

EXTRA·EXTRA·FAST FREIGHT SERVICE



## Central Vermont Transportation Co. Terminals

### *Metropolitan Area of New York*

#### MANHATTAN:

C. V. Terminal; Pier 29, East River—ORChard-0500 (Mr. Ryan.)  
South Street, Foot of Market.  
(Operated by Central Vermont Transportation Co.)  
West Side Terminal—Leroy and West Sts.  
(Operated by Brookhattan Trucking Co.)

#### BROOKLYN, N. Y.:

Bush Terminal; 28th St. to 63rd St.—SUNset 6-4500 (Mr. Struss.)  
(Operated by Bush Terminal Co.)  
Jay St. Terminal; Foot of Jay St.—CUMberland 6-3600  
(Mr. Martin.)  
North Side Terminal; 246-248 Kent Ave.—EVErgreen 8-9798. (Mr. Pontkins.)  
(Operated by Seaman Trucking Co.)  
New York Dock; Foot of Joralemon St.—MAIn 4-0513  
(Mr. Ketcham.)

#### LONG ISLAND CITY, N. Y.:

Queensboro Terminal; 1149-57 50th Ave.—STIllwell 4-2002. (Mr. Farrell.)  
(Operated by Seaman Trucking Co.)

#### BRONX (New York):

Bronx Terminal; 81 Southern Blvd.—MOThaven 9-7270,  
(Mr. Bode).  
(Operated by Seaman Trucking Co.)

#### HOBOKEN, N. J.:

Hoboken Terminal; 1209 Hudson St --HOBoken 3-10400.  
(Mr. Roude.) (Harrison) (Kearny)  
(Operated by Brookhattan Trucking Co.)

#### NEW BRUNSWICK, N. J.:

Middlesex Transportation Co.

## SAFETY FIRST

This TIME TABLE is not intended for the information of the public, nor an advertisement of the time or hours of any train.

The Company reserves the right to vary therefrom as circumstances may require.

It is for the information and government of employees only,

All Bulletins issued prior to date of this TIME TABLE conflicting with the instructions herein are cancelled.

READ RULES AND INSTRUCTIONS CAREFULLY

SOUTHWARD OR EASTWARD TRAINS AS INDICATED Y TIME TABLE HEADING ARE (UNLESS OTHERWISE SPECIFIED) SUPERIOR TO TRAINS OF THE SAME CLASS RUNNING IN THE OPPOSITE DIRECTION.

EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY.

## SAFETY FIRST



TIME **45** TABLE

Taking Effect at 12:01 a.m.  
Sunday, April 24, 1955

GOVERNED BY EASTERN STANDARD TIME

CHECK THE DAYS OF THE WEEK WITH CARE FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY, IMPORTANT CHANGES HAVE BEEN MADE THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EMPLOYEES WHOSE DUTIES ARE PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM ACCESSIBLE AND A COPY OF THE CURRENT TIMETABLE, AND SUPPLEMENTS THERETO, IF ANY, WITH THEM WHILE ON DUTY.



# Selected Operating Rules

**Rule 71:** A train is superior to another train by RIGHT, CLASS, or DIRECTION.

RIGHT is conferred by train order, CLASS and DIRECTION by timetable.

RIGHT is superior to CLASS or DIRECTION.

Trains in the DIRECTION specified in the timetable are superior to trains of the SAME CLASS in the opposing direction

**Rule 72:** FIRST CLASS trains are superior to second class trains, second class trains are superior to third class trains, and so on.

**Rule 73:** Extra trains are inferior to regular trains.

**Rule 82:** Timetable schedules are in effect for twelve hours after their time at each station. Regular trains more than twelve hours late on either their schedule arriving or leaving time at any station lose both right and schedule and can then proceed only as authorized by train order.

**Rule 82-A:** Regular trains will be authorized at their initial stations by Clearance.

**Rule 83:** A train must not leave its initial station or a junction until it is ascertained that all trains due, which are superior, have arrived or left.

**Rule 85:** (Paragraph 1, in part) Extra trains may pass and/or run ahead of second and third-class trains and extra trains.

