boards, for the posting of "Bulletin Notices," have been placed at the following points:—

On Central Division at Boston (Train Dispatcher's Office and Round House), South Boston (Yard Master's Office and Round House), Mattapan, West Quincy, Nantasket, Point Allerton, Cohasset, South Duxbury, Plymouth, Whitman, Hanover, South Braintree, Montello, Campello, Bridgewater, Middleboro, Fall River (Wharf, Ferry Street and Round House), Newport, North Easton, Stoughton Central, Taunton Central (Agent's Office and Round House), New Bedford (Conductors' Room and Round House), Mansfield, Attleboro, and Somerset.

On Northern and Providence Divisions at Fitchburg (Conductors' Room and Engine House); at South Framingham (Agent's Office and Engine House); at Lowell (Engine House); at Mansfield (Telegraph Office and Engine House); at Boston (Train Dispatcher's Office and Conductors' Room); Roxbury (Engine House), Stoughton Central (Engine House), North Attleboro' (Engine House), Providence (Union Station) (Conductors' Room and Engine House), Fox Point Station (Conductors' Room), East Providence (Engine House), Bristol (Conductors' Room and Engine House).

On Cape Cod Division at Fairhaven, Buzzards Bay, Woods Holl, Hyannis (Superintendent's Office and Machine Shop), Provincetown and Chatham.

Conductors and enginemen will inform themselves as to the location of these boards and will consult them daily.



**RULES FOR THE MOVEMENT OF TRAINS BY TELEGRAPHIC OR OTHER SPECIAL ORDERS.**

500. Special orders, directing movements varying from or additional to the time-table, will be issued by the authority and over the signature of the Superintendent of the Division. They are not to be used for movements that can be provided for by rule or time-table. They must not contain information or instructions not essentially a part of them.

They must be brief and clear, and the prescribed forms must be used when applicable; and there must be no erasures, alterations or interlineations.

Where such orders designate meetings of trains, such meetings will be positive, without regard to class of train, unless otherwise specified in the order. *An order to meet a train means meet all sections of the train named, unless otherwise specified in the order.*

Orders must be *written* in full, and no abbreviations used, except as authorized by Rule No. 527, and *verbal messages* for such purpose *must not be transmitted*. The numbers of trains will be duplicated by figures.

501. Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others. Preferably an order should include but one specified movement.

502. Orders will be numbered consecutively for each day as issued, beginning with No. 1 at midnight.

503. Orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and when a pilot accompanies the train, a copy to him also. A copy for each person addressed must be supplied by the operator. If more than one engine upon a train, each engineman must have a copy of the order.

When an engine extra is running without a conductor, the fireman must have a copy of all orders, and must sign for them with the engineman, and the orders must be read to the third man accompanying the engine.

504. Each order, written in full, must be inserted in the train order book provided for the purpose at the Superintendent's office; and on it must be recorded the names of trainmen and others who have signed for the order; the time and signals, showing when and from what offices the

order and responses were transmitted; and the train dispatcher's initials. These records must be made at once on the original copy, and not afterward, from memory or memoranda.

505. The terms "superior right" and "inferior right" in these rules, refer to the rights of trains under the Time-table and Train Rules, and not to rights under Special Orders.

506. When an order is to be transmitted, the signal "12," meaning "Train Order," will be given to each office addressed, followed by the word "copy," and a figure indicating the number of copies to be made, if more or less than three; thus, "12 copy 5."

507. An order to be sent to two or more offices must be transmitted simultaneously to as many as practicable. The several addresses must be in the order of superiority of rights of trains, and each office will take only its proper address. When not sent simultaneously to all, the order must be sent first for the train having the superior right of track.

508. Operators receiving orders must write them out in manifold on the prescribed forms during transmission, and make the requisite number of copies at one writing, or trace others from one of the copies first made.

509. To facilitate the giving of telegraphic orders, blank forms (A, B, C, D and E) are provided.

Blanks A and B are for use in the Superintendents' offices. Blanks C, D and E will be supplied the telegraph stations; and agents and operators must see that a supply is always on hand.

Orders will be preceded by the signal "12," and the designated letter; as, "12 C" indicates an order to be received on blank C, &c. An order for blank C is to be copied on the upper half of that blank, and the answer thereto is to be made by means of the form on the lower half of the same blank.

The pads containing blanks D (the form for orders to trains) also contain blanks E, the latter being in answer to blanks D; two copies of D being followed by one copy of E throughout the pad, in order that, by the use of carbon-paper (placed between the blanks), the order written in pencil on the upper blank may be reproduced in *fac-simile* on the second and third blanks.

