

BOSTON & ALBANY RAIL ROAD

Springfield and Albany Division.

No. 28.

TIME TABLE.

Commencing Monday, Dec. 4, 1876.

No Train will be allowed, under any circumstances, to leave a Station BEFORE THE TIME specified in this Table, as regulated by

No Train will be allowed, under any circumstances, to run at a greater speed than the time specified in the case a Passenger Train, following another Passenger Train, which has not passed a Station TEN MINUTES previous Train, it will be the duty of the Agent at the Station to raise a Red Flag by day or a Red Lantern by night, and the TEN MINUTES EXPIRE, before proceeding.

SPRINGFIELD TO ALBANY.															ALBANY TO SPRINGFIELD.									
				1st Freight.	1st Passenger	Westfield Special.	2d Passenger	2d Freight.	3d Passenger Express.	4th Passenger	Westfield Special.	3d or Night Freight.	5th Passenger	6th Passenger Express.	LEAVE		Miles.	1st Passenger Express.	Westfield Special.	1st Freight.	2d Passenger	2d Freight.	3d Passenger	Westfield Special.
				3.00 A M		7.15 A M	9.05 A M	9.15 A M	11.45 A M	12.15 P M	4.00 P M	4.00 P M	6.30 P M	9.30 P M	Springfield.....			6.10 A M	9.30 A M	11.35 A M	10.55 A M	5.15 P M	3.00 P M	5.55 P M
				3.10		7.25	9.13	9.25	11.50	12.22	4.08	4.15	6.36	9.35	W. Springfield..	2.50		6.05	9.20	11.25	10.49	5.04	2.55	5.47
				3.40		7.45 A M	9.30	9.54	12.03	12.39	4.25 P M	4.45	6.52	9.51	Westfield.....	7.14		5.49	9.00 A M	10.57	10.33	4.36	2.39	5.30 P M
				4.14			9.47	10.26	12.15	12.55		5.17	7.08	10.05	Russell.....	8.10		5.33		10.25 lv. 9.56 ar.	10.15	4.04	2.23	
				4.29			9.56	10.39	12.23	1.05		5.33	7.17	10.13	Huntington....	3.36		5.23		9.41	10.07	3.48	2.15	
				5.00			10.10	11.09	12.35	1.20		6.00	7.32	10.27	Chester.....	6.65		5.10		9.15	9.54	3.20	2.01	
				5.22			10.25	11.34	12.47	1.35		6.30	7.47	10.41	Middlefield....	5.00		4.58		8.55	9.43	2.55	1.50	
				5.37			10.35	11.54	12.54	1.45		6.50	7.57	10.50	Becket.....	3.21		4.51		8.42	9.35	2.42	1.41	
				5.52			10.45	12.14	1.01	1.56		7.10	8.07	10.59	Washington...	3.48		4.44		8.28	9.27	2.28	1.32	
				6.21			10.54	12.34	1.08	2.06		7.30	8.16	11.07	Hinsdale.....	4.27		4.35		8.08	9.19	2.08	1.22	
				6.35			11.02	12.47	1.15	2.16		7.43	8.24	11.15	Dalton.....	3.20		4.25		7.33	9.09	1.38	1.12	
				6.50			11.09	12.59	1.20	2.22		7.55	8.30	11.21	Junction.....	3.02		4.16		7.08	9.00	1.18	1.02	
				7.00 ar. 7.10 lv.	8.00 A M		11.19	1.10 ar 2.00 lv	1.30	2.35		8.05 ar. 8.10 lv.	8.40	11.30	Pittsfield.....	2.16		4.11		7.00 lv. 6.27 ar.	8.55	1.10 lv. 12.34 ar	12.57	
				7.30	8.10		11.28	2.17	1.38	2.45		8.27	8.50	11.39	Shaker Village..	3.96		3.56		6.10	8.43	12.28	12.45	
				7.49	8.20		11.39	2.35	1.46	2.55		8.47	9.01	11.48	Richmond.....	4.55		3.45		5.52	8.33	12.08	12.34	
				8.02	8.28		11.47	2.47 ar 3.13 lv	1.51	3.03		8.59 ar. 9.19 lv.	9.09	11.55	State Line....	3.02		3.37		5.40	8.25	11.50	12.26	
				8.24 ar. 8.46 lv.	8.41		12.00	3.33	2.00	3.16		9.39	9.22	12.05	Canaan.....	5.05		3.25		5.19	8.12	11.30	12.14	
				9.06	8.51		12.10	3.51	2.08	3.26		9.56	9.32	12.14	East Chatham..	4.39		3.14		5.00	8.02	11.02	12.02	
				9.30	9.06		12.24	4.19	2.19	3.40		10.21	9.46	12.28	Chatham.....	5.87		2.59		4.37	7.48	10.37	11.48	
				9.50	9.17		12.34	4.38	2.28	3.50		10.41	9.56	12.37	Chatham Center	4.78		2.44		4.12	7.33	10.12	11.32	
				10.02	9.24		12.41	4.48	2.33	3.57		10.53	10.03	12.43	Kinderhook....	2.57		2.37		4.02	7.27	10.00	11.25	
				10.32	9.41		12.56	5.19	2.44	4.13		11.24	10.18	12.58	Schodack.....	7.80		2.21		3.31	7.11	9.30	11.07	
				11.02 A M	10.00		1.11	5.50 P M	2.56	4.27		11.55 P M	10.33	1.13	Greenbush....	7.67		2.05		3.00 A M	6.55	9.00 A M	10.50	
					10.05 A M		1.15 P M		3.00 P M	4.30 P M			10.35 P M	1.15 A M	Albany.....			2.00 A M			6.50 A M		10.45 A M	

