

No. 58.

“HARLEM LINE TIME TABLE.”

(FOR THE EXCLUSIVE USE OF EMPLOYEES.)

To take effect,
Monday, Nov. 11th, 1878.

SUNDAY TRAINS. NORTH.						TRAINS GOING NORTH.						TRAINS GOING SOUTH.						SUNDAY TRAINS. SOUTH.									
NAME OF ROAD.	No. of Train.	LEAVE 42nd St.		125th Street.	MOTT HAVEN.	JUNCTION.	NAME OF ROAD.	No. of Train.	LEAVE Grand Central Depot, 42nd St.		125th Street.	MOTT HAVEN.	JUNCTION.	NAME OF ROAD.	No. of Train.	ARRIVE Grand Central Depot, 42nd St.		125th Street.	MOTT HAVEN.	JUNCTION.	NAME OF ROAD.	No. of Train.	ARRIVE 42nd St.		125th Street.	MOTT HAVEN.	JUNCTION.
*New Haven	4	A.M.	5.00	5.09	5.11	5.12	*Harlem	1	A.M.	4.15	4.30	4.33	4.38	*Harlem	32	A.M.	12.20	12.04	12.02	12.00	*Harlem	32	A.M.	12.20	12.04	12.02	12.00
*Harlem	3	"	6.45	7.02	7.04	7.06	*New Haven	4	"	5.00	5.09	5.11	5.12	*New Haven	49	"	12.33	12.15	12.12	12.10	New Haven	3	"	5.23	5.13	5.09	5.08
N.Y.C.&H.R.	23	"	9.00	9.09	9.11	9.12	†Harlem	39	"	6.30	6.42	6.45	6.46	*Harlem	34	"	1.10	12.54	12.52	12.50	New Haven	5	"	5.53	5.44	5.42	5.41
Harlem	37	"	9.15	9.26	9.29	9.30	*Harlem	3	"	6.45	7.02	7.04	7.06	New Haven	3	"	5.23	5.13	5.10	5.08	N.Y.C.&H.R.	10	"	6.00	5.49	5.47	5.45
†Harlem	47	"	10.35	10.47	10.50	10.51	N.Y.C.&H.R.	23	"	7.00	7.09	7.11	7.12	New Haven	5	"	5.53	5.44	5.42	5.41	N.Y.C.&H.R.	14	"	6.45	6.35	6.33	6.31
†Harlem	51	P.M.	1.30	1.42	1.45	1.46	New Haven	6	"	7.10	7.19	7.21	7.22	N.Y.C.&H.R.	10	"	6.00	5.49	5.47	5.45	N.Y.C.&H.R.	16	"	7.15	7.06	7.04	7.02
N.Y.C.&H.R.	51	"	1.35	1.44	1.46	1.47	†Harlem	41	"	7.16	7.28	7.31	7.32	†Harlem	40	"	6.15	6.03	6.01	5.59	N.Y.C.&H.R.	52	"	10.15	10.07	10.05	10.03
Harlem	21	"	2.30	2.41	2.44	2.45	Harlem	5	"	7.45	7.56	7.59	8.00	New Haven	11	"	6.21	6.12	6.10	6.09	Harlem	10	"	10.20	10.09	10.06	10.04
†Harlem	59	"	5.45	5.57	6.00	6.01	N.Y.C.&H.R.	3	"	8.00	8.09	8.11	8.13	N.Y.C.&H.R.	14	"	6.45	6.35	6.33	6.31	N.Y.C.&H.R.	18	"	10.30	10.21	10.19	10.18
N.Y.C.&H.R.	11	"	6.00	6.09	6.11	6.12	New Haven	8	"	8.05	8.14	8.15	8.16	†Harlem	42	"	7.05	6.53	6.51	6.49	†Harlem	56	M.	12.00	11.48	11.46	11.44
N.Y.C.&H.R.	59	"	6.15	6.24	6.26	6.27	†Harlem	43	"	8.10	8.22	8.25	8.26	N.Y.C.&H.R.	16	"	7.15	7.06	7.04	7.02	†Harlem	58	P.M.	1.50	1.38	1.36	1.34
N.Y.C.&H.R.	19	"	8.30	8.39	8.41	8.42	N.Y.C.&H.R.	47	"	8.15	8.24	8.26	8.27	Harlem	2	"	7.18	7.09	7.07	7.06	†Harlem	62	"	4.50	4.38	4.36	4.34
New Haven	50	"	9.00	9.09	9.11	9.12	Harlem	"	"	8.20	8.29	8.31	8.32	†Harlem	44	"	7.28	7.16	7.14	7.12	N.Y.C.&H.R.	60	"	5.35	5.28	5.26	5.23
New Haven	52	"	10.00	10.09	10.11	10.12	Harlem	9	"	8.30	8.39	8.41	8.42	New Haven	13	"	7.33	7.24	7.22	7.21	Harlem	36	"	6.00	5.49	5.46	5.43