510. No train shall run on an order until after the understanding and signatures of the conductor and engineman have been transmitted to the Superintendent's



office, and the word "complete" and the Superintendent's initial letters are received from that office and indorsed on the order; and should the operator from any cause fail to get the "complete," the train must remain, and must not run on the order until the "complete" is received, except that in case the line fails to work after an order is received, and the understanding and signatures of the conductor and engineman *cannot be transmitted to the Superintendent's office*, the agent or operator may, *providing there is no holding order for such train at his station*, give the train a clearance order and the train may then proceed upon its time-table rights (or in accordance with other orders which it may hold), and the order will be considered void. If, however, the agent or operator has received and answered a holding order for that train, or for all trains (whether to hold for order or until arrival of some other train or trains), the train must be held until the order is made complete, or until the arrival of the designated train or trains, as the case may be. Operators must *never* indorse the "complete" upon an order before receiving it from the Superintendent. Conductors and enginemen must read all orders to their baggage-masters and firemen *before leaving the station where received*.

511. In signing for orders, the conductor and engineman must sign *each for himself, and not one for the other*.

512. When an agent or operator receives an order directing him to hold a train, he must **FIRST** display the blue signal, on the proper track, and then reply that such signal is set, and that he understands he is to hold the train; after sending which, the station agent will in no case allow such train to pass, even though he may not, through failure of the telegraph, or otherwise, get the "complete" to his reply.

Agents and operators must not rely exclusively upon the signal to hold trains, but must be careful to observe that the signal is not disturbed or hidden, and must watch closely for the expected train, and use all necessary means to stop it; and, where the train does not stop at his station by time-table, he will set a red signal *in addition to the required blue signal* (as a further precaution); and if his station is located on a curve, or where the view is limited, or if his siding is from the station in the direction of the expected train, or in case of fog or storm, he will set the red signal at a sufficient distance to insure the certain stoppage of the train before reaching the station, or siding.

The person displaying the signal for orders must *look and see* that the proper signal is shown, and that it is plainly visible, and there must not be any failure to observe the full requirements of the rule; and great care must be used in notifying trains of "holding orders" to have the trainmen clearly understand their import.

*An order to hold a train includes all sections of the train named, unless otherwise specified in the order.*

If the order is to hold a train "for order," such train must not be permitted to leave his station until the order is received and answered, and the "complete" and signature given.

If an order received for a train that is held for order, is addressed to a specified section, the other section or sections of such train must be held until orders addressed to them are received. If the order is simply to the train, without any specification as to its sections, copies will be delivered to each and all sections, and the signatures of all its conductors and enginemen obtained and transmitted to the Superintendent's office, as if all were together in one train.

513. The order and the "complete" must each, in transmitting, be preceded by "12" and the number of the order; thus, "12, No. 10." In transmitting the signatures of the conductor and engineman, it must be preceded by "12," the number of the order, and the train number; thus, "12, No. 10, Train No. 5." After each transmission and response, the sending operator must give his office signal.

514. The operator who receives and delivers a telegraphic order must preserve the lowest copy (blank E). On this must appear the signatures of those who sign for the order, and on it he must record the time when he receives it; the responses; the time when they are received; his own name; the date; and the train number; for which places are provided in the blanks. These copies must be sent to the Superintendent daily.

515. Orders used by conductors, enginemen and pilots must be sent by them daily to the Superintendent.

516. Enginemen will place their orders in the clip before them until executed.

517. For orders delivered at the Superintendent's office the requirements as to record and delivery will be the same as at other points.

518. Orders to persons in charge of work requiring the use of track in yards or at other points, authorizing such



use when trains are late, must be delivered in the same way as to conductors of trains.

519. An order to be delivered to a train at a point not a telegraph station, or while the office is closed, must be addressed—

“To \_\_\_\_\_ (at \_\_\_\_\_), care of \_\_\_\_\_,” and forwarded and delivered by the conductor, engineer or other persons in whose care it is addressed. “Complete” will be given upon the signature of the persons by whom the order is to be delivered, who must be supplied with copies for the conductor and engineer addressed, and a copy upon which they shall take their signatures. This copy they must deliver to the first operator accessible, who must preserve it, and at once advise the Superintendent of its having been received.

Orders so delivered to a train must be compared by those receiving them with the copy held by the persons delivering, and acted on as if “complete” had been given in the ordinary way.

Orders must not be sent in the manner herein provided, to trains the rights of which are thereby restricted.

520. When a train is named in an order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

521. Meeting orders must not be sent for delivery to trains at the meeting point, if it can be avoided. When it cannot be avoided, special precautions must be taken by the train dispatchers and operators to insure safety.

There should be, if possible, at least one telegraph office between those at which opposing trains receive meeting orders.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work, *until after the work is done.*

522. A train, or any section of a train, must be governed strictly by the terms of orders addressed to it, and must not assume rights not conferred by such orders. In all other respects it must be governed by the train rules and time-table.

523. Orders once in effect continue so until fulfilled, superseded or annulled. Orders held by or issued for a regular train which has lost its rights, as provided by

Rule 107, are annulled, and other trains will be governed accordingly.

Other than as above stated, an order cannot be annulled except by another order, in regular form, to that effect, which must be answered, and the “complete” given.