Full-faced figures indicate where Trains meet.

Rules for Running the Trains between Pittsfield and the Junction of the Pittsfield and North Adams Rail Road

The Passenger Trains of the Boston and Albany Railroad will have the right of the Track between Pittsfield and the Junction.
The Trains of the Pittsfield and North Adams Railroad will in all cases be kept out of the way of the Passenger Trains of the Boston & Albany Railroad, and will in no case follow a Passenger Train between Pittsfield and the Junction, within the space of Five Minutes.
The Trains of the Pittsfield and North Adams Railroad will have the right of the Track between Pittsfield and the Junction, over the Freight Trains of the Boston & Albany Railroad.

The Trains of the Pittsfield and North Adams Road will come to a full stop at the Junction.
The Freight Trains of the Boston & Albany Railroad, going from the Junction, will have the right of the Track.
Passenger Trains of the Boston & Albany Railroad will be sure that the Switches at the Junction.

PITTSFIELD AND NORTH ADAMS TRAINS.

Leave Pittsfield	9.00 A. M.	Arrive at Junction	9.05 A. M.	Leave Junction	7.45 A. M.	Arrive at Pittsfield	7.50 A. M.
"	11.30 A. M.	"	11.35 A. M.	"	8.45 A. M.	"	8.55 A. M.
"	3.00 P. M.	"	3.08 P. M.	"	10.45 A. M.	"	10.50 A. M.
"	5.10 P. M.	"	5.15 P. M.	"	1.15 P. M.	"	1.20 P. M.
"	8.45 P. M.	"	8.50 P. M.	"	4.45 P. M.	"	4.50 P. M.

Rules for Crossing the Hudson River Bridge, and Running of Trains on the New York Central Rail Road Tracks.

All Trains of the Boston & Albany Rail Road Corporation while Crossing the Hudson River Bridge between Greenbush and Albany, will be under control of the Hudson River Bridge Company, and all Employees of this Road of the Superintendent of the Bridge Company. "The utmost caution must at all times be used in crossing the Bridge." While on the Tracks of the New York Central Road, you will be under the control of that Road, and will follow its Rules.

The 2.00 A. M. Passenger Train from Albany, and 9.30 P. M. Passenger Train from Springfield will be run daily.

For Instructions see Opposite Page.

BOSTON & ALBANY RAIL ROAD OFFICE, SPRINGFIELD, DEC. 4, 1876.

