### LOCOMOTIVE ADJUSTED TONNAGE RATING

<table>
<thead>
<tr>
<th>T-1</th>
<th>S-1</th>
<th>R-1</th>
<th>P-4</th>
<th>M. C. 701-702</th>
<th>Car Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tons</td>
<td>Tons</td>
<td>Tons</td>
<td>Tons</td>
<td></td>
<td>A</td>
</tr>
<tr>
<td>-----</td>
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<td>-----</td>
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<td>---</td>
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<tr>
<td>4800</td>
<td>3100</td>
<td>3400</td>
<td>3400</td>
<td></td>
<td>5</td>
</tr>
</tbody>
</table>

- **A** — Temperature above 40 degrees
- **B** — 20 to 40 degrees
- **C** — 0 to 20 degrees
- **D** — Below zero

In making up trains by the adjusted tonnage method, the actual gross weight of each car in tons should be increased by adding the car factor. Cars should be added to the train until their total gross weight thus increased approaches as close as possible, but does not exceed, the adjusted tonnage. The train is then complete except the adding of cabooses which has been allowed for in compiling these ratings.

### HEAVIEST ENGINES PERMITTED

#### BETWEEN

| Boston — PT Tower One—Main Line — W Rte. | P 4ab-MC. 701-702 | R1 8 lab-T 1-H3a |
| Boston — North Point, Salem, Mass. Main Line — E Rte. | P 3a-MC. 701-702 | S 1ab-T 1-QH 3 |
| Northey Point, Salem, Mass. to North Berwick | P 3a-MC. 701-702 | K Sabed-G 11a |
| North Berwick to P. T. Tower One — E Rte. | P 4ab-MC. 701-702 | R1 8 lab-T 1-H 3 |
| Worcester to Nashua | P 4ab | @R1 8 lab-T 1-H 3 |
| Rochester to Westbrook | P 2bd | K Sabed-G 11a |
| Stony Brook Branch — Ayer to North Chelmsford | P 4ab | K Sabed-G 11a |
| Medford Branch | C 21de-J 1ab | K Sabed-G 11b |
| Newburyport Branch | J 1be-C 21de | K Sabed-G 11a |
| Salem Branch — Salem to West Peabody | P 3a-P 2bed | K Sabed-G 11a |
| Salem Branch — West Peabody to South Middleton | P 2bed | K Sabed-G 11a |
| Lowell Branch | P 4ab | R1 8 lab-T 1-H 3 |
| Georgetown Branch | B-15-C-19 | B 15-G 10 (B etween Bradford and Island Park, K 8-G 11) |
| Manchester and Lawrence Branch between Lawrence and Haverhill St., Lawrence | AP 3a-2bed | K Sabed-G 11a |
| Manchester and Lawrence Branch between Haverhill St. Lawrence and Manchester | P 2bed-J 1ab-C 21de | K Sabed-G 11a |
| Former Merrimac Branch | J 1be-C 21de | K Sabed-G 11a |
| Portsmouth Branch | P-3, MC 450 to 470 Inc., J 1e-C 21de | K Sabed-G 11a |
| Portsmouth Branch — Between Portsmouth and Rockingham | P 3a | K Sabed-G 11a |
| Rockingham and Manchester | P 2bd(P 3a-25 M., P. H.) | K Sabed-G 11a |
| Lakeport Branch — Dover to Rochester | MC-701-702 | K Sabed-G 11a |
| Rochester to Alton | P 2bed | @H 1ab |
| Somersworth Branch | P 2bed | K Sabed-G 11a |
| Saugus Branch | P 2bd | G 11 |
| Swampscott Branch | J 1abe-C 21de | K Tabe |
| Marblehead Branch | P 2bd | K Sabed-G 11a |
| Danvers Branch — Salem and Peabody | P 2bd | #K Sabed-G 11a |
| Peabody and Danvers | **P 2bed** | **K Sabed-G 11a-1B** |
| Gloucester Branch | A 47acef | B 15-G 10 |
| Essex Branch | P 3a-MC. 701-702 | K Sabed-G 11a |
| Amesbury Branch | P 3a (MC. 701-702, 15 M.P.H. over Bridge 67.94 north of Jewett) | K Sabed-G 11a |
| Conway Branch | J 1be-C 21de | K Tabe |
| Wolfeboro Branch | | K Tabe |

Motor rail car No. 1140 may operate only in that territory over which P2 or heavier type engines are now permitted.

# Speed restriction over Bridge 17.96 (old 147) 0.4 mi. South of Peabody 10 M.P.H.
HEAVIEST ENGINES PERMITTED

At West Lynn, class K-8 or larger locomotives are restricted from using tracks 12, 13, 14 and 16 in Bennett Street Yard. No engine larger than Class J (3200 to 3244) is allowed to couple with Class P-3 (3700 to 3709) except on Western and Eastern Route main lines, between Worcester and Lowell Jct. and on Somersworth and Conway Branches.

- Ten miles per hour over Bridge 36, 0.3 miles south of Nashua Union Station.
- C-11 B switch engines (numbers 430-452) may operate over Gloucester Branch with the following modifications:
  - 15 miles per hour over Eastward track on bridge 192 East of Beverly Farms.
  - 15 miles per hour over Eastward and Westward tracks on bridge 196 east of Manchester and on bridge 200 west of W. Gloucester.
- # K class cannot be operated on Rockport Loop.
- # Fifteen miles per hour over Bridge 157, 1 mile west of Danversport.
- Ten miles per hour over Bridges 140 and 141.

P2-bed and K8-abed engines between Lawrence and Manchester, N. H., with following restrictions:
- 10 m.p.h. over 3r. No. 26.23 (109) 0.2 mile So. of No. Lawrence.
- 5 " " " No. 46.49 (216) 0.3 " So. of Londonderry.
- 5 " " " No. 52.23 (221) 0.8 " " Manchester.
- K8 engines also Minute Man series cars of coal, is permissible on Portsmouth Branch with a speed restriction of 15 miles per hour over Bridge 338, located 0.88 mile north of Raymond, and Bridge 378, located 0.56 mile north of East Candia.
- May operate over the Saugus Branch from Everett Junction up to Bridge 10.21 (old No. 120) six tenths of a mile east of Saugus. On the other end, namely the Lynn end, these engines may operate westbound over the Saugus Branch up to Bridge 11.48 which is old 122 seven tenths of a mile west of Raddin. Bridges over which they are not allowed are 10.21 (old 120), four tenths of a mile at East Saugus, Bridge 10.76 (old 121) one tenth of a mile east of East Saugus, 11.48 (old 122) seven tenths of a mile west of Raddin.
- H-2 and H-3 type switch engines, speed restriction ten (10) miles per hour over Bridge No. 12.84 (old 21) at Swampscott. They are not permitted on Beverly Drawbridge.
- Operation of Mountain type engines is permitted on Wye tracks at the following points:
  - Lawrence, using former M & L northbound main when moving over Bridge No. 26.00.
  - Newton Jct.
  - Rockingham.
  - Dover, with a speed restriction of 5 m.p.h. in movement over Bridge No. 67.58.
  - North Chelmsford.
  - Ayer.

CAB WINDSHIELDS.

Cab windshields on T-1 and P-4 type engines must be closed at the following points:
- 200 ft. each side of Bridge No. 173, Mystic Ave., East Somerville.
- 100 ft. each side of Bridge No. 5.94, Linden Street, Wakefield.
- 200 ft. each side of Bridge No. 10.50, Winn Street, Wakefield.
- Passing water plugs at Rockingham.
- 200 ft. each side of Bridge No. 18.43, Boylston Street, east of Bleachery.

OPERATION OF MAINE CENTRAL ENGINES.

Between Boston and Portland restricted as below:

<table>
<thead>
<tr>
<th>MAINE CENTRAL ENGINES</th>
<th>Must not operate</th>
<th>Route</th>
<th>Between</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nos. 601 to 632, inc.</td>
<td>(restricted)</td>
<td>Eastern</td>
<td>Boston and North Berwick</td>
</tr>
<tr>
<td>Nos. 466-467-468-469-470-701-702</td>
<td>Can operate</td>
<td>Eastern</td>
<td>Boston and Portland</td>
</tr>
<tr>
<td>Nos. 466-467-468-469-470-601 to 632, inc.-701 and 702</td>
<td>Can operate (Not restricted)</td>
<td>Western</td>
<td>Boston and Portland</td>
</tr>
</tbody>
</table>

J. G. CLARKE
Trammaster

G. B. MORRILL
Chief Train Dispatcher

G. H. COOK
Asst. Chief Train Dispatcher

J. J. MCDONOUGH
Asst. Chief Train Dispatcher

TRAIN DISPATCHERS

BELIEF TRAIN DISPATCHERS
A. M. O'Shan A. M. SHANNON W. F. J. DRISCELL A. M. O'Shan

EXTRA TRAIN DISPATCHERS
R. H. Hamor E. C. Storer F. B. Wing
SPECIAL INSTRUCTIONS.
NEW HAMPSHIRE AND TERMINAL DIVISIONS.

MANUAL BLOCK TERRITORY.