**Rule 86:** An inferior train must be in the clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.

**Rule 87:** A train must clear the time of opposing superior trains by not less than ten minutes. An inferior train failing to clear the main track by the time required must be protected at that time as prescribed by Rule 99.

**Rule 89:** At meeting points the inferior train must take the siding except as provided by train orders.

**Rule 91:** Trains in the same direction must keep not less than ten minutes apart, except in closing up at stations.

**Rule 92:** A train must not leave a station in advance of its scheduled leaving time.

**Rule 93:** Yard limits will be indicated by yard limit signs and in the timetable or by train order. Within yard limits the main track may be used, clearing FIRST class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains, and engines IS NOT RE-

QUIRED.

In case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Second and third class trains, extra trains, and engines must move within yard limits at restricted speed.

**Rule 97:** Unless otherwise provided, extra trains must not be run without train order authority.

**Rule 99:** When a train is moving under circumstances in which it may be overtaken by another train, a member of the crew must drop lighted fuses at proper intervals and take such other action necessary to ensure full protection.

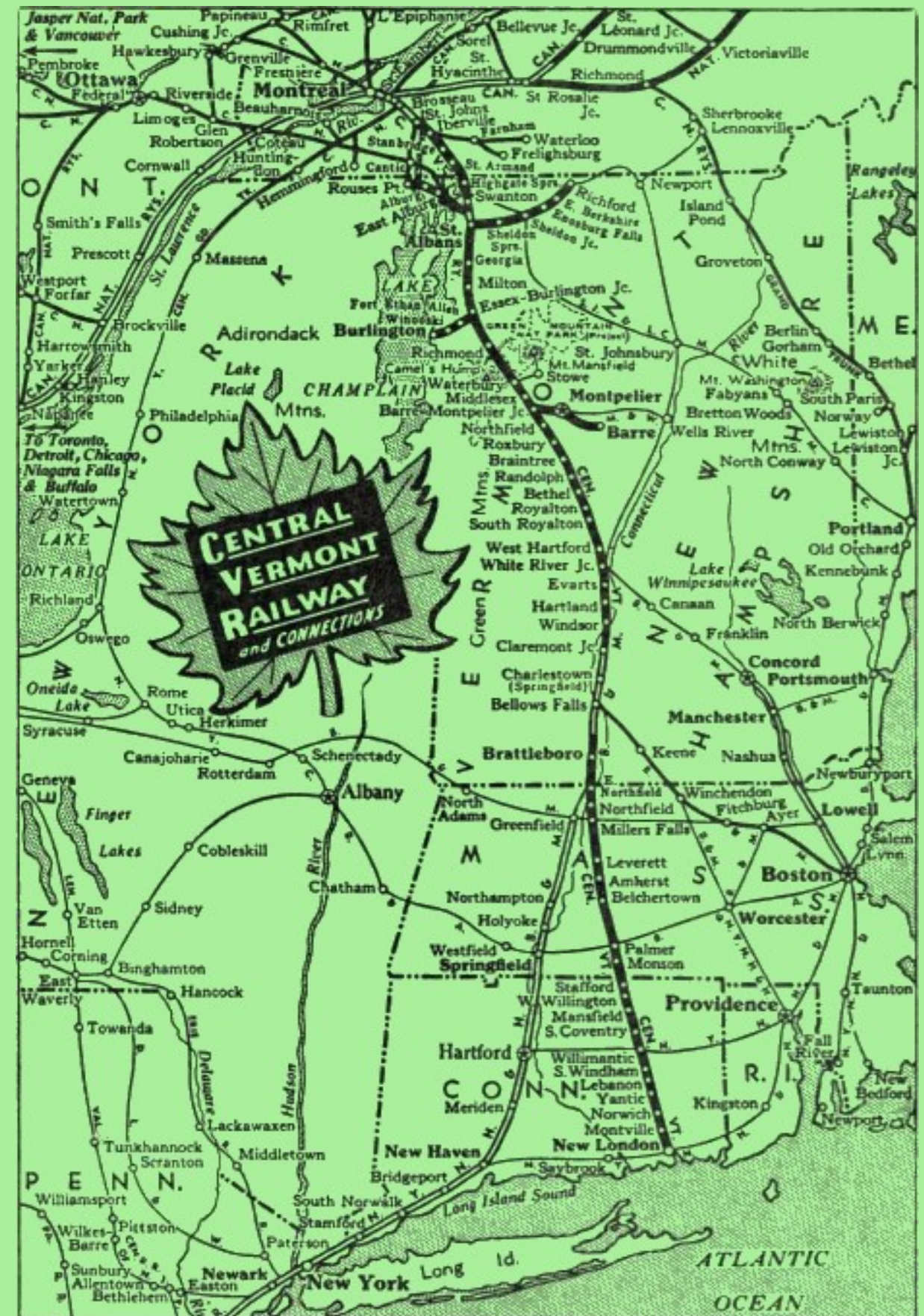
When a train stops under circumstances in which it may be overtaken by another train, or when other conditions require flag protection, a member of the crew must go back immediately a sufficient distance to ensure full protection.