524. A signal must be used at each telegraph station, which shall display blue when trains are to be stopped for orders.

When an operator receives the signal “12,” he must **immediately** display the blue signal on the proper track.

While the blue signal is displayed, all trains must come to a full stop, and any train thus stopped must not proceed without receiving an order addressed to such train, or a clearance order (Blank H), stating over the agent’s signature, that he has no orders for it. Operators must be prepared with other signals, to use promptly if the regular signal should fail to work properly. (To avoid mistakes and oversight, the place once selected for such blue signals should never be changed, except for good and sufficient reasons.)

524a. Clearance orders will also be given to any train held for orders, in case the blue signal is ordered to be withdrawn, using the ordinary clearance blank (Blank H), writing in the word “withdrawn,” so as to make it read “The blue signal displayed at this station is withdrawn, and does not affect your train.”

525. Operators will promptly record and report to the Superintendent the time of departure of all trains and the direction in which extra trains are moving. They will record the time of arrival of trains, and report it when so directed, and also when at the terminus of trains.

526. Regular trains will be designated in orders by their schedule numbers, as “No. 10,” or “2d No. 10”; extra trains by engine numbers, as “Extra 798.” The direction of the movement of extras will be added when necessary, as “North” or “South.”

527. The following signs and abbreviations may be used:—

Initials for Superintendent’s signature.

“O. K.”—All correct.

“R. R.”—Repeat.

“G. A.”—Go ahead with message.

“G. N.”—Good night.

“1”—Wait a minute.

“4”—Where shall I go ahead?



“ 5 ” — Weather report.

“ 9 ” — Signal for testing wire.

“ 12 ” — Orders for trains.

“ 21 ” — Close your key ; you are breaking others.”

“ 88 ” — Train dispatcher's signal, having preference over all signals *except* 22.

“ 22 ” — A message of the highest importance, to prevent accidents. Drop all other business, and attend to it at once.

“ R. R. S. ” — Railroad service.

“ C. & E. ” — For conductor and engineer.

“ Opr. ” — For operator.

The usual abbreviations for the names of the months and stations.

The business of the W. U. Telegraph gives way to the signal “ R. R. S.,” which must be used only in cases of importance. In breaking in upon such business with signals “ 12,” “ 22,” or “ 88,” precede the signals with “ R. R. S.”

#### EMPLOYEES.

600. Employees of the company must devote themselves exclusively to its service, obey promptly all orders they may receive from those in authority over them, and conform to all the regulations of the company. Negligence in the performance of duty is equivalent to incompetence, and, if not immediately corrected upon admonition, will always be good cause for dismissal from the service.

601. The *safety of the passengers* is the first consideration; to this, together with the *safety, regularity and punctuality of the trains*, and the *comfort and convenience of passengers*, all operations of working or repairing the road must be completely and entirely subordinate.

All employees are expected to exercise the greatest care and watchfulness to prevent injury to persons or property; and they must, in any case of doubt, take the course which involves no danger. They must be civil and obliging to passengers, and others with whom their duties may bring them in contact; must not use profane or improper language, and must avoid altercations with any person.

602. The use of intoxicating drink is strictly forbidden. Any employee appearing on duty under the influence of liquor will be forthwith dismissed, and those who do not use intoxicating drinks will receive the preference in promotions and employment. Smoking is also prohibited while on duty, and at all stations and on the trains, except in the smoking-car, and employees must not ride and smoke with badges or uniforms on.

#### CONDUCTORS.

603. He will have general charge of the train, and will make its safety his first care. When there is any case of *doubt* as to right of road, or safety of proceeding from any cause, he will consult the engineer, and both will be held equally responsible.

604. He will see that his subordinates are instructed in their duties, will be held responsible for their good conduct and prompt performance of duty, and will report any misconduct or negligence on their part. In case of a mixed train having both passenger and freight conductor, the latter will be subordinate to the former. Each conductor must carry a lighted white lantern while on his train after dusk or by night, and must *use it personally* in giving starting signals. Passenger Conductors must give starting signals from the station platform, and not from the cars. Assistant Conductors must also be upon station platforms while trains are making stops, and both Conductors and Assistant Conductors must, as far as practicable, be at the ends of cars where there are no brakemen, while receiving and delivering passengers at stations. Conductors must require signals from their trainmen that all is right before giving starting signal to the engineer, taking such signals from the men *in regular order from rear to front*.

604a. He will *personally* see that the correct train-numbers are borne upon the headlights of the engines of his trains.

605. He must see that his train is provided with everything required by the regulations of the road, including spare centre-pin, two composition bearings, waste, brake-chain, shackles and pins, two crow-bars, one claw-bar, monkey-wrench, hammer, saw, axe, shovels, pails, the proper flags, lanterns, torpedoes, and fuses for signals, and all other articles ordinarily required in emergencies; and that a brakeman is kept on the *rear* car while the train is in motion; and, where train-brakes are supplied, that the same are properly connected. He will see that the car-gates are *shut and locked* upon the side next the opposite track, at all times while on double track, being careful, when leaving a station where the gates are open, that there shall be no attempt to close the gates next the station-platform until after such platform has been passed. He will also see, when gates are opened, that they are securely fastened back against the car-ends.