LEXINGTON BRANCH  West Cambridge and Lexington.
5:45 A.M. to 8:00 P.M. Week-days.
manual block system for Lexington Branch at West Cambridge is remotely operated from Waltham Tower.
All northward trains for Lexington Branch at West Cambridge will accept the signal indication as authority to move into manual block territory.
Lexington Branch trains finding signal indicating stop, will immediately communicate with Train Director at Waltham Tower for instructions, which will govern instead of clearance cards A, B, C or D. Train Director at Waltham Tower will not give clear block orders until he has received telegraph report from “J-D” telegraph office, Boston, where Conductors will leave such signal slips promptly on arrival.
Conductors of all other southward extra, on arrival at West Cambridge, will report direct to Train Director at Waltham by telephone the arrival of their train at West Cambridge.

14. WHISTLE SIGNALS.
Signal 14(L) is not to be sounded for Public crossing or in the territory as restricted below, except in cases of emergency.

MAIN LINE IN MASSACHUSETTS.

WOBURN LOOP — south of North Woburn.

LEXINGTON BRANCH — from Fens to North Lexington Station, except 14(L) be sounded by inward trains for Mill St., Arlington and Revere, Newton, Lexington, and by all trains for Linwood St., Arlington and Bow St., Lexington.
Bedford, Mass. — Main and Spring Streets.
Concord, Mass. — Monument and Lowell Streets.

By inward trains for Gould, Pleasant, Central and Williams Sts., Lindenwood Rd., and Cottage St. in Stoneham, and Albany and Washington Sts. in Woburn.

Sound Signal 14(m)

WOBURN LOOP — at “one long” post 500 feet each side of Clark’s private crossing one-half mile north of No. Woburn.
LEXINGTON BRANCH — at “one long” post 500 feet each side of “Old Piggery” crossing one mile south of Bedford, private crossing just north of Bedford Springs and private crossing (Camp Naomi), 1600 feet south of Bennett Hall.

STONEHAM BRANCH — approaching Oakland.

South Wilmington — Southward trains sound whistle at post located about 1200 feet north of private crossing just north of station.

Omit Signal 14(m)
On mainline south of Wilmington, on Woburn Loop south of North Woburn, and on Lexington Branch south of North Woburn.

NASHUA. — 14(L) omitted from Seventh Street to Crown Street, inclusive (Worcester Line).

MANCHESTER, N. H. — Between Manchester Station and Amoskeag Bridge except outward trains that do not stop at MANCHESTER Station will sound 14(L) for GRANITE STREET.

HOOKSETT, N. H. — NORTHWARD TRAINS.
2500 feet south of the Londonderry Turnpike (Hooksett Station) Crossing, one long whistle.
500 feet south of Bow River Road (flasher protected) Crossing, one whistle.

SOUTHWARD TRAINS.

Sixty (60) rods north of Bow River Road Crossing, regulation whistle 14-L will be sounded.

CONCORD, N. H. — Inward at a point eighty rods north of PENACOOK Station, sound whistle once of not over two seconds duration. CONCORD-WELLS RIVER MAIN LINE inward trains sound whistle twice of not over two seconds duration each at sign south of Merrimack River Bridge.

FERRY STREET, outward trains from passenger station will sound whistle once of not over two seconds duration at Arlington.
5(L) will be sounded approaching Concord Tower.

LAConIA, Lakeport, N. H. — Crossing whistles may be modified through the City of Laconia, N. H. as follows:

NORTHWARD.
Bay Street. — (14-l) at post 900 feet south, will answer for Bay and Fair Streets.
Water Street. — (14-m) 500 feet south, will answer for Pleasant, Main, and Lower Messer Streets.
Messer Street (upper). — (14-l) at post 900 feet south.
Elm Street, Lakeport. — (14-m) at sign 500 feet south.

SOUTHWARD.
Elm Street, Lakeport. — (14-l) at post 825 feet north.
Messer Street (upper). — (14-l) at post 900 feet north.
Messer Street (lower). — (14-m) 825 feet north will answer for Main and Pleasant Streets.
Water Street. — (14-m) 500 feet north.
Fair Street. — (14-m) 500 feet north will answer for Bay Street.

OTHER EXCEPTIONS RULE 14.

EXTRA TRAINS will between the hours of 5:00 A.M. and 6:00 P.M. sound 14(m) approaching curves with the exception of at and south of NORTH WOBNUR, WILMINGTON and NORTH LEXINGTON.

BLEACHERY TOWER. — Engines of freight trains which are to take water at MIDDLESEX will sound signal, one short and one long, as notification to tenders that water is to be taken at MIDDLESEX.

33. PUBLIC CROSSINGS.

Highway Crossings Having Automatic Protection with Cut-Out Device.

MAIN LINE NORTH.

Potter Place, N. H. — New London Road Control box on post West side of track.
Lebanon, N. H. — Banks, Spencer and Mill Streets. Control box on post East side of Spencer Street. Mill Street, Control Box on Pole North of Signal Maintainer’s Headquarters, Mill and Masconomet Control Box on north side of Block 1401.

CONCORD, WELLS RIVER, VT.
Laconia, N. H. — Bay, Fair, Water, Pleasant and Main Streets. Lever south of Pleasant Street on west side of track.
Lakeport, N. H. — Elm Street. Control box on outside of crossing watchman’s shanty.
Meredith, N. H. — Daniel Webster Highway. Control box on East side of track south of Highway. New Hampton Road control box adjacent to switch to Frisco Lumber Co.

WHITE RIVER JCT — BERLIN — GROVETON.
Whitefield, N. H. — Littleton Road Crossing. Control box on station near base window.

CLAIRMONT BRANCH.

Crossings mentioned below are regularly protected as stated. During period in which no protection is provided, all trains stop and a member of the crew protect crossing.

WOBURN LOOP.

Location Crossing Hours of Protection
Cross St. Cross St. Week-days 5:55 A.M. to 12:05 A.M.
Woburn Highlands Fowles St. Week-days 6:00 A.M. to 12:05 A.M.
Bowburn Woburn Main St. Week-days 5:55 A.M. to 12:05 A.M.
Green St. Main St. Week-days 5:55 A.M. to 12:05 A.M.
Ashland Main St. Week-days 5:55 A.M. to 12:05 A.M.
Concord Pleasant Ave. Week-days 5:55 A.M. to 12:05 A.M.
Central Square Winn St. Week-days 5:55 A.M. to 12:05 A.M.
Lowell and School St. Week-days 5:55 A.M. to 12:05 A.M.
No. Woburn School St. Week-days 5:55 A.M. to 12:05 A.M.
Sundays 8:45 A.M. to 11:35 A.M.
If last passenger train is late crossing watchman will remain on duty until it passes.

Inward trains must approach Woburn at restricted speed, and, if semaphore signal at north end of platform is in stop position must stop north of Pleasant Street.

**WOBURN.**

Southward trains making stop at Station will stop so that rear of train will clear Pleasant St. Crossing at north end of station.

Northward trains making stop at Station will stop clear of Pleasant St. Crossing, and when ready to start will ring bell, but will not start train until gates are lowered or crossing protected.

**WINCHESTER HIGHLANDS.**

The side track of General Crushed Stone Company passes over crossing known as Holton Street. A member of the crew must protect this crossing while engine or car is approaching or passing over it.

**BILLERICA SHOP.**

Trains, Engines, cranes and any power-driven equipment will stop and a member of crew will protect before passing over main crossing in Billerica Shop Yard.

Crews will proceed with caution when approaching side walk at power Plant andinder path at Storeroom.

**STONEHAM BRANCH.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Crossing</th>
<th>Hours of Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montvale</td>
<td>Central St.</td>
<td>Weekdays 6:30 A.M. to 8:00 A.M.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saturdays 4:45 P.M. to 6:40 P.M.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sundays 1:30 P.M. to 6:40 P.M.</td>
</tr>
<tr>
<td>Lindenwood</td>
<td>Montvale Ave.</td>
<td>Weekdays 6:30 A.M. to 8:00 A.M.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saturdays 4:45 P.M. to 6:40 P.M.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sundays 1:30 P.M. to 6:40 P.M.</td>
</tr>
<tr>
<td>Farm Hill</td>
<td>Main and Cen-</td>
<td>Weekdays 6:30 A.M. to 8:00 A.M.</td>
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<tr>
<td></td>
<td>tral Streets 1</td>
<td>Saturdays 4:45 P.M. to 6:45 P.M.</td>
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<tr>
<td></td>
<td></td>
<td>Sundays No Protection</td>
</tr>
</tbody>
</table>

If last passenger train is late crossing watchman will remain on duty until it passes.

Stoneham branch, outward trains will not exceed 20 miles per hour from Montvale to Albany Street crossing and all switching at the inward ringing section will be done by outward trains.

**HILL CROSSING FREIGHT CUT-OFF.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Crossing</th>
<th>Hours of Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Somerville Highlands</td>
<td>Cedar Street</td>
<td>Daily 3:00 P.M. to 7:00 A.M.</td>
</tr>
<tr>
<td>West Somerville</td>
<td>Grove St.</td>
<td>No Protection</td>
</tr>
<tr>
<td>No Cambridge</td>
<td>College Ave.</td>
<td>Mon. to Sat. 12:30 P.M. to 7:00 A.M.</td>
</tr>
<tr>
<td></td>
<td>Cameron Ave.</td>
<td>Sunday 3:00 P.M. to 7:00 A.M.</td>
</tr>
</tbody>
</table>

Crossing tenders at above crossings will remain on duty for passage of last F. Div. freight train.