The front of the train must be protected in the same way when necessary.

## MANIFEST FREIGHT SCHEDULES

(For references only)

| Northward |            | STATIONS                | Southward  |             |
|-----------|------------|-------------------------|------------|-------------|
| Train 491 | Rocket 429 |                         | Train 490  | Newsboy 430 |
| 7.00 AM   | 4.30 PM    | L NEW LONDON, CONN.     | A 7.45AM   | 2.15 PM     |
| 7.30      | 5.00       | L WILLIMANTIC, CONN.    | A 7.15     | 1.45        |
| 10.00     | 6.30       | L PALMER, MASS.         | A 5.30     | 12.00 PM    |
| 12.30 PM  | 8.15       | A BRATTLEBORO, VT.      | L 3.30 AM  | 10.30 AM    |
| 1.00      | 11.40      | L                       | A 10.25 PM | 10.00       |
| 4.30      | 3.00 AM    | A WHITE RIVER JGT.      | L 6.30     | 7.30        |
| 6.30      | 8.30       | L                       | A 5.00     | 5.30AM      |
| 1.00 AM   | 1.30 PM    | A ST. ALBANS, VT.       | L 12.1 PM  | 11.00 PM    |
| 4.30      | 5.00       | L                       | A 8.45     | 6.00 PM     |
| 5.15AM    | 5.45       | L EAST ALBURGH, VT.     | A 2nd day  | 5.00        |
| 1st day   | 8.30       | L ST. JOHNS, QUE.       | L 8.00     | 1.00 PM     |
|           | 10.30 PM   | A MONTREAL, QUE.        | L          | 11.00 AM    |
| 11:45A    |            | A BROCKVILLE, ONT.      | L 1.30     |             |
| M         |            | L                       | A 1.00     |             |
| 12.15 PM  |            | A CHICAGO, (ELSDON) ILL | L 8.45 PM  |             |
| 1.00 AM   |            |                         |            |             |
| 3rd day   |            |                         |            |             |





must sound engine whistle, signal 14(q). The indication of the fixed signal governs movements as follows:

Proceed-Hartford Route By day - upper arm in diagonal position and lower arm in horizontal position. By night - two green lights on upper arm in diagonal position and two red lights on lower arm in horizontal position.

Proceed-Chestnut Hill Route By day - upper arm in horizontal position and lower arm in diagonal position. By night - two green lights on upper arm in horizontal position and two red lights on lower arm in diagonal position.

Proceed-Central Vermont Ry. By day - upper arm in vertical position and lower in horizontal position. By night - two green lights on upper arm in vertical position and two red lights on lower arm in horizontal position.

Stop-All Routes By day - both arms in horizontal position. By night - two green lights on upper arm in horizontal position and two red lights on lower arm in horizontal position.

Palmer: Railway Crossing at Grade with the Boston & Albany Railroad. Interlocking. Approach signals, not controlled through track circuits, displaying aspect as per Rule 60lh, Fig. 3, are located 5680 feet south and 6280 feet north of crossing.

