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		8,43 8,50 9,05 9,08 9,12	08	12.30 12.47 1.13	6		1.19 1.27 1.40 1.43 1.48	10	5.25 5.40 6.05 6.15	5	6.19 6.27 6.40 6.43 6.48	388	8.8	.13 .30 .02			7.08	110	15 4	.53 25 35 35 40	9 21 9	North Chelmsford, Tyngsboro', Concord Depot, Arr. NASHUA, Lve Lve. Arr.			4.59 4.42 4.10		7-27 7.20 7.05 7.00 6.55		6,56 6.28 5.80		12.22 12.16 12.05 12.00 11.51		11.04 10.47 10.15					5.24 5.17 5.05 5.00 4.55		patricia per la particia de la particia del la particia del la particia de la particia del la partic	or Property and	A DESCRIPTION OF THE PERSON OF
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AM	AM	AS	AX	P. M.	P. N	P. N	P.M		K P. M	Pos	L P.M.		м. Р	M. P.N	M. 7	.w.	7.29 7.28 7.81 7.45		40 5. 50 5. 55 5. 20 5.	.07 84 .13 36 .16 37 .30 42	8 9	W. Chelmsford, Westford, Graniteville, Forge Village, Groton Junet'n,	A.M.	A.W.	A.M.	A.M.	A. M.	A.M.	A.M.	A. M.	A.C.	P.M.	A. M.	P. M.		P. M.	P.M.	P.M. 1	P.M.	8.24 8.17 8.14	1.34 1.18 1.08 1.03 12.45 P. M. 1	6.07 6.02 5.59

The Heavy Figures denote that meetings may be expected.

. Denotes where Freight Trains set off for Passenger Trains to pass.

Woburn Branch, Wednesdays at 11.30 P. M., Saturdays 10 P. M.

DIRECTIONS.

Run slow and sure between Depot at Boston and Fitchburg Railroad Crossing—between Depot and Middlesez St., Lowell—and between Depot and Concording the St., and I blow the whistle fifty rods before reaching the latter, either way.

The Engineeran will exercise the greatest vigilance while running, and approach the Wobarn Branch, Wobarn Watering Station, and Lawrence Crossings, at such speed that they can stop after seeing the signals. Also examine the netting upon smoke-stack and ash-pan, to see that no fire can escape, and will, if not in eler, report the same to the Master Mechanic.

Trains are always to run on the right hand track, except in case of accident or special order; and then the whole responsibility of the look-out rests with the Encionan and Conductor of the Train which is on the wrong track.

The switch targets show how the switches are turned. In addition to these, at places where a man is stationed, the day signal to stop is the signal board horizonal; the night signal to stop is two lights horizonated side by side. * * One light shows the man at his post. No light shows him absent or askep.

Two short whistles mean "Take off the brakes." One short whistle is the signal of alarm.

Two short whistles mean "Take off the brakes." One short whistle is the signal of alarm.

No notice of Extra Trains is ever to be expected by Road Repairers, except on Wilton and Stony Brook Roads. Whenever such repairs are to be made that the track cannot be got ready for a Train approaching unexpectedly, a man or a red flag must be placed 900 yards back to notify any approaching Train. No excess will be received from the Engineeran of the Extra Train for not observing the signal.

All Trains after dark must have two lanterns on the hind car.

No Train should be backed, without a man so posted on it as to have a perfect view of the track, and at the same moment be clearly visible to the Engineeran grading at his throttle lever, so as to not instantly on a signal. In the case of Freight Trains, this will necessarily place the look-out on the top of the cars.

If a Train meets with an accident, or is delayed from any cause, on the road where it cannot be seen 900 yards in the rear, the Conductor must send a man back 200 yards, (and if necessary forward,) to stop any approaching Train.

The Up Trains on the Woburn Branch must keep out of the way of the Down Trains.

Time on this Table is the leaving time, except as follows:—for the Passenger Train from Boston to Lowell the time is the arrival at Middleser Street. For Freight Trains at those Stations where the Passenger Trains will pass them it is the arriving time, the Freight Train leaving immediately after the Passenger Train. No engine which meets a Passenger Train stepped on the road, either at a station or elsewhere, is to pass it without stopping.

Freight Trains must always have a brake and brakeman on the rear car, and a red flag or red lantern on the same. Engineers will report all disregard of this

rule by Freight Conductors.

All Freight and Extra Trains will keep out of the way of Regular Passenger Trains. Regular Passenger Trains on Nashna Road, if in hearing, take the track

The signal for starting the Passenger Trains is one stroke upon the bell (in the cab of the locomotive) and the same for stopping the Trains when in motion. Two strokes denote danger, and the Train to be immediately stopped.

Unless you have special orders, the following time will govern your running Extra Trains, or Trains out of time:—Passenger Train between Nashua and Lowell, thirty minutes; Passenger Train between Lowell and Boston, one hour; Freight Trains between Nashua and Lowell, one hour; Freight Trains between Lowell and Boston, two hours. Reduce your speed at the crossings.

Engineemen will run their Trains at such speed at the crossings.

Engineemen will run their Trains at such speed at the draws will be left off.

All Engineemen will come upon the bridges at such speed as will enable them to stop their Trains if the signal is not right.

In passing through East Cambridge, the engineemen will in all cases have their trains under such speed that they can be stopped if the switches are wrong. No Locomotives or Cars will occupy the main track between the crossing of the Worcester & Nashua Railroad and the Passenger Station at Nashua within fifteen minutes provious to the arrival of a regular train unless they send a man 900 yards before them with a red lantern by night and a red fing by day. Fatra trains will also send a man before them in the same manner.

trains will also send a man before them in the same manner.

The Engineman will not start his train unless he receives orders from the Conductor or Brakeman

SIGNALS.

A Red Flog by day, and a Light escung by night, on the line of road, indicates that the Train must stop.

A red flog carried on the forward end of an engine, or a red lamp by night, denotes a Train following immediately.

Look out for Signals at Winehester, Woburn Watering Station, and at Lowell, and not pass the Lawrence Railroad Crossing until you see all right. The Engineers will be positive that the Signal for the Draw at Boston is right before he leaves Prison Point Street at East Cambridge. Engineeren will not leave the Rosend House at Lowell unless the Signal is right.

Look out for Signals at the Wercester Crossing, at Lowell and North Chelmsford. If the target board stands across the pole, or two red lights are displayed like by side at North Chelmsford, Nashua Trains must stop and communicate with the station.

The target at Lowell Engine House on Nashua Road, is to signal Trains approaching from the north. When horizontal, or two red lights appear upon a horizontal line each side of the pole, Trains must stop back until they are signaled to proceed.

Enginemen will observe the Signals near the Livingston Bridge in Lowell. Passing up, engines and Trains must stop before enosing Middleser Street if the targets at either end of the Bridge are placed horizontal upon the pole, or two red lights are displayed side by side, and be sure all is right to proceed. Passing downward, if the targets stand perpendicular, or two red lights are displayed one above the other, stop before crossing Western Avenue.

The Signal for the draw at the Passenger Bridge is a target board horizontal;—at night, two red lights.

The Signal at the Worcester and Nashua B. R. Crossing at Nashua is a white signal board with two red spots on it. When it stands that † the right of passing belongs to the Worcester and Nashua R. R. At night the signal is two red lanterns.

The Night Signal on the Switch House at the Concord Switches is one red lantern and one green lantern. When it stands at right angles to the stands are right of passing trains are to stop. The Day Signal is white board with red spots.

Takes effect Monday, Dec. 6th, 1858.

T1858.