†Harlem	65	"	10.15	10.26	10.29	10.30	New Haven	12	"	9.05	9.14	9.15	9.16	N.Y.C.&H.R.	48	"	7.35	7.26	7.24	7.23	N.Y.C.&H.R.	36	"	6.43	6.34	6.32	6.31
							Harlem	11	"	9.15	9.26	9.29	9.30	†Harlem	46	"	7.50	7.37	7.35	7.33	†Harlem	66	"	7.16	7.05	7.03	7.01
							N.Y.C.&H.R.	25	"	9.30	9.39	9.41	9.43	New Haven	15	"	7.48	7.39	7.37	7.36	New Haven	51	"	11.50	11.38	11.36	11.34
							†Harlem	45	"	9.40	9.52	9.54	9.55	N.Y.C.&H.R.	50	"	8.15	8.05	8.03	8.02							
							*Harlem	13	"	9.45	10.00	10.05	10.10	Harlem	4	"	8.20	8.09	8.06	8.04							
							New Haven	16	"	10.10	10.19	10.20	10.21	New Haven	17	"	8.25	8.15	8.13	8.12							
							Harlem	15	"	10.30	10.39	10.41	10.42	Harlem	6	"	8.30	8.21	8.19	8.18							
							N.Y.C.&H.R.	7	"	10.33	10.42	10.44	10.45	†Harlem	48	"	8.45	8.32	8.30	8.28							
							†Harlem	47	"	10.35	10.47	10.50	10.51	N.Y.C.&H.R.	20	"	8.43	8.34	8.32	8.31							
							N.Y.C.&H.R.	27	"	10.36	10.45	10.47	10.50	New Haven	19	"	8.48	8.39	8.37	8.36							
							New Haven	18	"	11.00	11.08	11.09	11.10	N.Y.C.&H.R.	22	"	9.00	8.51	8.49	8.48							
							N.Y.C.&H.R.	9	"	11.03	11.12	11.14	11.15	†Harlem	50	"	9.05	8.54	8.52	8.50							
							N.Y.C.&H.R.	73	"	11.10	11.20	11.22	11.24	Harlem	8	"	9.10	9.00	8.58	8.57							
							Harlem	17	"	11.30	11.41	11.44	11.45	New Haven	25	"	9.13	9.04	9.03	9.02							
							*Harlem	19	"	11.38	11.51	11.55	12.00	N.Y.C.&H.R.	52	"	9.15	9.06	9.05	9.04							
							New Haven	20	M.	12.00	12.09	12.10	12.11	†Harlem	52	"	9.30	9.18	9.16	9.14							
							N.Y.C.&H.R.	49	P.M.	12.05	12.14	12.16	12.17	New Haven	23	"	9.28	9.20	9.18	9.17							
							†Harlem	49	"	12.30	12.42	12.45	12.46	N.Y.C.&H.R.	24	"	9.35	9.26	9.24	9.23							
							New Haven	22	"	1.00	1.09	1.11	1.12	N.Y.C.&H.R.	72	"	10.00	9.51	9.49	9.47							
							N.Y.C.&H.R.	51	"	1.05	1.14	1.16	1.17	N.Y.C.&H.R.	26	"	10.10	10.00	9.58	9.57							
							*New Haven	26	"	1.15	1.29	1.31	1.34	Harlem	10	"	10.20	10.09	10.06	10.04							
							†Harlem	51	"	1.30	1.42	1.45	1.46	N.Y.C.&H.R.	18	"	10.30	10.21	10.19	10.18							
							N.Y.C.&H.R.	31	"	2.00	2.09	2.11	2.12	Harlem	12	"	10.45	10.36	10.34	10.33							
							New Haven	28	"	2.20	2.29	2.31	2.32	†Harlem	54	"	11.00	10.48	10.46	10.44							
							Harlem	21	"	2.30	2.41	2.44	2.45	*New Haven	9	"	11.05	10.52	10.50	10.48							
							New Haven	30	"	3.00	3.09	3.11	3.12	New Haven	29	"	11.19	11.10	11.08	11.07							
							N.Y.C.&H.R.	53	"	3.05	3.14	3.16	3.17	N.Y.C.&H.R.	28	"	11.35	11.26	11.24	11.23							
							†Harlem	53	"	3.30	3.42	3.45	3.46	N.Y.C.&H.R.	54	"	11.55	11.46	11.44	11.43							
							Harlem	23	"	3.50	3.59	4.01	4.02	†Harlem	56	M.	12.00	11.48	11.46	11.44							