**LEXINGTON BRANCH.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Crossing</th>
<th>Hours of Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake St.</td>
<td>Lake St.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Arlington</td>
<td>Mass. Ave.</td>
<td>Weekdays 5:50 A.M. to 7:45 P.M.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mon. to Fri. 5:50 A.M. to 8:40 A.M.</td>
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<tr>
<td></td>
<td></td>
<td>Saturday 5:50 A.M. to 8:40 A.M.</td>
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<tr>
<td></td>
<td></td>
<td>1:40 P.M. to 6:10 P.M.</td>
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<tr>
<td></td>
<td></td>
<td>Sunday No Protection</td>
</tr>
<tr>
<td>Lexington</td>
<td>Woburn</td>
<td>Mon. to Fri. 5:40 A.M. to 8:25 A.M.</td>
</tr>
<tr>
<td></td>
<td>Merriam St.</td>
<td>4:55 P.M. to 7:40 A.M.</td>
</tr>
<tr>
<td></td>
<td>Hancock St.</td>
<td>Saturday 5:40 A.M. to 8:25 A.M.</td>
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<tr>
<td></td>
<td></td>
<td>2:00 P.M. to 6:25 P.M.</td>
</tr>
</tbody>
</table>

Above schedule at Arlington and Lexington covers regular service. If passenger train late crossing-tender will remain until it passes.

**BILLERICA, MASS. — Salem Road Crossing. Flashes.** All light engines or trains out of Billerica Shop onto Lexington Branch enroute to Lowell will proceed on the main track, under proper protection, to a point 25 feet south of this crossing and wait until switch leading to Billerica shop has been restored to normal position before proceeding to Lowell in order to have signal properly function.

**Lexington, Mass. Flasher at Revere St.** On account of switching movements there was put in a special circuit at Revere Street, and trains approaching from the south and having switching to do at Lexington Lumber Co. will proceed north so that the rear end will be wholly over Revere Street crossing; then back up and do their switching at Lexington Lumber Co., and before proceeding north, back entire train south until engine is south of ringing section for Revere Street and then proceed north without stopping.

**TRAFFIC SIGNALS AT MASSACHUSETTS AVENUE CROSSING, ARLINGTON.**

CROSSING gates removed from posts at Massachusetts Avenue Crossing (just south of Arlington Station); and crossing protected by manually controlled traffic signals.

Between 5:00 A.M. and 7:45 P.M. **week days**, crossing watchman will manually operate signals for passage of trains.

**Trains passing** over this crossing during other hours will stop before reaching crossing, send flagman ahead to put signal lights at “Red” while train is passing over crossing, then after passage of train, flagman will put signal lights back to normal position of “Green”.

Signal light control box is located on post on “island” on northerly side of Massachusetts Avenue.

Control lever in box is locked in normal position “Green” by switch lock. Unlock lever, pull down latch and move lever to the right to display “Red”. After train passes, throw lever back to the left, put up latch, insert lock in lever and lock in normal position “Green”.

**NEWBURY, N. H. — STATE ROAD CROSSING.**

Caretaker-crossing-watchman.

Week-days on duty for 3802-3803-3808-3807.

Sundays No protection.

Other movements protect as per General Rules.

**CLAIREMONT, N. H.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Week-days</th>
<th>Sundays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pleasant St.</td>
<td>7:00 A.M. to 4:30 P.M.</td>
<td>No protection.</td>
</tr>
<tr>
<td>Mulberry St.</td>
<td>7:00 A.M. to 4:30 P.M.</td>
<td>No protection.</td>
</tr>
</tbody>
</table>

When ever crossing watchman at Mulberry and Pleasant Streets, Clairemont, N. H., are away from their stations during the specified hours of protection, a red flag by day or a red light by night will be placed on track and trains must stop clear of crossing.

**Clairemont, N. H.** When switching movements are being made on either north track or “Electric Spur” over Tyler Street, a member of the crew protect signals.

**Canaan, N. H.** Private crossing just north of station must be opened when freight trains are blocking same on days and hours it will be used by school children to avoid injury by their going under or between cars.

**WILMINGTON JUNCTION BRANCH.**

There are four crossings between Wilmington and Wilmington Junction, in the following order from Wilmington Junction to Wilmington:

**First — Salem Street (formerly Big Elm) crossing, 1.2 miles south of Wilmington. Protected by flashers.**

**Second — Glen Road (formerly Carter Street) crossing, 1 mile north of Wilmington. Protected by flashers.**

**Third — Clark Street, .6 mile north of Wilmington. Protected by flasher.**

**Fourth — Main Street, 3 mile north of Wilmington. 24 hour protection.**

To avoid false indications at Clark Street, the Crossing Watchman at St. Willington will hold northward semi-automatic home signal at Clark St. at “Stop” indication while switching movements are being made south of Clark St.
KEENE BRANCH.

Location Crossing Hours of Protection
Nashua Union Sta. Temple Street Week-days Protection for train 306 only; all other movements stop and member of crew protect.
Sundays. No protection.

NORTH WEARE BRANCH.

Goffstown Main St. Week-days 7:15 A.M. to 12:00 N’W 1:00 P.M. to 4:15 P.M.
Sundays No Service.

CONCORD AND WELLS RIVER.

Tilton Main St. Week-days 5:45 A.M. to 11:30 P.M.
Sundays 4:35 A.M. to 11:30 P.M.
Laconia, N.H. Pleasant and Main Sts. (Week-days) 6:00 A.M. to 10:00 P.M.
(Sundays) 5:00 A.M. to 9:00 P.M.
Bay, Fair, Water, Messer Upper Crossing, Messer Lower Crossing Flasher.
Flasher.
Flasher.
Flasher.

Semi-automatic yard signal located south of and semi-automatic yard signal located north of Laconia are controlled by a lever located at Pleasant Street. When switching at Laconia, the lever must be reversed, which sets signal in stop position and cuts out automatic flash crossing signals at Bay, Fair, Water, Pleasant, Main Streets, and while signals are in this position all movements must be protected over these crossings by member of crew.

After switching is completed, lever must be set back to the normal position.

LAKEPORT Elm St. Crossing watchman Week-days 6:10 A.M. to 7:15 P.M.
Flashers 7:15 P.M. to 6:10 A.M.
Sundays Flashers.
Flasher will be cut in for normal operation at all times, except when necessary to cut out of false indication. Cut out switch located on outside of Crossing Watchman’s Cabinet.

WOODSVILLE.

Highland and Mill Streets.

Between the hours of 6:45 P.M. and 6:45 A.M. (during which time crossing watchman not on duty) all trains and engines moving from Woodsville Station over Mill and Highland Streets on any of the three tracks with engine backing or with cars ahead of the engine will sound 14 (10) once to cover both crossings at a sufficient distance to insures full protection.

WHITEFIELD, N. H.—CROSSING FLASHER—LITTLETON ROAD.

Switch circuit controller on switch leading to Maine Central interchange track.

Trains shifting or working between Maine Central crossing and highway just south of station will cut and leave rear end of train north of diamond crossing. They will pass over highway crossing south of station, then make reverse move.

Either some part of train must be on track between Maine Central crossing and highway south of station or switch left reversed (open) leading to Maine Central.

After work is completed entire train to be backed north of diamond crossing and then proceed south. These moves must be made to eliminate false flashing of crossing protection signals.

BERLIN, N. H.

Mason St. Week-days 8:10 A.M. to 5:10 P.M.
Sundays No protection

At crossings specified below all trains must stop within fifty (50) feet of the crossing and a member of the crew protect crossing. Freight train switching over said crossing a member of the crew protect all movements.

Stoneham Pleasant Street and Gould Street.
Arlington, Mass. Lake Street.
No. Lexington Bedford Street.
Bedford, Mass. South Street, Main Street, Loomis Street.
So. Billerica Spring Street Crossing.

Bennett Hall Main Street.
Billerica Monument Street.
Concord, Mass. Main, Front and Charles Streets, Keene Branch.
Nashua, N. H. Nashua Street.
Milford, N. H. South Union, Cottage and West Streets.
Hillsboro Hiland Street.
West Hopkinton Henniker Road
Bennington, N. H. Bridge Street.
Nahor, N. H. Depot Street.
West Manchester, N. H. Woolen Mills (Private).
Lakeport, N. H. New Bridge Crossing.
Groveton Hancock Turnpike.
Bradford, N. H. State Road.
Newport, N. H. Main Street.
Claremont, N. H. Belknap Avenue.

OTHER HIGHWAY CROSSING REGULATIONS.

No train or engine will obstruct any farm crossing in the State of Vermont for a longer period than five consecutive minutes, and conductors will be particular to uncouple their trains and clear the crossings if they find it necessary to remain longer.

88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS AT DESIGNATED POINTS.

Unless otherwise directed, the following tracks will be used in meeting or passing at points named:

WHITE RIVER JCT., VT. Track 9 Woods Yard, capacity 48 cars.
FAIRLE, VT. Long siding on west side south of station.
BRADFORD, VT. Long siding north of station.
WELLS RIVER, VT. Baldwin siding (capacity 55 cars).
LITTLETON Long siding north of station.
WHITEFIELD JCT. Long siding south of crossover opposite old engine house location. Time of outward trains to apply at crossover.