Signals of two aspect color-light type govern the movement of Central Vermont Railway trains and are located as follows :

For southward movements - west of Central Vermont main track one hundred (100) feet north of crossing.

Indication: Green over red - "proceed"; red over red - "stop".

For northward movements - east of Central Vermont main track one hundred thirty (130) feet south of crossing.

Indication: Green over red - "proceed"; red over red - "stop".

Before any movement can be made by Central Vermont Railway trains over crossing, a member of the train crew must observe the two indicator lights located in the signal control box. Both indicator lights lighted indicate no trains are approaching on the Boston & Albany Railroad and button marked "Clear" may then be pushed to clear the signal for Central Vermont movement. The movement over the crossing will restore the signal to normal.

The button marked "Cancel" should only be pushed if, after the "Clear" button has been used, the movement over the crossing will not be made on signal indication.

When either of the indicator lights continues to remain unlighted for a period of ten (10) minutes indicating a Boston & Albany train is approaching, a member of the train crew will contact operator at B&A interlocking No. 40 for instructions from telephone booth north of crossing. When instructed to proceed across crossing, push button marked "Clear". Signal will clear for Central Vermont

movement in ten (10) minutes.

In the event of a signal failure, or if the Central Vermont signal does not clear ten (10) minutes after "Clear" button is pushed, a signal indicating "stop" may be passed only on hand signal from trainman standing on crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing indicate "stop", that no train is approaching on any track, and then only after the trainman has unlocked the box at crossing, opened the crossing switch and complied with instructions posted in box. After train movement has been completed over diamond, the crossing switch must be closed and box locked.

Instructions concerning the manner of operating control buttons for the diamond crossing are to be found in the signal control boxes and should be thoroughly reviewed and understood before any attempt is made to operate the signal control.

An unattached engine, car or other unit must not stand foul of either B. & A. track at diamond, because of possible failure to activate signal.

**MOTOR CAR OPERATION:** The operator of a motor car will telephone Operator at B. & A. Interlocking 40 for permission to cross over the diamond. When this is received, the switch located in box on west side of main track, south of crossing, will be opened to set all signals at "stop" and movement over crossing may then be made. After movement has been completed, the switch must be closed and box locked.

East Northfield: Railway Crossing at Grade with the B. & M. R. R.; Interlocking. Movements through the interlocking zone are governed by B. & M. R. R. Interlocking and Signal Control System Rules.

**TRAIN ORDER OFFICES**

**PALMER AND WINDSOR SUBDIVISIONS**

| STATIONS        | EXCEPT SATURDAY AND SUNDAY                           | SATURDAY AND SUNDAY |
|-----------------|------------------------------------------------------|---------------------|
| East New London | Continuous                                           | Continuous          |
| Montville       | 8.00 A. M. to 12.00 noon<br>1.00 P. M. to 5.00 P. M. | Closed              |
| Norwich         | 9.00 A. M. to 12.00 noon<br>1.00 P. M. to 6.00 P. M. | Closed              |
| Yantic          | 8.00 A. M. to 12.00 noon<br>1.00 P. M. to 5.00 P. M. | Closed              |
| Lebanon         | 7.30 A. M. to 12.00 noon<br>1.00 P. M. to 4.30 P. M. | Closed              |
| Willimantic     | Continuous                                           | Continuous          |
| Bridge Street   | 8.00 A. M. to 12.00 noon<br>1.00 P. M. to 5.00 P. M. | Closed              |
| Mansfield       | 8.00 A. M. to 12.00 noon<br>1.00 P. M. to 5.00 P. M. | Closed              |
| Stafford        | 8.00 A. M. to 12.00 noon<br>1.00 P. M. to 5.00 P. M. | Closed              |
| Monson          | 8.00 A. M. to 12.00 noon<br>1.00 P. M. to 5.00 P. M. | Closed              |
| Palmer          | Continuous                                           | Continuous          |

**YARD LIMITS-LOCATION**

East New London: At mileage 1.6 or 3289 feet north of north switch to Thames Lumber Company.

Willimantic: 6946 feet north of Bridge Street and 988 feet south of south switch to Long Siding.