N.Y.C.&H.R.	9	"	11.03	11.12	11.14	11.15	†Harlem	50	"	9.05	8.54	8.52	8.50
N.Y.C.&H.R.	73	"	11.10	11.20	11.22	11.24	Harlem	8	"	9.10	9.00	8.58	8.57
Harlem	17	"	11.30	11.41	11.44	11.45	New Haven	25	"	9.13	9.04	9.03	9.02
*Harlem	19	"	11.38	11.51	11.55	12.00	N.Y.C.&H.R.	52	"	9.15	9.06	9.05	9.04
New Haven	20	M.	12.00	12.09	12.10	12.11	†Harlem	52	"	9.30	9.18	9.16	9.14
N.Y.C.&H.R.	49	P.M.	12.05	12.14	12.16	12.17	New Haven	23	"	9.28	9.20	9.18	9.17
†Harlem	49	"	12.30	12.42	12.45	12.46	N.Y.C.&H.R.	24	"	9.35	9.26	9.24	9.23
New Haven	22	"	1.00	1.09	1.11	1.12	N.Y.C.&H.R.	72	"	10.00	9.51	9.49	9.47
N.Y.C.&H.R.	51	"	1.05	1.14	1.16	1.17	N.Y.C.&H.R.	26	"	10.10	10.00	9.58	9.57
*New Haven	26	"	1.15	1.29	1.31	1.34	Harlem	10	"	10.20	10.09	10.06	10.04
†Harlem	51	"	1.30	1.42	1.45	1.46	N.Y.C.&H.R.	18	"	10.30	10.21	10.19	10.18
N.Y.C.&H.R.	31	"	2.00	2.09	2.11	2.12	Harlem	12	"	10.45	10.36	10.34	10.33
New Haven	28	"	2.20	2.29	2.31	2.32	†Harlem	54	"	11.00	10.48	10.46	10.44
Harlem	21	"	2.30	2.41	2.44	2.45	*New Haven	9	"	11.05	10.52	10.50	10.48
New Haven	30	"	3.00	3.09	3.11	3.12	New Haven	29	"	11.19	11.10	11.08	11.07
N.Y.C.&H.R.	53	"	3.05	3.14	3.16	3.17	N.Y.C.&H.R.	28	"	11.35	11.26	11.24	11.23
†Harlem	53	"	3.30	3.42	3.45	3.46	N.Y.C.&H.R.	54	"	11.55	11.46	11.44	11.43
Harlem	23	"	3.50	3.59	4.01	4.02	†Harlem	56	M.	12.00	11.48	11.46	11.44
New Haven	32	"	3.55	4.04	4.06	4.07	New Haven	31	P.M.	12.05	11.54	11.53	11.51
N.Y.C.&H.R.	35	"	4.00	4.09	4.11	4.12	Harlem	14	"	1.00	12.49	12.46	12.44
†Harlem	25	"	4.01	4.14	4.17	4.18	New Haven	33	"	1.05	12.56	12.54	12.53
N.Y.C.&H.R.	37	"	4.15	4.24	4.26	4.27	N.Y.C.&H.R.	32	"	1.40	1.31	1.29	1.28
†Harlem	55	"	4.30	4.40	4.42	4.43	†Harlem	58	"	1.50	1.38	1.36	1.34
N.Y.C.&H.R.	55	"	4.35	4.44	4.46	4.47	N.Y.C.&H.R.	56	"	2.40	2.31	2.29	2.28
New Haven	34	"	4.40	4.49	4.50	4.51	†Harlem	60	"	2.50	2.38	2.36	2.34
New Haven	36	"	4.45	4.54	4.56	4.57	New Haven	35	"	3.07	2.58	2.56	2.55
Harlem	27	"	4.55	5.04	5.05	5.06	N.Y.C.&H.R.	58	"	3.35	3.26	3.24	3.22
N.Y.C.&H.R.	39	"	5.00	5.09	5.11	5.12	Harlem	16	"	3.40	3.29	3.26	3.24