WHITEFIELD, BERLIN track.
WAUMBEK JCT. First siding south of diamond.
NORTHUMBERLAND Siding north of station.
TILTON, N. H. Long siding south of Freight station.

The schedule time of trains will apply at the passenger station at Sugar Hill, Littleton and Bethlehem, Whitefield, Waumbeck Jct., Highlands, Northumberland, Bradford, Tilton, Laconia, Winona and Wentworth. Inferior trains must protect themselves between passenger station and passing track. Unless otherwise specified, the time named in wait orders (Form E) at these stations will apply at the passing track.

At Northboro the crossover switch will be considered the south switch; and the time of Inward trains will apply at this switch.
At Contoocook—West end of passing track and Wye track may be blocked by cars.
Outward scheduled passenger Trains that are to take siding at CONTOOCOOK will enter siding at middle cross-over when conditions will permit.
Inward trains will stop to clear cross-over when scheduled by time-table or train orders to meet opposing scheduled passenger trains at CONTOOCOOK.

Inward trains that are to take siding at Contooook to meet outgoing trains may leave by lower switch when way is known to be clear.

At Franklin, N. H., scheduled passenger trains will be given pass to cross-over at south end of Passenger Station.

Scheduled passenger trains taking siding at Canaan to meet or pass another train will use “Passenger Siding.”

Westboro, N. H. Passing siding has capacity of 94 cars. On account of close side clearance Bridge 116 this track cannot be used by passenger trains and no train engine will pass under Bridge 116 on either main line or passing track while adjacent track is occupied by cars, engine or other equipment. All outward trains using passing track will use cross-over switch just north of overhead bridge in drawing out of this track. All inward trains will use this crossover switch in entering passing track. Motion of trains on this track north of crossover will be made only as instructed by Yard Master.

Outward freight trains that set off on this track will immediately communicate with General Yard Master’s office by telephone either from Westboro Engine House or Westboro Station for instructions.

South Lowell siding extends from southerly switch to crossover south of Lundberg Street Bridge.

Middlesex siding extends from cross-over at Bridge 26.89 (Pawtucket St.) to extreme northerly switch at North Chelmsford.

Manchester Northward Siding extends from southerly switch to cross-over at Freight Tower.

Plymouth, N. H. When first class outward trains are to take siding at Plymouth, they will take siding at crossover opposite freight station.

Siding capacities, as shown, make an allowance for an engine, of 90 feet or the equivalent of two freight cars.

92. YARDS LIMITS DEFINED BY YARD LIMIT BOARDS

Light engines, drafts and yard engines will move from Lakeport Station to Lakeport Station or from Lakeport to Lakeport Station, only as authorized by timetable or train orders.

At Concord, N. H., trains of the Suncook Valley Railroad will use the tracks of the Boston & Maine R. R. within yard limit as prescribed by Rules.

Nashua, N. H. Yard limit has been extended to include Hudson, N. H.

Lakeport, N. H. Yard limit has been extended to include Lily Pond, WOODSVILLE.

All trains and engines will approach the sidings between the freight house and passenger station at restricted speed, unless the switches are properly set and the route is open or known to be clear. And in addition, trains from Mountain Road must receive a Proceed signal given by the switchender on the ground. A green light will be used to give this signal by night.

USE BY BOSTON AND MAINE RAILROAD FREIGHT TRAINS OF MAINE CENTRAL RAILROAD MAIN TRACK AT WHITEFIELD, N. H.

Maine Central Railroad General Rule 93 reads:—

“Within yard limits the main track may be used, protecting against first, second and third-class trains. Extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.”

Maine Central Railroad General Rule 93b reads:—

“Extra Trains must be under full control in entering yard limits, and responsibility for accident due to violation of the rules, will be held to rest with train entering yard.

Yard engines and engines moving in yard limits must keep clear of each other and must be prepared at all times to stop within half the limit of the vision of the engineman.

Light engines running within yard limits will be governed by the same rules and regulations that apply to switching engines.”

Yard Limit Signs on the Maine Central Railroad at Whitefield are located:

On easterly side (toward Portland) — 1310 feet from Diamond Crossing.

On westerly side (toward St. Johnsbury) — 3504 feet from Diamond Crossing.

When necessary in performance of their work, Boston and Maine Railroad trains and engines may use the Maine Central main track within yard limits at Whitefield, complying fully with Maine Central Railroad Rules 93 and 93b, quoted above.

Maine Central Railroad Register Book, in which all Maine Central Railroad trains register at Whitefield, is located in Register cabin at Diamond Crossing.

Current Maine Central Railroad Time Table is located in the Register Cabin.

High Street Crossing. — Flasher protected, cut-outs located in box on post at crossing. Instructions for use of cut-outs posted in box.

USE OF BOSTON & MAINE R. R. MAIN TRACK AT WHITEFIELD, N. H. BY MAINE CENTRAL R. R. TRAINS AND ENGINES.

Maine Central trains may move over Boston and Maine R. R. main track between Diamond Crossing and passenger station complying with the following:

There is an electrically operated home signal located about 2000 feet south of Diamond Crossing on Boston and Maine main line, and governing northerward Boston and Maine movements. Switch controlling this signal is located in cabin at Diamond Crossing. There is also in the cabin a repeater indicator of the semaphore type which repeats actual position of the signal.

Maine Central conductor, or trainmen designated by conductor, of a train to move over Boston and Maine track will first operate switch from “N” position (which holds signal “clear”) to “Y” position which sets signal in “stop” position, observe actual movement of repeater semaphore from “clear” to “stop” position, three minutes and then proceed if no opposing train movement is in evidence. All movements are to be made at restricted speed.

Before moving onto Boston and Maine track all balls and/or lights must be in the down position on signal mast at Diamond, and must remain in that position while Boston and Maine track is occupied.

When train or engine is clear of both the Boston and Maine track switch must be operated to “clear” position, and engine observed to go to clear.

If indicator fails to go to “stop” position upon proper manipulation of switch, M. C. train or engine must be fully protected as required by rule 99 before entering, and while occupying B. & M. main track.

During hours of telegraphers are on duty at Whitefield station, M. C. engines may stop at “All Right” motion from station employees before setting the home signal — this to avoid delays to B&H trains which may be approaching.

DETOURED TRAINS.

Between Winchester and North Woburn Junction trains may be run via Main Line or Woburn Loop with the current of traffic, on receiving proper signal at Winchester or North Woburn Junction. When so detoured will have the rights of an Extra only, without display of signals as per General Rule 21. Train Director will not detour trains without authority from Train Dispatcher.

RAILROAD CROSSINGS AT GRADE.

All trains will stop before passing over railroad crossings at grade at the following points:

Whitefield Crossing.

Coos Junction, Whitefield, Waumbeek Junction, Wells River and Elmwood.

WELLS RIVER, M. & W. R. B. CROSSING.

Each engine approaching the crossing from either direction on Main Line or siding west of main line, will bring his engine to a stop at some point within 1000 feet from the crossing. If the way is clear, he may then proceed at restricted speed over crossing, but must sound the whistle before starting.

SPEED RESTRICTIONS FOR SANTA FE, MOUNTAIN AND LIMA ENGINES.

Concord, N. H. (slip 42, signal tower) 12


200 TON (EAST DEERFIELD) WRECKING CRANE.

May operate only between White River Jet and Berlin complying with all Time Table or other Restrictions now in existence, and restricted to speed of 10 miles per hour over the following bridges:

No. 93.74 (old 102) Conn. River, Woodsville.

No. 143.06 (old 273) 0.2 mile north of Appalachia.

No. 144.13 (old 255) north of Randolph.

No. 148.13 (old 262) 0.2 mile north of Gorham.

MINIMUM TIME BETWEEN STATIONS.

The following speed restrictions will govern and no train at any time will consume less than shown below:

<table>
<thead>
<tr>
<th>Train Type</th>
<th>Minimum Time (Minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger</td>
<td>4-6</td>
</tr>
<tr>
<td>Freight</td>
<td>7-12</td>
</tr>
</tbody>
</table>

Summit Siding to Cardigan station 4 6
Haleÿon station to Franklin station 7 12
Mascoma station to Lebanon station 5 7
Lebanon to Westboro station 6 5
Bowman to Randolph 8 11
Randolph to Gorham 12 15
Bowman to Jefferson 13 15