Palmer: 4501 feet north of M. P. 65 and 2207 feet south of entering switch.

**LISTING TIME OF WAYFREIGHTS**

**Palmer Subdivision**

Wayfreight listed for 7.30 A. M. Palmer to Brattleboro Mondays, Wednesdays and Fridays.

Wayfreight listed for 10.45 A. M. Brattleboro to Palmer Tuesday, Thursdays and Saturdays.

Wayfreight listed for 8.00 A. M. East New London to Palmer Mondays, Wednesdays and Fridays.

Wayfreight listed for 7.00 A. M. Palmer to East New London Tuesdays, Thursdays, and Saturdays.

Wayfreight listed for 8.30 A.M. East New London to Norwich and return to East New London daily except Sunday.

Wayfreight listed for 1.45 P.M.. East New London to Norwich, Yantic and Fitchville and return to East New London daily except Sundays.

**DISPATCHER'S EMERGENCY TELEPHONES**

Dispatcher's emergency telephones are available at locations indicated below. These may be used as occasion requires.

- 1.0 East New London Yard
- 6.0 Montville
- 10.5 Road Dept. spur
- 12.1 Thamesville
- 13.2 Norwich Freight House
- 16.9 South of Yantic
- 17.4 Gibbs
- 20.1 Franklin
- 22.9 Opposite Lebanon Station
- 29.5 Willimantic Yard
- 34.8 South Coventry
- 44.0 West Willington
- 49.7 Stafford Freight House
- 65.9 State Line
- 59.9 South Monson
- 61.0 Monson
- 64.1 Hospital Siding, Palmer, Mass.
- 85.1 B. & A. Transfer, Palmer
- 69.4 Barretts
- 73.3 Canal Jet.
- 75.0 Belchertown

**HOURS OF SERVICE LAWS  
TRAINMEN AND ENGINEMEN**

Employees will be held personally responsible for accepting call in violation of the Hours of Service act.

(1.) No conductor, engineer, trainman, fireman, yardman, or switchtender shall remain on duty for a longer period than 16 hours in any 24-hour period.

(2.) Whenever any such employe shall have been continuously on duty for 16 hours, he shall be relieved and not required or permitted to again go on duty until he has had not less than 10 consecutive hours oil duty.

(3.) And no such employe who has been on duty 16 hours in the aggregate (total) in any 24-hour period shall be required or permitted to continue or again go on duty without having had at least 8 consecutive hours off duty.

Note:—"Twenty-four hour period" begins at the time the employe goes mi duty after having had at least eight (8) consec-utive hours olT duty. The belief held by many that such em-ployes must be given eight (8) consecutive hours off duty in each 24-hour period, is not correct.

**TRAIN DISPATCHERS AND OPERATORS**

(23.) No operator, train dispatcher, or other employee who by the use of the telegraph or telephone, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than: First, 9 hours in any 24-hour period in all towers, offices, places and stations continuously operated night and day. Second, 13 hours in any 24-hour period in all towers, offices, places and stations operate only during the day time, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for 4 additional hours in a 24-hour period on not exceeding three days in any week. Any tower, office or station will be considered continuously operated night and day if such place is open as a telegraph office more than 13 hours during any 24- hour period, regardless of time it opens and time it closes. Any tower, office or station will be considered operated only during the day time if such place is open as a telegraph office not to exceed 13 hours during any 24-hour period regardless of time it opens and time it closes.

(24.) These provisions apply to employees in towers, offices, places and stations, anil do not include train employees who, by the terms of law, are permitted to be or remain on duty 16 hours consecutively or 16 hours in the aggregate in any 24- hour period, and who may occasionally use telegraph or tel-ephone instruments for the receipt or transmission of orders affecting the movement of trains.