Harlem	29	"	5.05	5.14	5.16	5.17	N.Y.C.&H.R.	4	"	3.45	3.36	3.34	3.33
New Haven	38	"	5.15	5.24	5.26	5.27	New Haven	37	"	4.22	4.13	4.11	4.10
†Harlem	57	"	5.16	5.28	5.31	5.32	N.Y.C.&H.R.	34	"	4.30	4.21	4.19	4.18
N.Y.C.&H.R.	41	"	5.17	5.26	5.28	5.29	†Harlem	62	"	4.50	4.38	4.36	4.34
N.Y.C.&H.R.	57	"	5.30	5.39	5.41	5.42	Harlem	18	"	5.15	5.04	5.01	4.59
New Haven	40	"	5.45	5.54	5.56	5.57	Harlem	20	"	5.25	5.14	5.12	5.10
†Harlem	59	"	5.46	5.57	6.00	6.01	N.Y.C.&H.R.	60	"	5.35	5.26	5.24	5.23
N.Y.C.&H.R.	11	"	6.00	6.09	6.11	6.12	†Harlem	64	"	5.48	5.36	5.33	5.31
Harlem	31	"	6.05	6.14	6.16	6.17	New Haven	41	"	5.45	5.37	5.35	5.34
†Harlem	61	"	6.15	6.27	6.30	6.31	Harlem	22	"	6.18	6.08	6.05	6.03
N.Y.C.&H.R.	59	"	6.16	6.24	6.26	6.27	*Harlem	24	"	6.25	6.12	6.09	6.06
New Haven	44	"	6.35	6.44	6.46	6.47	N.Y.C.&H.R.	36	"	6.43	6.34	6.32	6.31
Harlem	33	"	6.50	7.01	7.04	7.05	New Haven	43	"	6.45	6.36	6.35	6.34
New Haven	46	"	7.20	7.29	7.31	7.32	N.Y.C.&H.R.	6	"	7.00	6.51	6.49	6.48
N.Y.C.&H.R.	13	"	7.30	7.39	7.41	7.42	†Harlem	66	"	7.16	7.05	7.03	7.01
†Harlem	63	"	7.35	7.47	7.50	7.51	N.Y.C.&H.R.	62	"	7.30	7.21	7.19	7.18
*New Haven	48	"	7.38	7.50	7.53	7.55	Harlem	26	"	7.40	7.29	7.26	7.24
N.Y.C.&H.R.	61	"	8.05	8.14	8.16	8.17	New Haven	45	"	7.45	7.36	7.34	7.33
N.Y.C.&H.R.	19	"	8.30	8.39	8.41	8.42	*Harlem	28	"	8.25	8.07	8.04	8.00
†Harlem	35	"	8.40	8.52	8.55	8.56	New Haven	47	"	8.43	8.34	8.32	8.31
New Haven	50	"	9.00	9.09	9.11	9.12	Harlem	30	"	8.45	8.35	8.34	8.33
N.Y.C.&H.R.	85	"	9.30	9.34	9.41	9.43	N.Y.C.&H.R.	86	"	9.10	9.01	8.59	8.58
New Haven	52	"	10.00	10.09	10.11	10.12	†Harlem	68	"	9.20	9.08	9.05	9.03
†Harlem	65	"	10.15	10.26	10.29	10.30	N.Y.C.&H.R.	8	"	10.00	9.51	9.49	9.47
N.Y.C.&H.R.	21	"	11.00	11.09	11.11	11.12	N.Y.C.&H.R.	64	"	10.20	10.11	10.09	10.08
N.Y.C.&H.R.	63	"	11.30	11.39	11.41	11.42	New Haven	53	"	10.29	10.20	10.18	10.17
New Haven	56	"	11.35	11.44	11.46	11.47	†Harlem	70	"	11.30	11.20	11.18	11.16
†Harlem	67	"	11.45	11.57	12.00	12.01	*New Haven	51	"	11.50	11.38	11.36	11.34