Above does not, in any way, supersede speed restrictions for curves or other speed restrictions in above territory as shown on timetable.
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DIRECTION</th>
<th>MILES PER HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between M.P. — B7 — W323 one half mile south of Gorham, N.H. and M.P. — B10 — W320 one mile north of Randolph, N.H.</td>
<td>20 20</td>
<td></td>
</tr>
<tr>
<td>Berlin, Mason Street, South of station</td>
<td>8 8</td>
<td></td>
</tr>
<tr>
<td>Berlin Yard and MP 23 — one-half mile south of Gorham both directions</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Maine Central Engines 601-631 restricted 15MPH over Bridge 93.74 one mile north of Northwood and Bridge 117.54 — 2.8 miles North of Littleton-Bethlehem Station.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No train will exceed eight miles per hour over Cottage St. crossing just north of Littleton station between the hours of 5:30 P.M. and 9:30 A.M. week-days and all hours Sunday.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GROVETON BRANCH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum</td>
<td>30 30</td>
<td></td>
</tr>
<tr>
<td>Groveton Yard</td>
<td>20 20</td>
<td></td>
</tr>
<tr>
<td>Wye at Whitefield Jct. and Turntable at Groveton are restricted to B15 engines.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The speed of all trains over the following crossings must not exceed eight miles per hour:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groveton, N.H.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanic Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groveton, N.H.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WOBURN LOOP.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Speed</td>
<td>45 30</td>
<td></td>
</tr>
<tr>
<td>Woburn (sharp curves between Abbott St. and water plug) located south of Main St. crossing</td>
<td>30 30</td>
<td></td>
</tr>
<tr>
<td>WILMINGTON JUNCTION BRANCH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum</td>
<td>40 35</td>
<td></td>
</tr>
<tr>
<td>LEXINGTON BRANCH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Speed</td>
<td>45 30</td>
<td></td>
</tr>
<tr>
<td>Between Bedford and Concord, Mass.</td>
<td>25 25</td>
<td></td>
</tr>
<tr>
<td>Between Bedford and North Billerica</td>
<td>35 35</td>
<td></td>
</tr>
<tr>
<td>Fens to flasher protected Crossing 800 ft. north</td>
<td>20 20</td>
<td></td>
</tr>
<tr>
<td>Arlington — Mass. Ave. and Swan Place Crossings</td>
<td>10 10</td>
<td></td>
</tr>
<tr>
<td>Arlington Yard (Curve)</td>
<td>15 15</td>
<td></td>
</tr>
<tr>
<td>Lexington (east Main St. crossing)</td>
<td>20 20</td>
<td></td>
</tr>
<tr>
<td>Bedford — Shady Hill Crossing</td>
<td>5 5</td>
<td></td>
</tr>
<tr>
<td>Howe's Crossing (Curve) (1 mile north of Bedford)</td>
<td>25 25</td>
<td></td>
</tr>
<tr>
<td>Bedford Springs (Curve)</td>
<td>25 25</td>
<td></td>
</tr>
<tr>
<td>Bennett Hill (Curve)</td>
<td>25 25</td>
<td></td>
</tr>
<tr>
<td>Ice track (Curve) between South Billerica and Turnpike Hill Crossing and Boston Yard Limit Board (First cut off after)</td>
<td>30 30</td>
<td></td>
</tr>
<tr>
<td>STONEHAM BRANCH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Speed</td>
<td>30 30</td>
<td></td>
</tr>
<tr>
<td>Montvale to Albany St. (outward)</td>
<td>20 20</td>
<td></td>
</tr>
<tr>
<td>Pomworth St. (inward)</td>
<td>12 12</td>
<td></td>
</tr>
<tr>
<td>FRANKLIN AND TILTON BRANCH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Speed</td>
<td>25 25</td>
<td></td>
</tr>
<tr>
<td>Franklin Falls (Curve north of station)</td>
<td>20 20</td>
<td></td>
</tr>
<tr>
<td>CLAREMONT BRANCH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Speed</td>
<td>35 30</td>
<td></td>
</tr>
<tr>
<td>Garrison, Knight St., 8:00 A.M. to 9:00 A.M. and 3:00 P.M. to 4:00 P.M. week-days</td>
<td>5 5</td>
<td></td>
</tr>
<tr>
<td>Contoocook (Marking Post to Highway Crossing) Westbound</td>
<td>5 5</td>
<td></td>
</tr>
<tr>
<td>Contoocook (Highway Crossing) Eastbound</td>
<td>10 10</td>
<td></td>
</tr>
<tr>
<td>Newport, N.H. (Main Street)</td>
<td>4 4</td>
<td></td>
</tr>
<tr>
<td>Guild (Reverse Curve)</td>
<td>15 15</td>
<td></td>
</tr>
<tr>
<td>Chandler, N.H. (Between Station and Bridge 176)</td>
<td>10 10</td>
<td></td>
</tr>
<tr>
<td>Claremont (Across Broad St., from ringing point inward)</td>
<td>10 10</td>
<td></td>
</tr>
<tr>
<td>Claremont Jct. — Highway Crossing North Wye</td>
<td>5 5</td>
<td></td>
</tr>
<tr>
<td>PEMIGEWASSET VALLEY BRANCH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Speed</td>
<td>35 25</td>
<td></td>
</tr>
<tr>
<td>Maximum speed Pacific Type Locos.</td>
<td>25 25</td>
<td></td>
</tr>
</tbody>
</table>
KEENE BRANCH.

MILES PER HOUR

<table>
<thead>
<tr>
<th></th>
<th>Pass</th>
<th>Pet.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Speed</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>Between Charles and Main Sta., Nashua</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Ringing the bell the entire distance.</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Wilton and Stone Mill Crossing</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>South Lyneboro, crossing</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>South Lyneboro, Burtick's Crossing</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>South Bennington, N. H., crossing</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

WORCESTER AND CONTOOCOOK BRANCH.

Maximum speed Elwood & Contoocook 25 25
| Between Bennington and Antrim around sharp curves | 20   | 20   |
| West Hopkinton Bridge 184 | 20   | 20   |
| Rumford, Jct. — New Tel. | 20   | 20   |
| Contoocook — Eastward around curve to highway crossing | 10   | 10   |
| Track is out of service between Emerson and Hillsboro and between Elwood and Peterboro. |

NORTH WEARE BRANCH.

Maximum speed 25 25
| Manchester, N. H. — Bridge 401 | 20   | 20   |

101. Tilton, N. H. standpipe is seven inches less than standard clearance from main line. Extreme care must be exercised by trainmen on side of cars.

Berlin, N. H. North wye, coal conveyer close overhead clearance.

SWITCHES.

Bedford, Mass. Normal position of switch will be for Reformatory Branch.

Elmwood, N. H. South and North Wye do not have a normal position, but will be kept locked.

The normal position of “wye” switch between North Woodstock and Lincoln is set for north “wye.”

Normal position of switch at stem of “wye” north of engine house, easterly side at Berlin, is set for east “wye.”

Contoocook, N. H. Normal position of switch will be for the Claremont Branch.

Switches in joint section between Fabyan, Coo's Jct, and Whitefield are equipped with Maine Central and Boston and Maine Locks.


At White River Jct, B. & M. freight yard, cross-over to C. V. Railway main line, approximately 2000 ft., south of remote control switch.

No movements to be made from yard to main line without first obtaining permission from operator at B&M yard office.

SPRING SWITCHES.


These spring switches have a signal repeater indicator. Semaphore arm on this indicator in a horizontal (Stop) position indicates that the automatic block signal in the rear is displaying a “Stop and Proceed” indication. Semaphore arm in a diagonal (Proceed) position indicates signal is displaying a “Proceed” indication.

Lever thrown to “R” place signal in stop position and when at “N” is in clear position.

New instructions are posted in box at each location.

When a train is about to leave the sidings, if repeater indicates automatic block signal in the rear is at Proceed position, trainman will place control switch to “R” (Stop Position) which will set automatic block signal in the rear at Stop position (Change in signal position will be indicated on repeater). Train must then wait three minutes, complying with Rule No. 513 in rules for the Government of the Operating Department, before leaving the siding. Trainman must restore control switch to “N” (Clear position again) but not until part of the train is on the main track.

Rule 104 under General Special Instructions in time table must be observed in connection with the operation of and movements thru spring switches.

At North Chelmsford permission must be obtained from the towerman before making any movement.

Northboro, N. H. Normal position of Spring or Automatic return switch on South Track is for Ash Pit Track. Freight trains in either direction passing over this switch must operate by hand and return to normal position.

107. STATION SIGNALS.

(a) Wedgemere.—Located to right of outward track about 1750 feet south of station.

(b) Walnut Hill.—Located to the right of the inward track about 1500 feet north of station.

(c) North Woburn.—Located to the right of the outward track about 1200 feet south of station.

(d) Central Square.—Located to the right of the outward track about 1400 feet south of station.

(e) Wilmington.—Located to the right of the outward track about 1800 feet south of station.

(f) Silver Lake.—Located to the right of the inward track about 1200 feet north of station.

(See first paragraph of General Special Instructions Rule 107.)

Northward trains leaving Boston will be notified by message, transmitted by train dispatcher.

Northward trains entering the main line at North Woburn Jct. and North Chelmsford will be notified by train directors.

Train will, when unavoidable, be stopped to receive this information.

Southward (inward) trains will be notified at either Lowell, Wilmington, Montvale or Winchester concerning any overdue northward (outward) local passenger trains terminating or diverging at above mentioned points.

Notice will be given by message or telephone either through dispatcher or train director, Winchester Tower.

Nothing in the above will relieve enginemen from proper observance of General Rule 107.

