BULLETIN ORDER
Boston, MA, September 5, 1975

ALL CONCERNED:

NEW HAMPSHIRE ROUTE MAIN LINE

MANCHESTER TO AMOSKEAG

Effective at 0801 hours, Monday, September 8, 1975, the following track and signal changes will be made:

The existing northward and southward main tracks between Manchester Interlocking and Amoskeag Interlocking will be out of service except that portion of the former northward main track from Manchester Interlocking and a point 400 feet north will be designated as other than main track and Rule 105 will apply.

A new single main track will be in service between Manchester Interlocking and Amoskeag Interlocking using portions of the former southward main track and the newly constructed track.

All signal and crossing protection facilities associated with the former northward and southward main tracks between Manchester and Amoskeag will be out of service.

A new interlocking designated AMOSKEAG SOUTH will be in service at Mile Post 56.9 with the following home interlocking signals: a northward three color light home interlocking signal on the left side of the main track located approximately 500 feet south of M.P. 57:

a southward three light home interlocking signal located approximately 200 feet north of M.P. 57.

A new northward two light dwarf interlocking signal will be in service just south of Granite St.

The power crossover at Manchester Interlocking will be equipped for dual control operation.

I hereby acknowledge receipt of attached Notice No.………………………………………………and it was posted on board at ………………………..M…………………………………………………………………………………………..19…….

Location………………………………………………………………………………………………………………………

Signed………………………………………………………………………………………………………………………
ALL CONCERNED:

A Centralized Traffic Control system under direction of the Train Dispatcher at North Billerica will be in service on the single main track between Manchester Interlocking and Amoskeag Interlocking.

The following new grade crossings equipped with automatic flashing lights and gates will be in service:-
Grass Steel Street
Kidder Street located approximately 3200 feet north of Granite Street
West Brook Street located approximately 1500 feet north of Kidder Street.

The following new pedestrian crossings equipped with flashing lights will be in service:-
Pedestrian crossing located approximately 1800 feet north of Granite Street
Pedestrian crossing located approximately 4000 feet north of Granite Street.

CHANGES IN TIMETABLE NO. 21:-

Page 5 Insert station designated "Amoskeag South" at M.P."56.90" between Manchester and Amoskeag. Also add "R-Billerica" following "Amoskeag South".

Page 158 Under "Automatic Crossing Protection on Two or More Tracks for Both Normal and Reverse Movements" delete under Manchester - Granite Street
West Central Street
Stark Street
Dow Street

Page 174 Rule 110 under New Hampshire Route Main Line delete:-
"Manchester, between 1200 feet south of passenger station and Dow Street 25 25

I hereby acknowledge receipt of attached Notice No. B-115 Page 2 of 3 and it was posted on board at Location

Signed
CHANGES IN TIMETABLE NO. 21: - Continued from Page 2

Page 180  Rule D-151 under New Hampshire Route Main Line on line starting South Manchester delete "Amoskeag" and add Manchester.

Page 187  Rule 265 change heading now reading "Amoskeag and Bow" to read "Manchester and Bow."

Page 191  Rule 605 under New Hampshire Route Main Line add "Amoskeag South" between Manchester and Amoskeag.

G. F. GALLAGHER
SUPERINTENDENT
BOSTON DIVISION

Post in Position No. 1
Life of TIMETABLE NO. 21