☞ The outer tracks between 53d and 125th Streets will be designated "Quick Transit Tracks," and trains known as "Rapid Transit Trains," will run on these tracks respectively.

☞ Trains marked thus † are Rapid Transit Trains.

Small figures denote Trains do not stop.

☞ Trains marked thus * are Freight.

☞ Study the Rules and Regulations, and note all changes.

☞ No train will be permitted to pass Mott Haven Junction coming South, ahead of time as given in this Time Table.

J. M. TOUCEY, Manager.

RULES AND REGULATIONS

FOR THE

GUIDANCE AND INSTRUCTION OF EMPLOYEES ON

1. The **public safety**, which must be the **chief care** of every employe, being mainly dependent on the **proper use and observance of Signals**, all persons, whose duties are in any way connected with the service of the line, are particularly required to make themselves familiar with instructions relating to Signals.

2. Signals consist of Fixed Signals, Hand Signals, Sound Signals and Telegraphic Signals.

3. Fixed Signals are in all cases located at the right hand of Engineer, except the Discs of Draw-Bridge Signals, which are directly over the track approaching Draw, and with which smoke-stack of engine will come in contact when at danger, should a train attempt to pass them.

4. A Red Flag by day and a Red Lantern or other light swung at night, or a Detonating Signal exploded on the rail, are Signals of Danger, and indicate that train must stop.

5. A Red Flag carried on forward end of engine by day, or a Red Light similarly carried at night, denotes that an Extra train or engine is following immediately.

6. One short quick blast of the whistle signifies "Apply the Brakes."

7. Two short quick blasts of the whistle signifies "Loosen the Brakes."

8. Three short quick blasts of the whistle, "Back the Train."

9. The signal to go ahead, is the waving of the arm, or a white light over the head. The signal to stop, is the moving of the hand, or any light straight up and down. The signal to back, is the moving the arm or light to and fro across the track.

10. A Head Light must be carried on each engine after dark.

11. At night a Red Light must be carried on the rear of all trains.

12. To designate the different trains on the line, **Engines** must carry the following **Lights and Discs**:

New-York Central & Hudson River R. R., **Yellow Disc** and **Yellow Light**.

New-York and New Haven R. R., **Red Disc** and only Head Light.

New-York and Harlem R. R., **Green Disc** and **Green Light**.

13. All trains arriving at and departing from Grand Central Depot, will take left-hand track between Grand Central Depot and 53d Street "Switch and Signal Cabin," where the crossing to and from right and left-hand track is located.

14. This crossing is protected by Signals both sides of it—one at 54th Street and one at 52d Street—and no train or engine must pass these Signals when at danger (Red). These crossing Signals are controlled and operated by the Dispatcher at Grand Central Depot, and when the "in crossing" is blocked by the Signal at 54th Street, being changed to Red (danger), the Signalman in cabin at 53d Street will set Block Signal at 59th Street also at danger, and keep it at danger until 54th Street "in crossing blocked" is changed to White "in crossing clear," and 52d Street to Red "out crossing blocked."

15. Between 53d Street Switch Cabin and 125th Street, Harlem Station, the line is divided into Block Sections as follows: Section No. 1 "out," extends from 53d Street to 72d Street; Section No. 2 "out," extends from 72d Street to 96th Street; Section No. 3 "out," extends from 96th Street to 125th Street; Section No. 4 "out," extends from 125th Street to Spuyten Duyvil & Port Morris Junction; Section No. 5 "in," extends from Spuyten Duyvil & Port Morris Junction to North End of Harlem River Bridge. The Signal at Junction is set and reversed by Train only, and the one at North End of Harlem River Bridge is set by Train but reversed by Signalman at 125th Street soon as Train clears 124th Street Signal. Section No. 6 "in," extends from 125th Street to 96th Street; Section No. 7 "in," extends from 96th Street to 72d Street; Section No. 8 "in," extends from 72d Street to 53d Street Switch Cabin.

16. Signal Stations are: 53d Street Cabin, 72d Street, 96th Street, 125th Street and Signal Cabin at S. D. & P. M. Junction.

17. Signal Stations control and operate Two Signals for each track, designated "Distant" and "Home Signal." The "Distant Signal" is located about 1,500 feet from the "Home Signal," and the "Home Signal" at or near the Station. The "Distant Signal," when shown, is "Green," and indicates to Engineers approaching, that Section is blocked; that "Home Signal" is at danger, "Red," and that he must get his train under control, prepared to stop before reaching "Home Signal," which **must not be passed** until changed to White, "Line Clear."

18. No second train or engine will be allowed to pass into a Section until the "Line Clear" Signal of the previous train or engine has been taken.