109. BULLETIN BOARDS.

<table>
<thead>
<tr>
<th></th>
<th>Passenger</th>
<th>Freight</th>
<th>Engine Houses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston</td>
<td>Register Room</td>
<td>Mystic Jet</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Lowell</td>
<td>Telegraph Office</td>
<td>Telegraph Office</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Nashua Union Station, Pass. Station</td>
<td>Pass. Station</td>
<td>Pass. Station</td>
<td>Engine House</td>
</tr>
<tr>
<td>Concord</td>
<td>Register Room</td>
<td>Register Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Claremont Jct. Register</td>
<td>Register</td>
<td>Register Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>White River Jct. Passenger Station</td>
<td>Passenger Station</td>
<td>Passenger Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Lakeport</td>
<td>Passenger Station</td>
<td>Pass. Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Plymouth</td>
<td>Passenger Station</td>
<td>Passenger Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Woodsville</td>
<td>Passenger Station</td>
<td>Passenger Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Wells River</td>
<td>Passenger Station</td>
<td>Passenger Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Whitefield,N. H. Register</td>
<td>Register</td>
<td>Register Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Berlin, N. H. Register</td>
<td>Register</td>
<td>Register Station</td>
<td>Engine Dispatchers Office</td>
</tr>
<tr>
<td>Newport, Vt</td>
<td>Engine House</td>
<td>Engine House</td>
<td>Engine House</td>
</tr>
</tbody>
</table>


151. DESIGNATION AND USE OF MAIN TRACKS. TWO OR MORE TRACKS.

From Main Line | To


Train orders pertaining to movements of trains between these points will be issued from the Train Dispatcher's Office at Portland, Me., over the signature of the Maine Central R. R. Superintendent.

All trains will register in Maine Central Book at Whitefield, Waumbeck Jct. and Coos Jct., unless otherwise instructed.
When moves are completed, Home Signal must be returned to "Proceed" position.

Northbound movements over main line or "Berlin" track finding this signal in "Stop" position will be governed by general rule.

Trains backing over Carroll Street Crossing will protect by member of crew. Speed restriction six (6) miles per hour.

One hundred feet on Southerly end of interchange track will be reserved for passenger trains.

Wauumbeck Jct. Connection between Boston and Maine Railroad and Maine Central Railroad must be kept clear for train movements and inside switches so lined.

Cars for interchange will be left on Maine Central Railroad interchange track near station or field track.

Coos Jct. Connection on east side between Boston and Maine and Maine Central Railroad.

291. TRAIN ORDERS.

A. Boston and Maine trains or engines must procure Canadian National train order before going on Canadian National mainline at Groveton.

Hill Crossing Freight Cut-off.

The freight cut-off extends between Hill Crossing and name board located at Boston Yard Limit Board 1000 feet south of Somerville Jct.

The portion of the freight cut-off located between Northward (Outward) dwarf interlocking signal at Hill Crossing and Northward (Outward) dwarf interlocking signal 1000 feet north of Mass. Ave., No. Cambridge is SIGNAL CONTROL SYSTEM. All movements between these points will be made on signal indication and in accordance with signal control system rules.

The portion of the freight cut-off south of Northward (Outward) dwarf interlocking signal 1000 feet north of Mass. Ave., No. Cambridge, to name board 1000 feet south of Somerville Jct., is an INWARD (SOUTHWARD) MAIN TRACK. This is not a Yard Track and protection must be provided as required by Rule 290.

Movements over this portion of freight cut-off (south of North Cambridge) may be made as follows:

Inward (Southward) — without Train Orders.

Outward (Northward) — only under pilot protection or under full flag protection.

The portion of the freight cut-off and third iron between color light automatic signal CM-32, located to the right of the freight cut-off 275 feet north of Somerville Jct., is automatic block signal territory.

Trains in either direction between Hill Crossing and name board south of Somerville Junction are not required to display signals as per General Rule 21.

Trains in either direction between Wilmington Jct. and Wilmington are not required to display signals as per General Rule 21.

Woodsville — The train order signal at passenger station is on a cantilever post; the right-hand signal governs Southward Woodsville-Concord Line main lines, the left-hand signal governs Northward trains on Mountain Road.

221b. CLEARANCE FORM (A.)

No train will leave Nashua Union Station over Keene Branch, Berlin, White River Jct. or Woodsville without a Clearance Form A. When there are no orders for a train, the issue of the clearance Form A must be authorized by the train dispatcher; except when the wires are not working, the operator may issue it without such authority, and must notify the dispatcher as soon as communication is restored.

Wells River train order signal does not affect trains using south wye track.

GENERAL RULE.

Third position added to train order signals between Wilmington and Concord, N. H., inclusive.

265. SIGNAL CONTROL SYSTEM.

Train movements from both directions on one or more tracks, may be made as specified below:

BETWEEN WINCHESTER INTERLOCKING AND MONTVALE INTERLOCKING.

Under Direction of Train Director, Winchester. Movements may be made in either direction on both tracks.

BETWEEN WILMINGTON INTERLOCKING AND NORTH WOBURN JCT. INTERLOCKING.

Under direction of Train Director, Winchester. Southward Track—For movements in Either Direction. Northward Track—For Northward movements ONLY.

BETWEEN WILMINGTON AND WILMINGTON JUNCTION.

Under direction of Train Director at Lowell Junction.

505. AUTOMATIC BLOCK SYSTEM. SEE GENERAL RULES.

Between Boston and Concord, N. H.
Between Concord, N. H., and Westboro.
Between West Cambridge and Lake Street.
Between Winchester and North Woburn.
Between Concord and Plymouth.
Between White River Jct. and Wells River.
Between Woodsville and M.P. 91 (Concord-Woodsville Line).

SPECIAL AUTOMATIC BLOCK SIGNALS

MAIN LINE SOUTH.

Lower arm on Automatic Block Signals 239, 387, 531, 547, 721, 224, 278, 392, 570 and 730 repeat the position of interlocked home signals, Semi-Automatic Yard Signals and also acts as a distant signal for the next Automatic Block signal in advance.

MAIN LINE NORTH.

1003 and 1012 Restricted Speed automatic block signal, Track circuit for automatic Block signal. This extends to and includes the cross-over switches at Diamond Crossing, Concord, N. H.

CONCORD AND PLYMOUTH — LACONIA, N. H.


Inward — W-274, W-284.

WHITE RIVER JCT. — WELLS RIVER.

Signals P-403, and CP-405, and lower arm Can. Pac. 634 will be automatic block routing signals.

The track circuit for the lower arm of signal CP-405 extends to the diamond crossing.

Lower arm on Automatic Block Signals P-399 repeats top arm of Routing Signal P-403.

Lower arm of Automatic Signal P-16 repeats position of yard signal in advance.

W. E. JCT. — WELLS RIVER.

Inward — P-142 — Restricted speed Auto. Block Signal.

605. LOCATION OF INTERLOCKING SIGNALS. — MAIN LINE. (SEE INTERLOCKING SIGNAL RULES.)

Mystic Jt.
Winchester.
Montvale.
North Woburn Junction.

Diamond Crossing (Lexington Branch).

LEXINGTON BRANCH.

Diamond Crossing.

OTHER INTERLOCKING SIGNALS, NORMAL INDICATION OF WHICH IS PROCEEDED.

To protect trains or engines entering a main track or in making a cross-over movement (see General Rule 152). Signals must be set to display most restrictive indication, then wait three minutes before lining switches.

When stop is indicated by these signals, trains or engines must not proceed on hand signals until a flagman has been sent ahead and ascertained the full situation. They may then proceed on signal from flagman (See Rule 605-b).

Such signals are located at the following points:

MAIN LINE.

North Billerica.
Manchester, (Southward, north of Middlesex (Southward).
Nashua, Union Station.

Concord, N. H. (Northward station).

WOBURN LOOP.

Woburn.

MAIN LINE — W. E. JCT. — BERLIN.

White River Jct., Vt.

Whitefield.
Wells River, Vt.

MAIN LINE — CONCORD — WOODSVILLE.

Laconia.

KEENE BRANCH.

NASHUA.

North Billerica.
Manchester, (Southward, north of Middlesex (Southward).
Nashua, Union Station.

Concord, N. H. (Northward station).

Woburn.

MAIN LINE — W. E. JCT. — BERLIN.

White River Jct., Vt.

Whitefield.
Wells River, Vt.

MAIN LINE — CONCORD — WOODSVILLE.

Laconia.

KEENE BRANCH.

NASHUA.

North Billerica.
Manchester, (Southward, north of Middlesex (Southward).
Nashua, Union Station.

Concord, N. H. (Northward station).
BALL SIGNALS.
Nashua, (Rochester Diamond).
One ball or one red light, allows movements north and south to cross diamond.
Two balls or two red lights, allows movements east and west to cross main lines.

NASHUA RIVER BRIDGE.
One ball or one red light, allows outward and inward trains to pass on main tracks, and permits switching movements on East track at Bridge.
Two balls or two red lights, allows inward freight trains to cross the bridge on east track.
Three balls or three red lights, allows outward freight trains to cross the bridge on west track.
Absence of balls or red lights permits movements from the north yard through the bridge via east track on route to New Hampshire Division main tracks, to freight track or to Worcester and Nashua line and permits movements from the freight track to the north yard via east track or from Worcester and Nashua main line to New Hampshire Division main tracks or east track.
Movements without balls or red lights must be made at restricted speed and only as the way is seen or known to be clear.

NASHUA.
SIGNAL WEST OF UNION STATION. (Keene Diamond)
Two balls or two red lights: Trains from Worcester and Nashua line may proceed to Union Station, crossing tracks leading to freight-house yard and tracks of the Keene Branch.
Three balls or three red lights: Trains may proceed from Nashua Union Station to Worcester and Nashua line, crossing tracks leading to freight-house yard and Keene Branch.
Four balls or four red lights: Trains of the Keene Branch may cross the Worcester and Nashua line. The same signal allows switching engines to or from the freight-house yard to cross the Worcester and Nashua line.