Weaver, Shipman & Company Printers, Springfield Mass.

TON & ALBANY RAIL ROAD. **Springfield and Albany Division.**

TIME TABLE. *Commencing Monday, Dec. 4, 1876.*

No. 28.

any circumstances, to leave a Station BEFORE THE TIME specified in this Table, as regulated by the clock at Springfield Station.

r any circumstances, to run at a greater speed than the time specified in the Time Table "Special Notice." In another Passenger Train, which has not passed a Station TEN MINUTES previous to the arrival of the following ent at the Station to raise a Red Flag by day or a Red Lantern by night, and the following Train will wait until re proceeding.

TO ALBANY.								ALBANY TO SPRINGFIELD.																					
								LEAVE																					
1st Freight.	2d Freight.	3d Passenger Express.	4th Passenger	Westfield Special.	3d or Night Freight.	5th Passenger	6th Passenger Express.		Miles.	1st Passenger Express.	Westfield Special.	1st Freight.	2d Passenger	2d Freight.	3d Passenger	Westfield Special.	4th Passenger	3d or Night Freight.	5th Passenger										
6 AM	9.15 AM	11.45 AM	12.15 PM	4 00 PM	4.00 PM	6.30 PM	9.30 PM	Springfield.....		6.10 AM	9.30 AM	11.35 AM	10.55 AM	5.15 PM	3.00 PM	5 55 PM	7.10 PM	12.25 AM											
8	9.25	11.50	12.22	4.08	4.15	6.36	9.35	W. Springfield..	2.50	6.05	9.20	11.25	10.49	5.04	2.55	5.47	7.01	12.14											
10	9.54	12.03	12.39	4.25 PM	4.45	6.52	9.51	Westfield.....	7.14	5.49	9.00 AM	10.57	10.33	4.36	2.39	5.30 PM	6.45	11.46											
7	10.26	12.15	12.55		5.17	7.08	10.05	Russell.....	8.10	5.33		10.25lv. 9.56ar.	10.15	4.04	2.23		6.29	11.14											
6	10.39	12.23	1.05		5.33	7.17	10.13	Huntington...	3.36	5.23		9.41	10.07	3.48	2.15		6.20	10.58											
0	11.09	12.35	1.20		6.00	7.32	10.27	Chester.....	6.65	5.10		9.15	9.54	3.20	2.01		6.06	10.32											
5	11.34	12.47	1.35		6.30	7.47	10.41	Middlefield....	5.00	4.58		8.55	9.43	2.55	1.50		5.55	10.07											
5	11.54	12.54	1.45		6.50	7.57	10.50	Becket.....	3.21	4.51		8.42	9.35	2.42	1.41		5.46	9.54											
5	12.14	1.01	1.56		7.10	8.07	10.59	Washington...	3.48	4.44		8.28	9.27	2.28	1.32		5.37	9.40											
4	12.34	1.08	2.06		7.30	8.16	11.07	Hinsdale.....	4.27	4.35		8.08	9.19	2.08	1.22		5.27	9.20											
2	12.47	1.15	2.16		7.43	8.24	11.15	Dalton.....	3.20	4.25		7.33	9.09	1.38	1.12		5.17	8.50											
9	12.59	1.20	2.22		7.55	8.30	11.21	Junction.....	3.02	4.16		7.08	9.00	1.18	1.02		5.07	8.25											
9	1.10 ar 2.00 lv	1.30	2.35		8.05 ar. 8.10 lv.	8.40	11.30	Pittsfield.....	2.16	4.11		7.00 lv. 6.27 ar.	8.55	1.10 lv. 12.34 ar	12.57		5.02	8.15 lv. 6.40 ar.	7.08 PM										
8	2.17	1.38	2.45		8.27	8.50	11.39	Shaker Village..	3.96	3.56		6.10	8.43	12.28	12.45		4.50	6.23	6.58										
9	2.35	1.46	2.55		8.47	9.01	11.48	Richmond.....	4.55	3.45		5.52	8.33	12.08	12.34		4.39	6.05	6.47										
7	2.47 ar 3.13 lv	1.51	3.03		8.59 ar. 9.19 lv.	9.09	11.55	State Line.....	3.02	3.37		5.40	8.25	11.50	12.26		4.31	5.53	6.39										
0	3.33	2.00	3.16		9.39	9.22	12.05	Canaan.....	5.05	3.25		5.19	8.12	11.30	12.14		4.19	5.26	6.27										
0	3.51	2.08	3.26		9.56	9.32	12.14	East Chatham..	4.39	3.14		5.00	8.02	11.02	12.02		4.07	5.08	6.15										
4	4.19	2.19	3.40		10.21	9.46	12.28	Chatham.....	5.87	2.59		4.37	7.48	10.37	11.48		3.53	4.45	6.01										
4	4.38	2.28	3.50		10.41	9.56	12.37	Chatham Center	4.78	2.44		4.12	7.33	10.12	11.32		3.37	4.20	5.46										
1	4.48	2.33	3.57		10.53	10.03	12.43	Kinderhook....	2.57	2.37		4.02	7.27	10.00	11.25		3.30	4.10	5.39										
6	5.19	2.44	4.13		11.24	10.18	12.58	Schodack.....	7.80	2.21		3.31	7.11	9.30	11.07		3.12	3.31	5.22										
1	5.50 PM	2.56	4.27		11.55 PM	10.33	1.13	Greenbush.....	7.67	2.05		3.00 AM	6.55	9.00 AM	10.50		2.55	3.00 PM	5.05										
5 PM		3.00 PM	4.30 PM			10.35 PM	1.15 AM	Albany.....		2.00 AM			6.50 AM		10.45 AM		2.50 PM		5.00 PM										