19. Every train and engine that leaves or passes a Signal Station must be immediately signaled "Line Blocked" to the next Signal Station in advance; and every train or engine that arrives at a Signal Station must be immediately signaled back to Station in rear "Line Clear," after it has been ascertained by actually seeing the Tail-lights or Signal on rear of train, that no portion of train from any cause has been left behind.

20. Rear Brakemen must always be stationed on rear platform of rear car of every train, in either direction, between Grand Central Depot and "Spuyten Duyvil and Port Morris" Junction, with red light and red flag, one of which must be conspicuously displayed, that Signalmen may know that no cars have been detached and left behind. Conductors are required to see that this rule is observed.

21. Switches located between 51st and 54th Streets are operated from Signal Cabin at 53d Street. Signals fixed to 50th and 55th Street Bridges, and on Signal Post on the east side near 53d Street, also on Signal Post on west side near 55th Street, are worked in connection with the switches from the Signal Cabin, without reference to Electric Signals. The Disc on either 50th or 55th Street Bridge, when dropped to Danger, indicates that "Main Line" or "Express Train Track" is broken or obstructed, and trains must stop; and when the arm is extended or red light shown over the track from Signal Post near 53d or 55th Street, it indicates that the Side lines or Rapid Transit tracks are broken or obstructed, and trains using the **Side lines** or Rapid Transit tracks must stop. Signal located at the Cross-over opposite Signal Cabin is exclusively for the governing of Rapid Transit trains going North, or trains taking the Easterly track. This signal will be green to designate it from other signals. When the arm is extended, or green light shown, Rapid Transit trains must come to a full stop before reaching "Cross-over," and remain until arm is dropped or white light shown. Switches located at 125th Street are worked from Cabin situated on west side of cut; when the Arm of Signal located on the wall, between 123d and 124th Streets, is

extended, or red light shown, it indicates that sw "Transit" trains must come to a stop, and remain until Signal on 123d Street Bridge is dropped or red light shown, and that switch is set for Rapid Transit trains, and until signal is lifted or white light shown.

22. Should a train be stopped on the line between at a slow rate, Conductors must send Rear Brakemen must be done whether a train is due or not, without this order, the utmost promptness is necessary; in case of the stoppage or its probable duration, Conductors will be held responsible for the prompt removal of the train.

23. Watchmen must always be on duty during rain, as will insure safety of trains. They must see promptly any defect which they cannot repair.

24. They must light the Signal Lamps on morning until broad daylight.

25. They must, at all times, be provided with lanterns, and if from any cause the lanterns must be promptly and distinctly shown, and not at night. This must always be done without regard to foggy, stormy, or in the night, Watchmen must use regular Danger Signal.

26. Signalmen, Flagmen, and Switchmen, must be on duty at the time of passing of all trains.

27. Any Signalman, Flagman, or Switchman who is absent without leave will be discharged.

28. The Electric Signals at Junction of S. D. & P. M. Whenever the Signal located on the S. D. & P. M. Line that a train on the Harlem Line is about passing to stop, and not come on to Harlem Line until Signal is lowered. Signal located on the Harlem Line, north of Junction of S. D. & H. R. Road train is about coming on to Harlem Line must stop, and remain until Signal is changed to White. Signal located on up track a short distance south of S. D. & H. R. trains. When raised, it indicates "danger," and has the "right of way," and N. Y. C. & H. R. trains must wait until Signal is lowered to White.

29. New-York Central & Hudson River train approaching from the north will sound **two long whistles**.

30. **Draw-Bridge Tenders** must be constantly on duty with necessary signals and tools, and know that every train must be in working order.

31. "**Drop Signals**" and "**Distant Electric Signals**" at Harlem River Bridge to indicate when open. The "Drop Signal" which consists of a large red board, or disc, dropped to Danger, this signal is dropped, indicating "danger," the Distant Signal must stop before reaching the "Drop Signal," and trains must stop before reaching the "Drop Signal," and not fail to stop, before reaching Bridge. Should the Distant Signal be shown, Tender must station a man at the point where Electric Signal is shown, will place Detonating Signals on rail and keep them in position.

32. When Line is obstructed, and it becomes necessary to move it, trains will be moved by **Telegraph**. The train must stand perfectly by the **Conductor and Engineer**, and must not proceed with their train until they have received in reply from the person sending such order.

33. All messages received by Conductors and Engineers must be returned to **Depot Master, G. C. D.**

34. No Irregular Trains or Engines, without permission, must be run between G. C. D. and S. D. & P. M. R. R. Junction, without obtaining directions for same.