He will carefully observe his cars, and if any are not in



safe running condition he will set them off at some station, and give notice to the proper person.

605a. At South Boston, Weymouth, Somerset, and any other station upon double track where the arrangement for receiving and delivering passengers is upon or across the opposite main track, when opening the gates for such stations, also close the gates upon the other side of the cars.

At Brockton, North Easton, and other stations where platforms are similarly situated, close the gates in a similar manner.

Trains terminating in the Boston station must have the gates closed upon the side opposite the platform upon which the passengers are to be delivered. In case of any disarrangement of schedule whereby trains may have to enter the station upon other than the designated tracks, trainmen must observe the change and regulate the gates accordingly.

606. He must know that each switch and mast-signal which has been changed for his train is left right and locked for the main track, unless it is in charge of a regular switchman, or the conductor of a following train is present and takes charge of it, and that all stop blocks or derail-switches are properly replaced.

607. He will make reports of his train promptly on the blanks provided for the purpose; and he will report promptly, and in writing, in duplicate, to the Superintendent, all *accidents* and all unusual occurrences. The arrival of each train at Boston must be promptly reported at the Superintendent's office.

608. When he has reason to believe that his train has passed over a broken rail, he must stop the train; and if he ascertains that such is the case, if the section-master is not at hand, he will leave a brakeman with a red flag or red lantern and torpedoes and fuses, sending him back a sufficient distance to prevent accident to any train following. He must also notify the agent at the next station, and telegraph the fact to the Superintendent.

609. — He must see that the several rules in relation to signals are strictly observed.

610. It is the duty of conductors having charge of the United States mails to see that all the service for which the company is responsible is promptly performed; and any failure in transportation or delivery within the usual time must be immediately reported.

611. Each PASSENGER CONDUCTOR must be at his train at the terminal stations, to admit passengers, at least fifteen minutes before the time for starting; see that the baggage-master and brakemen are in attendance, and that the cars are clean, *properly warmed, and well ventilated*, and at night well lighted; and he must be sure that the bell-cord is properly adjusted through all the cars of the train, and will strike the bell from the rear end of the train before starting, to know that the line runs free, *but not for a signal for starting the train*, and he must know that the brake-hose and steam-heat hose are properly coupled between the cars and with the engine, and must also test the air-brakes and steam-heat, and know they are in working order throughout the train. Upon the striking of the cab gong, the engineman will apply the air-brake, and will not release it till signalled that the application has taken effect through the rear car. (This test must also be made at any point where the train is separated and recoupled, or where other cars are taken into the train.) If any car is not found in good condition and properly equipped, or there should be insufficient accommodation for passengers, he will notify the proper person before starting.

612. He must look to the safety and reasonable comfort of passengers, and instruct his brakemen how to do the same, and endeavor to have passengers observe the following cautions: —

Not to get upon nor leave cars *while in motion*, but wait until the train has come to a *full stop*.

Not to put heads or arms out of car windows.

Not to stand or ride upon the car platforms.

To get upon the train from the station platform, and not from the opposite tracks, and to leave the train from the same side.

To enter the cars by the *rear* door, and leave them by the *forward* door.

613. He will cause the name of each station to be *distinctly announced* in each car on arrival at the station. The persons announcing the station should enter the car, close the door, and make the announcement *twice plainly and distinctly*, so there may be no misunderstanding. If the train runs by or stops short, so that it must be moved again before a final stop, the call should not be given till the *final* stop. He must allow passengers sufficient time to enter and leave the cars in safety, and must especially see that children are kept inside the cars at all times when the trains are in motion; and he must properly and dis-



tinctly announce his train and its route or destination to passengers in waiting at the several junctions at which he may stop, and at the Central station, Taunton.

614. In his intercourse with passengers he must be polite and obliging. He must see that order and decorum are preserved in the cars, and prevent the annoyance of passengers by the rude or improper conduct of others. (If disorderly conduct is persisted in by any passenger after remonstrance from the conductor, such passenger should be removed to the baggage car and detained there, or ejected from the train at a station.)

615. When, for disorderly conduct, affecting the peace or safety of the passengers, it may become necessary to remove a passenger from a car, the conductor must be careful to use no more force than is absolutely necessary to accomplish the purpose; and if the person is ejected, it must be only at a regular station in charge of a male agent, or he may be handed over to the police. In every such case of ejection he will ascertain the names and address of some of the passengers, who, from a knowledge of the facts, can be called upon to testify to them if necessary, and send them, with a full written statement, to the Superintendent; and the Superintendent *must always be advised before complaint is made in court. Do not eject any one on a question of tickets or fares*; but if any person refuses to show a ticket or pay his fare, ascertain his name and residence, and *report the case to the General Passenger Agent*, to be dealt with.