ains meet.

Rules for Running the Trains between Pittsfield and the Junction of the Pittsfield and North Adams Rail Road.

ave the right of the Track between Pittsfield and the Junction.
all cases be kept out of the way of the Passenger Trains of the Boston
ween Pittsfield and the Junction, within the space of Five Minutes.
have the right of the Track between Pittsfield and the Junction, over the

The Trains of the Pittsfield and North Adams Road will come to a full stop before crossing the Switches at the Junction.
The Freight Trains of the Boston & Albany Railroad, going from the East to the West, will come to a full stop before crossing the
Switches at the Junction.
Passenger Trains of the Boston & Albany Railroad will be sure that the Switches at the Junction are all right before crossing them.

PITTSFIELD AND NORTH ADAMS TRAINS.

Leave Pittsfield	9.00 A. M.	Arrive at Junction	9.05 A. M.	Leave Junction	7.45 A. M.	Arrive at Pittsfield	7.50 A. M.
"	"	"	"	"	"	"	"
"	11.30 A. M.	"	11.35 A. M.	"	8.45 A. M.	"	8.55 A. M.
"	3.00 P. M.	"	3.08 P. M.	"	10.45 A. M.	"	10.50 A. M.
"	5.10 P. M.	"	5.15 P. M.	"	1.15 P. M.	"	1.20 P. M.
"	8.45 P. M.	"	8.50 P. M.	"	4.45 P. M.	"	4.50 P. M.

Rules for Crossing the Hudson River Bridge, and Running of Trains on the New York Central Rail Road Tracks.

Crossing the Hudson River Bridge between Greenbush and Albany, will be under control of the Hudson River Bridge Company, and all Employees of this Road in running the Trains over the Bridge, will follow the Instructions
on must at all times be used in crossing the Bridge." While on the Tracks of the New York Central Road, you will be under the control of that Road, and will follow the Orders of the Superintendent of that Road.

Albany, and 9.30 P. M. Passenger Train from Springfield will be run daily.

For Instructions see Opposite Page.

c. 4, 1876.

Weaver, Shipman & Company Printers, Springfield Mass.

C. O. RUSSELL, Sup't.

INSTRUCTIONS.