**PALMER SUBDIVISION**

| First Class |       | Symbols | Miles From New London | Northward<br>Inferior<br>Direction | Southward<br>Superior<br>Direction | Siding | First Class |       | Fourth Class      |          |                   |         |
|-------------|-------|---------|-----------------------|------------------------------------|------------------------------------|--------|-------------|-------|-------------------|----------|-------------------|---------|
| 3           | 1     |         |                       |                                    |                                    |        | 2           | 4     | 738               | 430      | 740               | 490     |
| Psgr        | Psgr  |         |                       |                                    |                                    |        | Psgr        | Psgr  | Freight           | Freight  | Freight           | Freight |
| Daily       | Daily |         |                       |                                    |                                    |        | Daily       | Daily | Tues. Thurs. Sat. | Daily    | Tues. Thurs. Sat. | Daily   |
| PM          | AM    |         |                       | STATIONS                           |                                    |        |             |       |                   |          |                   |         |
| 12:16       | 5:50  |         | 0.0                   | New London {Union Station}         |                                    |        | 10:46       | 17:12 | PM                | PM       |                   | AM      |
| 12:26       | 6:00  | Y DN    | 1.2                   | East New London.....               | YARD                               | 10:36  | 17:02       | 11:27 | 14:12             | .....    |                   | 7:42    |
| 12:39       | 6:13  | D       | 6.0                   | Montville.....                     | 16                                 | 10:29  | 16:55       | 11:20 | 14:05             | .....    |                   | 7:35    |
| 12:52       | 6:26  | D       | 13.2                  | Norwich.....                       | 29                                 | 10:16  | 16:42       | 11:13 | 13:58             | .....    |                   | 7:28    |
| 13:02       | 6:36  | D       | 16.9                  | Yantic.....                        | 14                                 | 10:06  | 16:32       | 11:09 | 13:54             | .....    |                   | 7:24    |
| 13:12       | 6:46  | D       | 22.9                  | Lebanon.....                       | 34                                 | 9:56   | 16:22       | 11:05 | 13:50             | .....    |                   | 7:20    |
| 13:25       | 6:59  | DN      | 29.6                  | Willimantic.....                   | YARD                               | 9:43   | 16:09       | 10:58 | 13:43             | .....    |                   | 7:13    |
| 13:34       | 7:08  |         | 34.8                  | South Coventry.....                | 17                                 | 9:34   | 16:00       | 10:10 | 13:40             | .....    |                   | 6:55    |
| 13:46       | 7:20  | D       | 38.3                  | Mansfield.....                     | 15                                 | 9:22   | 15:48       | 10:04 | 13:19             | .....    |                   | 6:49    |
| 13:57       | 7:31  |         | 44.0                  | West Willington.....               | 39                                 | 9:11   | 15:37       | 9:59  | 13:14             | .....    |                   | 6:44    |
| 14:07       | 7:41  | D       | 49.7                  | Stafford.....                      | 24                                 | 9:01   | 15:27       | 9:55  | 13:10             | .....    |                   | 6:40    |
| 14:16       | 7:50  | D       | 55.9                  | State Line.....                    | 34                                 | 8:52   | 15:18       | 9:07  | 13:07             | .....    |                   | 6:37    |
| 14:25       | 7:59  | D       | 61.0                  | Monson.....                        | 17                                 | 8:43   | 15:09       | 9:04  | 13:04             |          |                   | 6:34    |
| 14:29       | 8:03  | Y DN    | 65.0                  | Palmer.....                        | 37                                 | 8:33   | 14:59       | 9:00  | 13:00             | 15:24    |                   | 6:30    |
|             |       |         | 75.0                  | Brattleboro.....                   |                                    |        |             | PM    | 12:00 AM          | 14:24 PM |                   | 5:30 AM |
| PM          | AM    |         |                       |                                    |                                    | AM     | PM          | 738   | 430               | 740      |                   | 490     |

PALMER SUBDIVISION FOOTNOTES

New London N. Y. N. H. & H, R. R. movements must not be made east of Hallam St. on C. V. connecting track (old C. V. main track) without written authority of the C. V. Yardmaster, who will arrange for the protection of the movement.

C. V. Ry. movements must not be made west of Hallam St. on C. V. connecting track (old C. V. main track) without written authority of the N. Y. N. H. & H, R. R. Yardmaster, who will arrange for the protection of the movement.

East New London: Main track begins and terminates at mileage 1.2.