35. Engineers and Firemen are **directed** to keep the Grand Central Depot and Harlem River. No coal must be taken from Central Depot and 100th Street or between 119th and 125th Streets, necessary to replenish fire it must be done on the other points furnace door must be left open, and the train will escape from it. This order is imperative, and report any violation of it.

36. Engineers and Firemen are also directed to keep Engines in such condition that a heavy dense smoke must not be seen from Depot waiting for departure of their trains.

37. The use of Intoxicating Drink is strictly forbidden, known to be in the habit of drinking intoxicating liquors.

38. Conductors will report to Depot Master, in case of any accident on this Line.

RULES AND REGULATIONS

FOR THE

INSTRUCTION OF EMPLOYEES ON HARLEM LINE.

Chief care of every employe, being mainly **of Signals**, all persons, whose duties are in are particularly required to make themselves

s, Sound Signals and Telegraphic Signals. The right hand of Engineer, except the Discs of track approaching Draw, and with which smoke-er, should a train attempt to pass them. A green light swung at night, or a Detonating Signal indicate that train must stop.

by day, or a Red Light similarly carried at wing immediately.

"Apply the Brakes."

"Loosen the Brakes."

the Train."

arm, or a white light over the head. The signal might up and down. The signal to back, is the

ne after dark.

rear of all trains.

3, **Engines** must carry the following **Lights**

Yellow Disc and Yellow Light.

Disc and only Head Light.

Disc and Green Light.

Grand Central Depot, will take left-hand track "switch and Signal Cabin," where the crossing to

sides of it—one at 54th Street and one at 52d Street. Signals when at danger (Red). These crossing patcher at Grand Central Depot, and when the street, being changed to Red (danger), the Signal-59th Street also at danger, and keep it at danger—changed to White "in crossing clear," and 52d

n Street, Harlem Station, the line is divided into extends from 53d Street to 72d Street; Section Street; Section No. 3 "out," extends from 96th Street from 125th Street to Spuyten Duyvil & Port from Spuyten Duyvil & Port Morris Junction to al at Junction is set and reversed by Train only, is set by Train but reversed by Signalman at Signal.) Section No. 6 "in," extends from 125th Street from 96th Street to 72d Street; Section No. 8 h Cabin.

Street, 96th Street, 125th Street and Signal Cabin

signals for each track, designated "Distant" and d about 1,500 feet from the "Home Signal," and "Distant Signal," when shown, is "Green," and is blocked; that "Home Signal" is at danger, ntrol, prepared to stop before reaching "Home ed to White, "Line Clear."

to pass into a Section until the "Line Clear" ten.

s a Signal Station must be immediately signaled ance; and every train or engine that arrives at a to Station in rear "Line Clear," after it has been Signal on rear of train, that no portion of train

on rear platform of rear car of every train, in d "Spuyten Duyvil and Port Morris" Junction, e conspicuously displayed, that Signalmen may hind. Conductors are required to see that this

Streets are operated from Signal Cabin at 53d ges, and on Signal Post on the east side near 55th Street, are worked in connection with the to Electric Signals. The Disc on either 50th or ites that "Main Line" or "Express Train Track" when the arm is extended or red light shown Street, it indicates that the Side lines or Rapid using the **Side lines** or Rapid Transit tracks site Signal Cabin is exclusively for the govern-taking the Easterly track. This signal will be e arm is extended, or green light shown, Rapid ing "Cross-over," and remain until arm is drop- 5th Street are worked from Cabin situated on on the wall, between 123d and 124th Streets, is

extended, or red light shown, it indicates that switch is set for Express train tracks, and "Rapid Transit" trains must come to a stop, and remain until Arm is dropped or white light shown. When Signal on 123d Street Bridge is dropped or red light shown, it indicates that Express track is broken, and that switch is set for Rapid Transit trains, and Express trains must come to a stop and remain until signal is lifted or white light shown.

22. Should a train be stopped on the line between Block Stations, or is only enabled to proceed at a slow rate, Conductors must send Rear Brakeman back with "**Danger Signals**." This must be done whether a train is due or not, without reference to other Signals. In carrying out this order, the utmost promptness is necessary; not a moment must be lost in inquiry as to the cause of the stoppage or its probable duration. **Brakemen must go back instantly.** Conductors will be held responsible for the prompt enforcement of this rule.