1. Never leave a station earlier than card time.
The clock at the Springfield Station shall be taken to be the standard time.
2. Passenger Trains will take precedence of Freight Trains, and the latter must be kept out of their way.
3. A regular or Extra Passenger Train following another Passenger Train of the same class, must be kept not less than ten minutes behind that which preceded it, and a Regular or Extra Freight Train, or an Engine, light, not less than ten minutes behind, except when otherwise provided by table. A Passenger Train waiting at a station may follow another Passenger Train in ten minutes, and a Freight so waiting may follow in five minutes, provided it then has the right to go on. And every train behind its time, and every one which is run under a flag, must be kept ten minutes off the time of an Express Passenger Train. Freight Trains following each other will keep at least five minutes apart—approach and pass stations with care expecting that a train may be at the station.
4. Accommodation Trains must not be at stations on regular time of Express Trains.
5. When an Express Train is behind time, its Engineman will avoid being at a station on the time of an Accommodation Train, and whenever a Passenger Train is seen standing at a station, or elsewhere, he will reduce his speed not to exceed ten (10) miles per hour—whistle, and proceed only as the way is known to be clear.
6. When two Accommodation Passenger Trains approach a station at the same time, the train going West must stop before reaching the station, and wait until the train going East has passed it.
7. When a Passenger Train and a Freight Train approach a station at the same time, the Freight Train must always be stopped before reaching it, and wait for the Passenger Train, and no switching will be done until it has passed.
8. Gravel and Wood Trains must be kept out of the way of all Regular Trains: of Express Passenger, not less than fifteen (15) minutes: Way Passenger Trains, not less than ten (10) minutes: and of regular Freights, five (5) minutes. Irregular Freights, or other trains run without notice, except when following a red flag, must be kept out of their way.
9. No Freight Train will be on main track within ten minutes of the time of any following Passenger Train.
Speed of Freight and Gravel Trains will not exceed 15 miles per hour, unless required by time card.
If Freight Trains get behind time between stations, Conductor will leave a Brakeman, with red flag, not less than fifteen minutes before the following Passenger Train is due, to notify it where his train is.
Freight Trains must not be left standing upon street crossings at stations. When loading or unloading freight, taking or leaving cars, the trains must be separated, so as not to obstruct public travel.
10. Conductors will be held responsible for the safe management of their trains, and for the performance of duty on the part of the men engaged with them while upon the road.
Trains are to be run under the direction of the Conductor, except when his directions conflict with the rules, or involve risk or hazard, in which case the Engineer will be held equally responsible. When a Freight or Gravel Train is run without a Conductor, the Engineer will have full charge of the train.
They must know that their trains are at all times provided with everything necessary to enable them to comply with the rules of the road, that there is a reliable brake on the rear car, and that a Brakeman is kept to it while the train is in motion. They must wear badges when on duty, and see that their Baggage-men and Brakemen do the same.
Conductors will report all cases of accident by telegraph from nearest station, and in person as soon as possible to Superintendent or Assistant.
11. Enginemen must know that their locomotives are supplied with flags, lanterns, jack-screws, torpedoes and all other tools as required by law for use in case of accidents. (See General Laws of 1874, Chap. 372, Sec. 131.)
Both Engineman and Fireman are expected to be upon their engine at all times when it is in motion, except that the Fireman may be sent to a switch or to flag a train. An engine must never be left alone outside of engine house, while under steam.
Enginemen running by night must 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.
Enginemen must bear Gravel and Wood Trains in mind and know where they are being run, and approach with great care the points where they leave or come upon the main road.
Enginemen, when running light, must not exceed a speed of twenty-five miles per hour.
12. Agents or persons having switches in charge must know they are right for trains to pass 10 minutes before the time each train is due at the station.
Give signal to Express Trains with white flag or lamp that all is right.
Whoever throws a switch off of main track must know that it is put back in proper position and locked.
13. If a train breaks down or stops on the road, send a man a mile back with a flag, or light, to warn any train that may be following.
14. Track repairers, when at work upon the track, are required to give notice of any obstruction caused by their work, by placing red flags conspicuously and at a sufficient distance from the obstruction, taking care always to place them beyond a

curve, so that they shall be seen upon a straight line. Conductors and Enginemen are particularly enjoined to proceed with extreme caution when such signal is seen, until the obstruction shall be passed; and in all cases where the obstruction is such as to prevent the passing of the train, a man will be sent with the flag half an hour at least before the train shall be due, and remain with it until he has stopped the train.