BALL SIGNALS.
At Diamond Crossing, North of Free Bridge, Concord, N. H.
ONE BALL OR ONE RED LIGHT will allow White River Jct. Line, Concord-Wells River Line and Claremont Branch movements to pass to and from the passenger station upon their respective tracks, subject to the signals at, and near, north end of train shed.
THREE BALLS OR THREE RED LIGHTS will allow inward movements from White River Jct., Concord main line and diamond and pass into freight yard.
FOUR BALLS OR FOUR RED LIGHTS will allow outward movements from freight yard across diamond to White River Jct. Main Line, or to Claremont Branch; and from freight yard to Concord-Wells River Line.
Four Balls or Four Red Lights will allow Wells River-Claremont Line inward movements to pass into the freight yard. Also will allow movements on Claremont Branch track and White River Jct. line to pass to and from passenger station, subject to the signals at, and near, north end of train shed.

In the absence of proper signal, all trains must stop to clear.

Concord, N. H.
At Signal Mast 440 Feet North of Train Shed.
ONE BALL OR ONE RED LIGHT will allow Wells River and Concord inward passenger trains to enter train shed, subject to Color Light signal.
TWO BALLS OR TWO RED LIGHTS will allow White River Jct. and Concord inward passenger trains to enter train shed, subject to Color Light signal.
THREE BALLS OR THREE RED LIGHTS will allow Claremont Branch inward passenger trains to enter train shed, subject to Color Light signal.
No INWARD train will pass south of “Free Bridge” unless proper signal is displayed.

WHITE RIVER JUNCTION.
CENTRAL VERMONT YARD.
DOUBLE ARM UPPER QUADRANT SEMAPHORE LOCATED 1080 FEET SOUTH OF PASSENGER STATION GOVERNING MOVEMENTS OF TRAINS FROM THE FOULING POINT OF B. & M. AND C. V. MAIN LINE AND B. & M. NO. 2 TRACK.
The west arm in a perpendicular position or a green light and the east arm in a horizontal position or a red light gives Central Vermont trains right to proceed.
The west arm in a horizontal position or a red light and the east arm in a perpendicular position or a green light gives Boston and Maine trains right to proceed from main line or through crossover from south wye.
Both arms in a horizontal position or two red lights all trains on either main line or through crossover from south wye must stop to clear fouling point of junction switch.

SEMAPHORE SIGNAL LOCATED EIGHT HUNDRED FEET SOUTH OF NUTT STREET, W. B. JCT. GOVERNING MOVEMENT OF NORTHWARD TRAINS.
Upper quadrant three position blade.
Perpendicular position, or green light, proceed.
Forty-five degrees, or yellow light, caution via diverging route.
Horizontal position, or red light, stop.

WHITE RIVER JUNCTION. DIAMOND CROSSING.
Each engineer approaching the crossing will bring his engine to a stop at some point within one thousand (1,000) feet from the crossing. If the signal is right, he may then proceed.
One ball or one red light will allow trains from Central Vermont Ry. (Northern Division) or movements from the west to cross.
Two balls or two red lights, trains from the Concord-White River Jct. Main Line (New Hampshire Division) or movements from the east, but switching may be done over crossing, east and west on two balls or two red lights.
Three balls or three red lights will allow trains from the Berlin-White River Jct. Line (New Hampshire Division) or movements from the north to cross, but switching may be done over crossing north or south on three balls or three red lights.
Four balls or four red lights will allow trains from the Central Vermont Ry. (Southern Division) or movements from the south to cross.
When no signal is displayed other than black diamond, approaching the diamond must come to a stop. Any movement over diamond when no signal is displayed will be made only on the authority of the signalman.
Norm — Engineers when approaching the crossing, from either direction must use the utmost caution with reference to trains moving on the same track, as the fixed signals only permit movements on tracks at right angles with each other.

Trains from the B. & M. (N. H. Division) must stop to clear fouling point of the C. V. Main track just north of passenger station, except they may proceed on to C. V. main track upon hand signal from the switch tender at underpass and under flag protection as arranged by the switch tender at that point, against Roxbury Sub-division regular trains that may be due or overdue.
Passenger trains arriving at White River Junction that are required to back their trains off on C. V. main track, should, when conditions will permit, back entire train and engine over crossing before making station stop and must not exceed a speed of five (5) miles per hour on the back-up move.

WHITE RIVER JUNCTION — NUTT STREET.
Switchtenders stationed at cabin North of Nutt Street will handle the Double arm Upper Quadrant semaphore governing the movement of trains from the fouling point of Boston and Maine and Central Vermont Main Line and Boston & Maine No. 2 track, also Upper Quadrant three position semaphore signal located just North of New Yard Office. They will have charge of signal, all movements included between Wye switch on White River Bridge, and Crossover switch on Conn. River bridge, also switches South of cabin controlling movement from and to the freight Yard.
Switchtenders stationed at cabin North of Nutt Street will not allow a train from Central Vermont (Southern Division) to pass the point if a Berlin-White River Jct. Line first-class train is due, or overdue, without first calling switchtender at Diamond and obtaining permission to allow such Central Vermont (Southern Division) train to enter Berlin-White River Jct. Line main track.
When no hand signal or whistle signal off brakes is necessary. Movement on lead over Nutt Street crossing does not require whistle signal, 14-L. Movement approaching this crossing will be restricted to 10 miles an hour except when crossing tender is on duty.

Wells River.
One ball or one red light allows Montpelier & Wells River Railroad trains or engines to use north “Y” track to Woodsville.
Two balls or two red lights allow Canadian Pacific Main Line trains or engines to use the north “Y” track to Woodsville.
Three balls, or three red lights, allow trains or engines from Woodsville to use north “Y” track.
Four balls, or four red lights, allow all trains or engines to use south “Y” track in a southerly direction.
Five balls, or five red lights, allow all trains or engines to use the south “Y” track in a northerly direction.
Trains leaving either north or south “Y” track for Woodsville will obtain motion from the switchtender before passing Woodsville end of bridge.
COOS JUNCTION, WHITEFIELD AND WAUMBEK JUNCTION.

One ball or one red light will allow trains on the Boston and Maine Railroad to pass over Maine Central Railroad track. Two balls or two red lights will allow trains on the Maine Central Railroad to pass over Boston and Maine Railroad track. All trains and engines will stop 500 feet from Maine Central track.

BERLIN, N. H.

ON SIGNAL MAST AT THE JUNCTION OF THE BOSTON AND MAINE AND BROWN COMPANY TRACKS.

One red ball or one red light shows line to be clear for Boston and Maine trains. Two balls by day, or two red lights by night, allow Brown Company's trains to cross Boston and Maine tracks. In absence of signals all trains will stop.

ELMWOOD.

One ball: Trains of the Keene Branch may pass over the W. & C. Branch.
Two balls: Trains of the W. and C. Branch may pass over the Keene Branch.

686. Freight train crews of New Hampshire Division trains running into White River Jct. will be required to ride their respective trains to the setting off point in C. V. Yard, personally know the cause of any delay at Diamond or in yard, reporting same to the Superintendent promptly.

TRACKS ON WHICH T1 (LIMA), B1 (MOUNTAIN) and S1 ab (SANTA FE) ENGINES CAN BE OPERATED BETWEEN BOSTON AND WHITE RIVER JCT., VT.

Main Line — Main Line Crossovers — Passing sidings.

Lowell, Mass.

Yard "A" All except No.5 (Russell Lumber Co.)
Yard "B" (New Yard) Fair Grounds — Tracks 1, 3, 6 and 8.
Yard "C" Tracks 1, 2, 3, 4, 5, 6 and 8 from north end only.
Yard "D" and "G" Old onward — Lawrence Main Line — Down Straight Old Lawrence and No. 1 turnout.
No. 3 Hale St. to bunker in station.
Island track.
Yard "N" Track 10 (New siding from Wilder St., North). Yard "X" Tracks 14, 15.

No. Chelmsford.

Southwest track around first curve only.

Kealey's track.

Nashua.

Yard "F" Tracks 1, 2, 3, 4, 5, 6, 7, 9, 13 and No. 19 as far north as old yard offices.
Yard "E" West Side. Track 11 next to south bound main line and tracks 13 and 15.
Yard "G" Tracks 1 and 3.
Yard "H" All tracks from Old W. N. & P. main track at station to engine house including crossover leading to engine house and station tracks, except dead end track at engine house nearest station.
Yard "H" Tracks 3, 5, 7 and 9 and Southbound passing track.
Yard "C" Main Line, Old Main Line and Tracks 11 and 15.

Tiab and Siab engines Keene Branch at Nashua.

In order to accommodate industries in or near Nashua on the Keene Branch, as in emergency cases, Tiab and Siab engines may operate between Nashua U. S. and Blood, except on private trestles, (W. A. Shedd & Co., capacity 235,000, and Jackson Mfg. Co., capacity 180,000) with the following restrictions:

Slow order by all cars or trains on sidetracks adjacent to Main Line, Nashua Union Station to Blood.
Pass no trains or cars between Keene Branch Junction with New Hampshire Division main line and W. N. & P. crossovers.

Manchester, N. H.