23. Watchmen must always be on duty during their prescribed hours, taking such precautions as will insure safety of trains. They must see that Signals are all in working order, reporting promptly any defect which they cannot repair.

24. They must light the Signal Lamps an hour before sunset, and not extinguish them in the morning until broad daylight.

25. They must, at all times, be provided with proper hand Signals, and if any obstructions are on the track, or if from any cause the safety of trains is endangered, the **Red Signal** must be promptly and distinctly shown, and no effort spared to warn approaching trains in time. This must always be done without reference to Block Signals, and in case it is foggy, stormy, or in the night, Watchmen must use the **Detonating** Signal in addition to their regular Danger Signal.

26. Signalmen, Flagmen, and Switchmen, must have a copy of "Harlem Line Table," and know the time of passing of all trains.

27. Any Signalman, Flagman, or Switchman absent from his post during his allotted hours will be discharged.

28. The Electric Signals at Junction of S. D. & P. M. R. R. will regulate the trains at that point. Whenever the Signal located on the S. D. & P. M. R. R. above the Junction is at danger it indicates that a train on the Harlem Line is about passing the Junction, and N. Y. C. & H. R. R. train must stop, and not come on to Harlem Line until Signal is changed to "all right." And whenever the Signal located on the Harlem Line, north of Junction, is set at "Danger," it indicates that a N. Y. C. & H. R. Road train is about coming on to Harlem Line, or leaving it; and all trains on Harlem Line must stop, and remain until Signal is changed to "all right." Red Signal with white center located on up track a short distance south of S. D. & P. M. Junction will be observed only by N. Y. C. & H. R. trains. When raised, it indicates that a train on the Harlem Line is approaching and has the "right of way," and N. Y. C. & H. R. trains must stop before crossing down track of "Harlem Line," and wait until Signal is lowered or changed to "all right."

29. New-York Central & Hudson River trains or engines approaching Junction from either direction will sound **two long whistles.**

30. **Draw-Bridge Tenders** must be constantly at their posts, keep themselves provided with necessary signals and tools, and know that everything connected with **Draw and Signals** is in working order.

31. "**Drop Signals**" and "**Distant Electric Signals**" are used in connection with Draw at Harlem River Bridge to indicate when open. Draw cannot be opened without the Drop Signal, which consists of a large red board, or disc, dropping over the approaching line of track. When this signal is dropped, indicating "danger," the Distant Electric Signal will also indicate "danger," and trains must stop before reaching the "**Drop Signal**." At night, a Red Light is displayed, together with the Red Board, or disc, when Draw is open. Engineers must reduce speed on approaching "**Drop Signal**" and not fail to have their trains fully under control and prepared to stop, before reaching Bridge. Should the Distant Electric Signals become disarranged, the Draw-Tender must station a man at the point where Electric Signal is located, who, when Drop Signal is shown, will place Detonating Signals on rail and exhibit the usual Danger Signal, while the Draw is open.

32. When Line is obstructed, and it becomes necessary to use "**Single Track**" over any portion of it, trains will be moved by **Telegraph**. The nature of the order given must be understood perfectly by the **Conductor** and **Engineer** of the train to whom it is addressed, and they must not proceed with their train until they have sent their understanding of the order and received in reply from the person sending such order the words "**All Right**," with his signature attached.

33. All messages received by Conductors and Engineers relative to movements of trains must be returned to **Depot Master, G. C. D.**

34. No Irregular Trains or Engines, without being previously flagged, will be allowed to run between G. C. D. and S. D. & P. M. R. R. Junction without firstly notifying Depot Master and obtaining directions for same.

35. Engineers and Firemen are **directed and required** to avoid creating smoke between Grand Central Depot and Harlem River. No coal must be thrown into furnace between Grand Central Depot and 100th Street or between 119th Street and Harlem River. If it becomes actually necessary to replenish fire it must be done **only** between 100th and 119th Streets; at all other points furnace door must be left open, and fire in such a condition that no smoke will escape from it. This order is imperative, and Watchmen and Signalmen are required to report any violation of it.

36. Engineers and Firemen are also directed to come from Round House with the fire in their Engines in such condition that a heavy dense smoke will not be emitted while standing in front of Depot waiting for departure of their trains.

37. The use of Intoxicating Drink is strictly forbidden, and no one will be employed who is known to be in the habit of drinking intoxicating liquor.

38. Conductors will report to Depot Master, in writing, all accidents to persons or property on this Line.

J. M. TOUCEY, Manager.