East New London Yard: Account sharp curve, engines with lead trucks must not be operated from No. 4 track to No. 1 track. If necessary to go back through No. 1 track after pulling in on No. 1. engines should use No. 2 track and back on to Lead before entering No. 1 track.

East New London: Fourth St. Crossing: Trains must sound whistle. Signal 14(1), and yard engines must have bell ringing approaching this crossing.

East New London Dock: Account of insufficient overhead and side clearance on Tracks 1 and 2, trainmen are prohibit-ed from riding on cars during switching movements on these tracks excepting that one trainman may ride the end ladder on rear car of drafts when being pulled out.

Norwich. Cars standing on south end of Middle track do not clear siding. Crews using Middle track or siding must use extreme care in all operations.

Locomotive must not proceed farther than the heel of the frog on the Junction track at mileage 13.2. When necessary, cars must be taken with the engine to avoid operating engines beyond the frog.

Palmertown Branch and Palmer Bros. Industrial Spur: Movements over all highway crossings must be protected by a member of the crew performing such movements.

Norwich, Mansfield: Siding at these stations may be found at any time blocked with cars.

Willimantic: Time of all trains applies at Passenger Station. Train order signal is located at Bridge St., about one-fourth mile north of Passenger Station.

Palmer: The siding at Palmer is located west side of main track and extends between switch at Bridge, mileage 64.4, and first switch south of B & A R.R. crossing.

Switching movements over Dublin St. Crossing must be protected by a member of the crew performing such movements.

Barretts: Normal position of switch leading from siding to Bondsville Branch will be set for Bondsville Branch.

Belchertown: Department of Public Utilities Order Num-ber 8572 of July 26, 1919 permits operation upon and across the state highway known locally as Maple Street at level on Ryther and Warren Co. Inc. spur track, mileage 75.1, subject to the following restrictions: 'That the railway shall cause a

red flag by day and a lighted red lantern by night to be displayed whenever un engine, car or train is approaching and while it is passing over said crossing, and no engine, car or train shall pass at a greater speed than four (4) miles an hour.'

East Northfield: Southward trains whose initial terminal is Brattleboro, will not leave East Northfield earlier than seven-teen (17) minutes after listing time from Brattleboro.

REGISTER STATIONS

Palmer: Trains 430 and 490 and through extra trains may register by delivering register tickets to the operator.

All trains must obtain terminal clearance.

Canal Jet. and Norwottuck: Canal Jet. and Norwottuck are register stations for B & M trains only.

East Northfield: Southward trains may register by delivering register ticket to operator.

RESTRICTIONS, BRIDGE

| Bridge Mileage | M.P.H.            |
|----------------|-------------------|
| 99.9           | 10 (Engines only) |
| 109.2          | 25 (Engines only) |

RESTRICTIONS, ENGINE

Engines of the 700 class must not operate.

RESTRICTIONS, SPEED

ALL TRAINS

Except as otherwise directed, all trains between New London and Norwich, thirty (30) miles an hour, and between Norwich and East Northfield forty (40) miles an hour.

East New London, Fifteen (15) miles an hour on curve at south end of Bridge mileage 0.4 over Winthrop Cove.

Ten miles (10) an hour on curve at mileage 1.2.

Palmertown Branch, Maximum eight (8) miles an hour, and six (6) miles an hour around curves.

Norwich Tunnel: Mileage 14.2. twenty (20) miles an hour.

Palmer Bros. Industrial Spur, Eight (8) miles an hour.

Willimantic: Ten (10) miles an hour through crossovers at Bridge Street.

Stafford, Between mileage 49.4 and 50.0: twenty (20) miles an hour.

Barretts, Canal Jct., Belchertown, All trains 15 M. P. H.

SIGNALS, FIXED

Willimantic: Railway Crossing at Grade with the N. Y. N. H. & H R. R. Non-interlocking. Double Arm Mast Signal. Signal Located North of Bridge Street Crossing One Half Mile North of Station: Trains must stop not less than 200 feet and not more than 800 feet from signal. Enginemen of movements to or from Hartford route and Central Vermont Ry. must sound engine whistle, signal 14(m). Enginemen of movements to or from Chestnut Hill route