616. He will not permit any person, unless authorized by the General Manager, to sell books, papers, or other articles upon the cars; nor allow passengers to be annoyed by travelling musicians or persons asking charity.

617. Upon the arrival of a passenger train at its destination, the conductor must remain with his train until all the passengers have left it. He must see that the windows are closed, lights extinguished, and that there is no danger from fires in the heaters; except where some other person is designated to perform these duties.

618. All parcels or property left by passengers in the cars must be immediately turned over, on the Central Division, to the General Train Master at Boston, on Providence Division to the Station Master, Boston, or on the Northern Division to the Agent at Fitchburg, and on the Cape Cod Division to the Superintendent's office at Hyannis.

619. The conductor will promptly report to the Superintendent, in writing, any damage which may occur to cars of his train, or any other cars or property belonging to the company, of which he may have knowledge.

620. FREIGHT CONDUCTORS will be subject to the general rules concerning all conductors, and also to the following:—

621. Each freight conductor will see to making up his train, and that the doors of all the cars are closed and properly secured. If any car is not so loaded that it can run with safety to the freight or train, he will notify the agent at the station, and leave it to be reloaded. He will report to the Superintendent any faults in the cars or machinery, and cause his men to observe any defects, and notify him. On freight trains, equipped with air-brake cars, the brakes must be tested and signal given that the brake takes effect on the rear car before starting the train.

622. Each conductor will be held responsible for the faithful performance of duty by the brakemen on his train, and will in all cases see that they are at their posts. The conductor will always station himself where he can see and signal his men, and must in *every case see that the rear car is provided with a good and sufficient brake and a good brakeman.*

623. He will observe whether the bridge-guards are in good order (and cause his men to observe their condition also), and, if not in good order, he must promptly notify the Superintendent.

624. He will see that his train is provided with the necessary signals, and that they are used according to the rules concerning signals, in case of accident or otherwise.

625. He will be particular to see that his train is so opened or placed as not to obstruct highways, or the passage to and from passenger trains and stations.

626. He will not allow any person (other than an employee in the discharge of his duties) to ride on his train without an order from the General Manager, Superintendent, or other proper official.

627. He will report to the Superintendent, on the proper blanks, any damage to cars of his train, or to merchandise or other property under his charge.



### ENGINEMEN AND FIREMEN.

628. Each engineman is subject to the direction of the conductor while his engine is attached to a train; but, in any case of *doubt* or *uncertainty*, both conductor and engineman will be held equally responsible for the safety of the train. Engines that are temporarily detached from their cars, for the purpose of shifting or doing other work at the several stations or side tracks upon the route of their trains, are held to be part of their trains while doing such work, and both conductor and engineman will be held responsible for their safety. The orders of conductors will not be allowed to extenuate any violation of rule, or to diminish the engineman's responsibility for strict observance of rules, and the exercise of a careful discretion under all circumstances of doubt and difficulty.

628a. Enginemen will *personally* place the train numbers upon the headlights of their engines.

629. He must see that his engine is kept clean and in good order; that it is supplied with all necessary tools and signals, including torpedoes, two car-replacers, two jack-screws, one pinch-bar, one spike-hammer, one sharp axe, one saw, ropes or chains suitable for hauling cars, and (during cold weather) iron plow; and that everything is in perfect order and in its proper place, and that he has an ample supply of sand. He must promptly report any defect to the Master Mechanic for repair. He is also responsible for keeping his flags clean and in good order, and for renewing them when necessary. He must examine the cab-gong before starting from terminal stations, and strike it from the tender, and know that it is in perfect working order, and he must see that the hose is coupled between the engine and train, and that the brakes are also in perfect working order.

Tests of the air-brakes and cab-gong and steam-heat must be made before the starting of any passenger train from a terminus, and the same tests must be made also at any point where the train is separated and recoupled, or where other cars are taken into the train; and the tests for air-brakes must be as follows:—

Upon the striking of the gong, by the conductor or rear-man, the engineman will apply the brake, *and not release it until he has a signal from him that the application has taken effect through the rear car*; where freight trains are equipped with the air-brakes, similar tests must be made.

630. He must, when running by night, keep in mind the number of switches at each point, so as to know

before reaching them whether all are lighted. If the proper number of lights are not seen, reduce speed until the tracks are known to be right. Report all such failure of lights.

631. If in running a passenger train he so makes a stop at a water station as to be obliged to move the engine to receive the water, *the move must not be made until after the passengers are out and in.*

632. When running freight or mixed trains with engines equipped with power-brakes, use great care in applying the brakes, and avoid injury to freight or passengers by the too sudden checking of the train.