15. Be careful—always take the safe side.
16. No person except Master Mechanic, Civil Engineer, Road Masters, and Section Foremen upon their sections, and Conductor of the train, will be allowed to ride upon locomotives.

SIGNALS.

17. One—short, sharp whistle is a signal to “apply the brakes.” Two—“let go.” Three—“back the train.” Four—calls in Flagmen. Five—that train has separated.
When a train is about to stop, or has done so, two long whistles will order out Brakemen with signals.
One—long whistle while the train is stopped calls in head Brakeman.
A sweeping parting of hands, on a level with the eye, is the signal to “go ahead.”
A downward motion of one hand, with extended arm, to “stop.”
A beckoning motion of one hand, to “back.”
A Light raised and lowered vertically is a signal for starting—swung at right angles or crossways of the track, to stop—swung in a circle, back the train.
A Red Light at night must be displayed at the rear of every Passenger Train. A Red Flag by day or a Red Light by night, must be displayed on the rear car of every Freight Train. Single Engines at night must also display a Red Light behind.
A Red Flag by day and a Red Light by night (the latter in addition to the rear light) must be carried in the rear car, ready to be used in case of necessity. Rear Brakemen must be prepared to go back with signals promptly when necessary.
A Red Flag by day, or a Red Light by night, shown upon the track is a signal of danger, and requires every train to stop as soon as possible.
Torpedoes must be used in addition to flags or lights whenever there is a doubt that the flag or light may not be seen by reason of fog, storm, or other emergency.
A Red Flag by day, and a Red Light by night, on an engine, is a signal that another train is to follow, which has the same rights as the bearer of the flag, and all trains waiting for it must also wait for the Extra to pass. Conductors and enginemen of Extra Train must know that the proper signal has been carried.
A Blue Flag by day or a Blue Light by night on an Engine, is a signal that another train is to follow, which will avoid all Regular Trains.
The bell must always be rung eighty rods before reaching every public street or highway crossing at grade, and before reaching regular and flag stations, and be kept ringing until the locomotive has passed.
Posts with letter “R” upon them show where the bell should begin to ring for grade crossings or stations.
The whistle must be sounded on approaching all stations and at such crossings only as have no regular Flagman, except at night it may be omitted there also, if the head-light of locomotive burns brightly. When it does not, the whistle will be sounded.
Enginemen will, in times of fog or of severe storms, whistle at all crossings.
Too great care can never be taken to ascertain precisely the meaning of every signal to a train on the road, intended to indicate alarm or danger.
In all cases where the signal is at all earnest, the train must be stopped so that the person giving the signal may be conversed with, and the facts ascertained.
Engine-House Yard, West Springfield.—When Ball is at mast head, all trains from the East and West will stop before reaching Signal.

AT RAILWAY CROSSINGS.

18. Where Balls are used for signals, a Red Light must be attached to each Ball at night.
The right to cross another Railroad is given to Enginemen by the Signalman, and his orders are made known by Ball, Target, or Light, and must be obeyed. No train must cross or attempt to do so, until the proper signal has been given.
When dense fogs, or storms, or other causes, hide the signals from the usual stopping place, the train will be held until the Fireman can be sent to the Signalman to receive his verbal directions. If his train has the right to pass, the Fireman will see that the signal conforms to the direction he receives, before he returns to report.
The State law requires all trains and single locomotives, to stop within five hundred feet of a crossing of two Railroads. (See General Laws of 1874—Chap. 372, Sec. 121.)

AT JUNCTIONS.

19. Crossing of Norwich & Worcester, New London Northern & New Haven & Northampton Railroads, no Ball indicates that Trains of B. & A. R. R. have right to cross.

C. O. RUSSELL, Sup't.

Boston & Albany Rail Road Office, }
Springfield, Dec. 4, 1876. }