Woods yard, track 1 and south end tracks 2, 3, 4, 5, 6 and 7.
North Weare Main Line between Passenger and Freight Towers.
Engine House lead and approach tracks.
Passenger tracks south of station.
Lawrence Main Line.
Portsmouth Main Line and siding adjacent from connection at Elm St. to Valley St.
Storage yard tracks 2, 3 and 4.
Granite State Packing Company track.

Concord, N. H.

Running Track.
Tracks 1, 2, 3, 13, 15, 16, 17, 21, 22, 23, 25, 27, 28, 29, 30, 31, 36 and 37.
Passenger station, all tracks except P. and H. spur.
Outside and subway tracks.
Shed track.
Mts. drawing in and long side (stub end tracks).

Mascoma, N. H. — Ice Track.
Pattee, N. H. — Wharf Track.
Enfield — Milk Track.


May be operated subject to compliance with all Time Table Speed Restrictions effective in above territory and are Restricted from operating on the following tracks:
Norwich: Two track.
Coal spur track.
Northboro: Team track.
Fulop: Passing track.

Bradford: — Sand and Hole Tracks.

Newbury: — Loading Track.

Wells River: Three spurs off south wye. North wye track.

Main line north of M. & W. R. R. connection (C.P.R.).

Plymouth: — Spur track.

Littleton: — Parker Young Co. tracks. Special delivery track.

Littleton: — Jordan's track.

Special delivery track.

Aptorp: — Pike's Track.

Whitefield Junction: Wye track (North).

Hazen: — Spur track.

Berlin: — North Yard: No. 1 spur (Brown Co. delivery track).

Back interchange track with Berlin Mills No. station.

Middle interchange track—engine must not go to more than 25 ft. inside derail.

These engines may be double-headed with another of the same class, or any other power permitted in the territory. When coupled with any other engine speed is restricted to 10 miles per hour while passing over Conn. River Bridge No. 102 at Woodsville.

LOCOMOTIVE ADJUSTED Tonnage Rating.

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C. P. Ry., Engines Type M4 and D10. Loos. 3500 numbers and 1001 to 1007.

See other tonnage ratings on page 103.
### Maximum Tonnage Rating for Single Locomotives

#### New Hampshire Division

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<td>Claremont Junction to Newport</td>
<td>980</td>
<td>825</td>
<td>700</td>
<td>1650</td>
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<tr>
<td>Newport to Edgemont</td>
<td>720</td>
<td>625</td>
<td>525</td>
<td>1800</td>
<td>650</td>
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<td>Edgemont to Concord</td>
<td>1730</td>
<td>1500</td>
<td>1275</td>
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<td>Northfield to Tolland</td>
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<td>1190</td>
<td>1110</td>
<td>2700</td>
<td>725</td>
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<td>Tolland to Wilton</td>
<td>1375</td>
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<td>1110</td>
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<td>Wilton to Elmswood</td>
<td>690</td>
<td>600</td>
<td>510</td>
<td>1750</td>
<td>725</td>
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<tr>
<td>Elmwood to Greenfield</td>
<td>720</td>
<td>625</td>
<td>525</td>
<td>1800</td>
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<td>Greenfield to Nashua</td>
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<td>1360</td>
<td>1160</td>
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<td>725</td>
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<td>Nashua to Contoocook</td>
<td>870</td>
<td>750</td>
<td>640</td>
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<td>Contoocook to Elmswood</td>
<td>1405</td>
<td>1210</td>
<td>1025</td>
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<td>725</td>
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</tbody>
</table>

Conductors will send a message to General Yardmaster, Concord, N. H., stating make-up of train. Extra freight trains except symbol trains in either direction between Concord and Boston when light of tonnage, will stop at the following stations and secures train if necessary: New Hampshire, Nashua, Manchester, Lowell, Nashua and Manchester.

See adjusted tonnage rating also rating for CPR Engines on Page 101.
### Heaviest Engines Permitted

#### Between

- Boston and White River Jct.
- Concord — Wells River
- Holyoke — Linwood
- Winchester and North Woburn Junction (Woburn Loop)
- Montvale and Stoneham
- Somerville Junction and Hill Crossing
- Bedford and Concord, Mass.
- Wilmington and Wilmington Junction
- Concord and Claremont
- Claremont and Claremont Jct.
- Franklin Falls and Tilton
- Nashua Union Station and Blood
- Blood and South Lyndeboro
- South Lyndeboro to Elmwood
- Peterboro and Elmwood
- Elmwood and Henniker Junction
- Henniker Junction and Contoocook
- Manchester and Goffstown
- White River Jct. and Berlin
- Lancaster and Groveton

Motor Rail Car 1140 may operate only in that territory over which P-2 or heavier engines are now permitted.

**R-1 engines (4100-4112) can be turned on wye at North Chelmsford, Nashua (at 5 MPH) and Canaan on table at Middlesex and Westboro, and are O.K. on ash pits at Middlesex, Concord, N. H. and Westboro. Cannot be turned at Concord, N. H.**

**S-1 engines (2900 series) cannot be turned on table at Woodsville but can be turned on wye. Cannot be turned at Wells River.**

**Class 85 engines (2310-2429) must not be operated on steam shovel track, Bleachery Yard, Lowell, Mass.**

Engines larger than tonnage class 115 (2600-2700) must not be operated on McElwain's track, Merrimack, N. H. Engines switching this track must not exceed five (5) miles per hour rounding curve.

**Manchester, N. H.**

- Freight tower, locomotives, except Sante Fe, Lima and Mountain type (3000-4000-4100) road engines and "H" type (600) switchers, may move from southward or northward main, to northward passing track or freight house lead, in either direction, through interlocking cross-over at speed not in excess of five (5) miles per hour.

**Class 85 (2310-2429) or larger engines must not be headed in southbound on tracks 2, 3, 4, 5, Woods Yard.**

Road engines must not be operated on track leading from freight house switch to spur and caboose track south end of freight house platform.

### Cab Windscreens

Cab windshields on T-1 and P-4 type engines must be closed at the following points:

- 200 ft. each side of Bridge No. 10, Medford Street, Winter Hill.
- 300 ft. south of Bleachery Tower to 200 ft. north of Lowell Station.
- 300 ft. south of Tyngsboro to the station.
- Southbound main track at Crown Street, Nashua.
- Passing Merrimack station.
- Between freight and passenger towers at Manchester.
- At retaining wall north of Lebanon.
- At Bridge No. 140.80, (old 111), 1 ½ miles south of Westboro.
- Passing siding at Bridge No. 142.45, Westboro.

### Train Dispatchers

- C. M. Ainsworth
- H. R. Flye
- C. P. Ramsay
- F. J. McCauley

**Extra Dispatcher, B. J. LaSalle**

<table>
<thead>
<tr>
<th>Passenger</th>
<th>Freight</th>
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<tbody>
<tr>
<td>P 4 a b</td>
<td>R1Sla-Slb-T1a-H2a</td>
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<tr>
<td>P 3 a</td>
<td>K 8 c</td>
</tr>
<tr>
<td>P 2 a b e d</td>
<td>K 8 a b e e-G 11</td>
</tr>
<tr>
<td>P 4 a a and b</td>
<td>Sla-Slb-T1a Me.</td>
</tr>
<tr>
<td>McCon 701-702</td>
<td>Cent 601-652</td>
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<tr>
<td>J 1 e</td>
<td>K 7 c</td>
</tr>
<tr>
<td>P 4 a b</td>
<td>Sla-Slb-T1a-H2a-R1</td>
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<tr>
<td>J 1 e</td>
<td>K 7 c</td>
</tr>
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<td>R1-S1b-T1a</td>
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<td>B 15-G 10</td>
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<td>K 7 c</td>
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<td>B 15</td>
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<td>B 15 c</td>
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<td>P 3 a</td>
<td>K8-Me Cent 601-632</td>
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<tr>
<td>S 1 c</td>
<td>K 8 abed-G 11 a</td>
</tr>
</tbody>
</table>

**Locomotives of class K5, K6 or K7 (2310-2429) on the Lexington Branch between No. Billerica and No. Cambridge cannot operate on any of the following named side tracks.**

- House & Wagner Track, No. Lexington Coal Company.
- Arlington Coal Company.
- Siding in Arlington Heights freight yard.
- Arlington Gas Company's trestle track.
- Tracks 3 and 4 in Arlington freight yard.
- Peirce & Wm's trestle track, Arlington.
- Clarke's trestle track No. Cambridge.

**No. Chelmsford, Mass.**

- On account of track curvature on Proctor's track road engines must not head in to this track.

**Oliverian, N. H.**

- On account sharp curvature K-8 locomotives cannot be operated on Field track. Cars must be placed or removed by use of stretchers.

**Claremont Branch.**

- K-8 class engines may be operated from Concord as far as bridge 2.90 near Swenson's on the Claremont Branch and also may be used to switch Swenson's track.

---

**J. W. Brackett, Trainmaster**

**F. P. Learned, Chief Train Dispatcher**

**J. L. Moriarty, Trainmaster**

**Chas. F. Archer, Asst. Chief Train Dispatcher**

**W. H. Quinlan, Trainmaster**

**F. H. Willard, Asst. Chief Train Dispatcher**

**Train Dispatchers**

- Thomas M. Casey
- W. H. Bonner
- P. H. Pearson

**Extra Dispatcher, B. J. LaSalle**

- P. J. O'Toole
- J. W. Harrington
- E. J. Coughlin
- J. P. Bluto