633. He must keep a vigilant look ahead, be watchful for all signals, and promptly govern his train in accordance therewith, stopping it, if necessary, to learn the meaning of any signal, and *always stopping* when there is a *danger signal* or a *signal for telegraphic orders*; and in case of sounding the whistle to call attention to signals borne by his engine, if no response is made by the train so notified, he must stop and not pass the station or siding without having the signal seen and understood.

634. In giving the required warnings for at least 80 rods before crossing any highway or travelled road at grade, he must be careful not to sound the whistle under or near any highway bridge except in case of danger.

635. He must approach switches carefully, and be sure they are right. In thick and foggy weather he must take extraordinary precautions, both at switches and at all places where his right to proceed depends upon signals.

636. When one train is following another, the engineman will approach stations with caution when there is reason to expect other trains to be standing there.

637. He will not allow any other person to ride upon his engine without an order from the General Manager, Superintendent, Superintendent of Rolling Stock, or Master Mechanic, or other competent authority, except officers of the road, whose duties may call them there.

638. He must at all times take every reasonable precaution to guard against accident, and *in cases of doubt, must always adopt the safe course*. If he has reason to think he has passed over a broken rail, he will stop his train at once, and send back a man with danger signals.

639. He will immediately report to the Superintendent, *in writing*, in duplicate, any injury by his train or engine to persons, cattle, or property, with full particulars in regard to the same.



640. He will report all cases of fire set by his own or any other engine. Also, report absence of signal lights, and of gatemen or flagmen.

641. Firemen are under the direction of the enginemen, and must obey their orders, and must perform such duties about the engine as may be required of them. Firemen must observe all Mast signals, or other Junction, Crossing, or "Intervolve" signals, and call them aloud to the engineman, as an additional precaution.

642. Both engineman and fireman must be on the engine when it is in motion, except when the fireman is necessarily sent to a crossing, or signal station, or to warn other trains; and, when the engine is standing, one of them must remain with it. Smoking, reading and conversing, while the engine is in motion, is strictly forbidden.

#### BAGGAGE-MASTERS.

643. Train baggage-masters are under direction of their conductors. They must be on duty in ample season for properly receiving baggage, and must not leave their trains on arrival at destination until all baggage has been properly cared for. They must be at their brakes when approaching junctions and terminal stations, or when passing through Boston or South Boston or similar yards. They will also perform such other duties in connection with their trains as the rules and necessities require. They will couple train to engine when at head of train.

*Station baggage-masters* will be at their posts during such hours as may be required, ready to attend to the wants of passengers. They will be polite and obliging to all, and give all proper information in relation to the transportation of baggage over connecting lines, and see that their rooms are in a neat and orderly condition, keep an accurate account of baggage received or delivered, and report at once any claim for lost or damaged baggage.

Baggage-masters are required to handle baggage carefully, and are to remember that the law imposes a fine of fifty dollars for injuring or destroying baggage.

#### BRAKEMEN.

644. Brakemen are under the direction of the conductor. It is the duty of the passenger brakemen to keep the cars neat and clean, to connect the bell-cord and the air-brake hose and steam heat hose through all the cars with the engine, to take care of the lamps and heaters, and do such other work on the train as the con-

ductor requires. They must be at their brakes while the train is moving, except when called away by direct order of the conductor.

645. One experienced brakeman must ride upon the rear car of every train, and it will be his duty to keep the signals for the rear of the train in good order, and to attach them in the proper positions when running; and to act as flagman in case of accident, delay, or any appearance of danger, and immediately provide for the safety of the rear of the train. Brakemen *must always be at their brakes* when approaching junctions, terminal stations, and passing through Boston and South Boston and similar yards. The rear brakeman *must be on the rear platform* while passing through such yards, with the *proper signals in his hand, ready to go back immediately to stop any approaching train.*

646. They are expected to acquire a sufficient knowledge of their duties, and familiarity with the road, to be able to stop their trains at regular stopping-places without the whistle being sounded for that purpose, when braking by hand.

647. They will notify passengers upon the platforms of the cars that it is contrary to rule to stand there; they will be civil to all passengers, and give all proper information respecting their trains to those getting upon or leaving them while they are on duty; they will not smoke, read or converse (except to give necessary information), nor pass through the passenger cars except in discharge of their duty.

648. When trains break apart, great caution must be used in applying the brakes, so as to avoid collision between the disconnected parts.

#### STATION AGENTS.

649. Station agents have charge of the company's property at their respective stations, and the general direction of the business of the road at these points, subject to the general rules and special orders.

650. They will see that all parts of the station buildings and yards are kept neat and clean, and must not permit disorderly or idle persons to loiter around the premises, to the danger of property or the annoyance of passengers. They will also examine their platforms, and the signal and lantern cords, and know that they are in good condition and safe. They will remove snow and ice from platforms, and will sand or cover with ashes any icy places.



651. They are required to have their ticket-offices open at least fifteen minutes before the arrival of each train that stops at their station, and to keep them open till the train's arrival. They must be prepared to give any information respecting trains upon the road, and concerning all connecting trains on other roads; must treat passengers with politeness, and see that their subordinates do likewise. They will see that the baggage of passengers is properly checked or marked, and put upon the proper train, and must always use great care in furnishing tickets, particularly for the branches and connecting roads. They must have their telegraph operators on hand on Sundays, in case of snow-storm or other trouble, whether otherwise required to be on duty or not.

652. They will have charge of the tracks, turnouts, switches, &c., at the station, and will be held *responsible for the security and position of the switches*, and will see that the switch-latches are kept down in place. They will also see that cars on side tracks are properly blocked, and that the brakes are applied, and that the safety blocks are fastened across the track, or derail switches thrown, so cars cannot possibly enter upon, or interfere with, trains passing on main track, and must see that no coal, gravel, or other material is dumped to interfere with the car steps, and that no couplings, pins, stakes, ties, or other obstructions are allowed to lie about the tracks or yard, or in the way of train or other employees. Before trains are due, they must know that the track is all right for them to pass. In all cases, at junctions having signal masts, when changing switches to or from the branch or other track, the signal must first be dropped, then the changes of switches made, and then the signals set to correspond to the change.

653. *When trains are entering a branch or crossing another track, the signals must not be changed back till all the train is clear of the main tracks or tracks to be crossed.* Where switches are connected with electric signals, the red target must be kept set until all cars are clear of main track. *The oiling of switches is forbidden*, except where connected with interlocking apparatus.

654. They must know that their stations are properly supplied with flags and lanterns of the different colors, and with other signals.

655. At flag stations, they will display the green and white signal when there are passengers or freight to forward, in order that the trains may avoid unnecessary stops when there is no business to transact at the station.

656. They must show signals required by rules, and, in case of any danger to approaching trains, must send signals to warn them. They must communicate promptly, and without fail, any dispatch concerning the running of trains to the conductors and enginemen of such trains.

657. They or their assistants must be in sight, at their stations, while trains are passing, or are stopping, to note signals on engines, and such as may be made by enginemen, conductors, or others upon the trains.

658. The agents at the several junctions and meeting places, and their assistants, must use great care, *and not let trains pass upon single track when there are expected trains of the same or superior class from opposite directions, without notifying them of such expected trains.*

659. They are required to record on the book, furnished for the purpose, the time at which any train leaves their station (or arrives, if a terminus), and to signal it as required by the rules of the road. They are directed to report all cases of trains running contrary to the prescribed rules of the road.

660. They must not absent themselves from duty, or leave their stations in charge of any person, without the knowledge and consent of the Superintendent.

661. They must at once report any claim for lost or missing baggage.

662. It is also the duty of station agents having charge of the U. S. mails, to see that all the service which the corporation is responsible for is promptly performed; and any failure in transportation or delivery within the usual time must be immediately reported.

663. All orders must be faithfully executed, and all books and returns regularly written up and neatly kept; and all stores supplied for the station must be prudently and economically used.

664. All passenger trains, while in the Boston station and yard, will be under the charge and direction of the Boston passenger-station agent. He will direct as to the track upon which they shall stand, and as to the switching of the same. He will, before the starting of trains, see that there is a sufficient number of cars for the accommodation of passengers, and that the cars are in good running order, and clean. Enginemen, while in the above station and yard, will be governed by his instructions as to position and switching of their trains.



### TRACK SECTION-MASTERS.

665. Section-masters will daily examine the track on their respective sections, and see that it is in good condition, and safe for the passage of trains. They will also frequently examine the sides of all cuts, and remove therefrom rocks, trees, stumps or earth, which may be in danger of falling upon the track; guard all points-where exposed to wash or injury of any kind, taking especial care in stormy weather; keep rails clear at crossings during snow-storms; keep fences in repair, and prevent cattle from getting on the track, and report the names of owners of any cattle that may be found upon the road; and they will see that no wood, lumber, ties, or other obstructions are piled within *six feet* of the track. They will also make temporary repairs of the telegraph lines (reporting the same, in each case, to the nearest operator), and will look over the lines on their section when notified of any trouble with the wires. They must use the greatest care not to break or disturb the track wires or other apparatus of the electric signals, and will look carefully after the track insulations connected therewith, and render any necessary assistance to the linemen in repairing troubles on the electric block system, and will assist in protecting repairs and changes on the telegraph lines. Notice must be given the Superintendent before commencing any work involving disturbance of the electric signal system. They will also observe the working of any electric crossing-bells upon their sections, and will report any failure in their operation, and must regularly oil any magneto-bell machines on their sections. They must not put additional switches in the main tracks, nor discontinue present switches, without the knowledge of the Superintendent. They must always *immediately replace* any "foot-guards" that may have been displaced or removed during repairs to track or from any other cause, or put new ones in immediately. All "jiggers" or skeleton tables for turning hand-cars must at all times be housed or chained and locked.

666. No notice of an extra train is to be expected by road-repairers. When repairs are to be made which will interfere with the safe passage of a train that may approach unexpectedly, they will make them only when a double-staff red flag or red light is plainly exhibited on the track at least one-half a mile back, or, if on both grade and curve, more than half a mile, as the circumstances may require for safety, or in each direction from the repairs if on single track, to notify any approaching train. If in

any case there should be a curve in the road so the flag cannot be seen by the trackmen to be in its proper position during the whole time they are obstructing the track, there must be a man stationed with the flag the required distance, and he will remain there until he is informed the track is all right for the passage of trains.

Section-men must expect, and be on the watch for, extra trains AT ALL TIMES.

666a. A track-jack must not be used either on the inside or outside of the rail, nor a lever-bar or other similar cumbrous instrument be used between the rails, unless such jack, bar, or instrument is protected by signals as required when the track is obstructed.

666b. When repairs are being made which do not interfere with the safe passage of trains, the track must be clear of men and tools before an approaching train gets within a quarter of a mile of the point where the work is being done. On the approach of a train the section master must not only cause his men to leave the track as above, but, before he leaves the track himself, he must know that the track is free from tools, and otherwise safe. If, for any cause, the view is permanently or occasionally obstructed, the section master must take extra precautions to enable him to comply with the foregoing requirements; and, if the situation is such that he cannot or may not be able to ensure such compliance, then cautionary signals must be plainly exhibited on the track at such distance, not less than a quarter of a mile (nine telegraph poles), as to give timely warning to approaching trains,— in both directions if on single track,— and must be kept there until recalled by order of the section master. In getting off the tracks, section men must, so far as possible, avoid crossing or standing on other tracks.

666c. Tools, pieces of iron, of wood or of other material used for track, signal, interlocking, bridge, carpenter or other work must not be brought on the track or allowed to remain there except when needed for immediate use, and then only under protection of proper signals. Tools must not be dropped or laid between the rails.

667. Trackmen must always keep supplied with torpedoes and danger signals to stop promptly any approaching train. When moving iron or ties by means of the section-cars, a man with a signal must be kept in advance at proper distance for perfect safety. In running hand-cars or track-velocipedes over crossings, *especially by night*, great care must be used, and the speed must not exceed



six miles per hour by day, or faster than a walk by night, and the gong must be sounded for a distance of eighty rods, and a white light must be displayed in front by night, and where there are gatemen or flagmen and the gates are not closed or flag displayed at crossings, the hand-cars or track-velocipedes must stop and not pass the crossing until a man is sent in advance to flag the crossing.

Track-velocipedes on double track should move opposite the running direction of the trains, in order that the approach of trains may be more seasonably noticed. Velocipedes and hand-cars upon single track by dusk and by night will display a red light at the rear.

668. When the fire-alarm is given on the road, section-men will know that the engine giving the alarm has passed a fire, and they will hurry to the place with as many men as can be spared.

669. They must know the time when all trains on the time-table are due, and keep the track clear for them, and must be on the lookout for signals which announce sections of trains, guarding the track till all such trains have passed; and one man must be on duty during dinner-hour.

670. They will keep the division-masters fully informed of all that it may be necessary for them to know in regard to the wants of the track, and report promptly all slides, obstructions, defects of track, and fires near the road.

#### FLAGMEN AND GATEMEN.

671. Flagmen and gatemen must be provided with flags and lanterns. They must know the time when each regular train should pass the point where they are stationed, and notice all signals borne for sections of trains, and must not rely upon whistles, *and must keep vigilant and especial watch for extras.* When a train is approaching, they must seasonably close the gate or show the signal, and endeavor to prevent any one crossing the track, *and must keep the gate closed, or the signal displayed, until the train has wholly passed; and must not open gates on double track until they are sure no train is approaching from the opposite direction,* and gates must be closed, or flag displayed, for the passage of hand-cars and track velocipedes. They will keep the track across the road clear, and, in case of obstruction, will warn trains by showing the danger signal.

672. Flagmen at crossings will use a white flag by day, and a white light by night, as a warning to public travel.

#### DRAWBRIDGE-TENDERS.

673. Draw-tenders must be at their posts at all times required by the rules relating to their draws. They must keep the draw closed, and in order for the passage of trains, at all times when not required to be open for the passage of vessels, or when not permitted by the rules of the road to remain open. They must see that their signals are always in order, and must use the utmost vigilance in causing them to be shown as required by the rules. They must be familiar with the statute laws in relation to drawbridges on railroads, and must strictly observe the special rules of the road relating to the draw under their charge.

*J. R. KENDRICK, General Manager.*

*E. G. ALLEN, Superintendent, Central Division.*

*ISAAC N. MARSHALL, Supt., Nor. & Prov. Divisions.*

*J. H. FRENCH, Superintendent, Cape Cod Division.*

*June 15, 1891.*