

# **BOSTON and MAINE RAILROAD**

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## **TRANSPORTATION ORDER 136**

(SUPERSEDING FIRST DISTRICT ORDER 920)

(SECOND DISTRICT ORDER 49)

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# **MAXIMUM WEIGHT AND CLEARANCE CHART**

(DATA COMPILED IN OFFICE OF CHIEF ENGINEER)

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In all shipments over this System, the maximum weight of dead engine or car and lading, and height and width of engine, car or lading, must not exceed the figures given in the following tables, except as noted in the following paragraph.

These loads are for cars with four wheel trucks. For cars with six wheel trucks, loads may be increased 10%.

The height of car or lading must in every case be taken from the top of rail. Widths of lading on open cars must be equally divided, one half on each side of the center of car.

When the width of any car or lading measures between the widths shown by this table, use the greater width following actual measurements, as shown by table, to ascertain clearance height. If clearance cannot be determined from table, Agents will wire Assistant General Superintendent for instructions advising actual measurements.

All cars for movement in passenger trains must be equipped with Westinghouse air brakes, train air-signal apparatus, steam heat train line and M.C.B. couplers.

It may occasionally happen that Connecting Lines will offer cars, the gross weight of which will not allow them to run to destination via the direct line, but which by a little detouring on the part of Connecting Lines, or on our own Road, may be received and forwarded to the proper destination. When Agents are in doubt as to the propriety of receiving or detouring cars, wire Assistant General Superintendent for instructions.

Regardless of maximum weight, this Road, as heretofore, will not accept cars consigned to any point on its System, or its connections, when the gross weight of car and contents is in excess of the load limit stenciled on the car. If load limit is not stenciled on the car, Agents should be governed by M.C.B. rule 86.

Cars that have no marked capacity on them must not be received from our connections until they have passed a thorough inspection and are found to have journals large enough to carry the loads.

All previous instructions in regard to weight and clearance limits are hereby cancelled.

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**ISSUED BY THE TRANSPORTATION DEPARTMENT  
ASSISTANT GENERAL SUPERINTENDENT'S OFFICE**

**MAY, 1927**



BETWEEN	Track	REFERENCE	Maximum Weight of Dead Engine or Car and Lading	HEIGHT ABOVE TOP OF RAIL							
				4 ft. WIDE and less	4 ft. 6 in. WIDE	5 ft. 0 in. WIDE	5 ft. 6 in. WIDE	6 ft. 0 in. WIDE	6 ft. 6 in. WIDE	7 ft. 0 in. WIDE	7 ft. 6 in. WIDE
				Pounds	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
<b>SOUTHERN DIVISION</b>											
Hudson and Clinton Junction . . . . .			200,000	17 1	17 1	17 1	17 0	17 0	17 0	17 0	17 0
Clinton Junction and Oakdale . . . . .			210,000	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8
Oakdale and Northampton . . . . .		c	135,000	16 4	16 4	16 4	16 4	16 4	16 4	16 4	16 4
North Cambridge and Lexington . . . . . (Branch)			205,000	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8
Lexington and Bedford (Branch)			205,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Bedford and North Billerica (Branch)			205,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Bedford and Reformatory (Branch)			123,000	14 8	14 8	14 8	14 8	14 7	14 7	14 7	14 7
Winchester and North Woburn Junction . . . . . (Branch)	N B		205,000	15 1	15 1	15 1	15 1	15 1	15 1	15 1	15 1
	S B		205,000	15 3	15 3	15 3	15 3	15 3	15 3	15 3	15 3
Montvale and Stoneham (Branch)			205,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Wilmington and Wilmington Junction . . . . . (Branch)			160,000	15 7	15 6	15 6	15 6	15 6	15 6	15 6	15 6
North Chelmsford and Ayer (Branch)			210,000	16 1	16 1	16 1	16 1	16 1	16 1	16 1	16 1
Nashua and Milford . . . (Branch)			160,000	17 11	16 5	16 5	16 5	16 5	16 5	16 5	16 5
Milford and Elmwood (Branch)		d	140,000	17 1	17 1	17 1	17 1	17 1	17 1	17 1	17 1
Elmwood and Keene . . (Branch)			140,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Manchester and Epping (Branch)			185,000	16 6	16 6	16 6	16 6	16 6	16 6	16 6	16 6
Epping and Rockingham (Branch)			185,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Rockingham and Portsmouth (Branch)			175,000	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8
Manchester and Parker (Branch)		e	160,000	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8
Parker and Henniker Junction (Branch)			140,000	18 5	18 5	18 5	18 4	18 4	18 4	18 4	18 4
Parker and New Boston (Branch)			140,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Hooksett and Concord (Branch)			160,000	17 7	17 7	17 7	17 7	17 7	17 7	17 5	17 3
Concord and Contoocook (Branch)	M L		160,000	14 11	14 11	14 11	14 11	14 11	14 10	14 10	14 10
Via Freight Track under Bridge No. 2 Concord . . . . .	F T		160,000	15 3	15 3	15 2	15 2	15 2	15 2	15 1	15 1
Contoocook and Claremont Junction . . . . . (Branch)		f	150,000	15 10	15 10	15 10	15 10	15 10	15 10	15 10	15 10
Franklin Jct. and Tilton (Branch)			175,000	15 7	15 6	15 6	15 5	15 5	15 5	15 4	15 4
Franklin and Bristol . . . (Branch)			140,000	18 3	18 3	18 3	18 3	18 3	18 3	18 3	18 3
Worcester and Oakdale . . . . .	E B		210,000	18 2	18 2	18 2	18 2	18 2	18 2	18 1	18 1
	W B		210,000	17 9	17 9	17 9	17 8	17 8	17 8	17 8	17 8
Oakdale and Clinton . . . . .	E B		210,000	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8
	W B		210,000	16 9	16 8	16 8	16 8	16 8	16 8	16 8	16 8
Clinton and Ayer . . . . .	E B		210,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
	W B		210,000	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0
Ayer and Nashua . . . . .	E B		210,000	15 9	15 9	15 8	15 8	15 8	15 8	15 8	15 8
	W B		210,000	15 8	15 8	15 8	15 7	15 7	15 7	15 7	15 7

c—Oakdale to Ware 205,000 lbs.  
 Ware to Hadley 160,000 lbs.  
 Hadley to Northampton 135,000 lbs.

d—Milford to South Lyndeboro 160,000 lbs.  
 South Lyndeboro to Elmwood 140,000 lbs.



HEIGHT ABOVE TOP OF RAIL

CLEARANCE LIMITATION

8ft.0in. WIDE	8ft.6in. WIDE	8ft.9in. WIDE	9ft.0in. WIDE	9ft.3in. WIDE	9ft.6in. WIDE	9ft.9in. WIDE	10ft.0in. WIDE	10ft.3in. WIDE	10ft.6in. WIDE	CLEARANCE LIMITATION
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
16 11	16 10	16 8	16 7	16 6	16 5	16 4	16 2	16 1	16 0	Bridge B138, east of South Bolton; Bridge 140, west of Berlin.
16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	Bridge 17, east of Oakdale.
16 4	16 3	16 3	16 3	16 3	16 3	16 3	16 3	16 3	16 3	Bridge 148, west of Oakdale.
14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	Bridge 258, east of Pierce's Bridge Station.
20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	
20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	
14 7	14 7	14 6	14 6	14 6	14 6	14 6	14 6	14 6	14 6	Bridge A264, west of West Bedford.
15 1	15 1	15 1	15 1	15 1	15 1	15 1	15 1	15 1	15 1	Bridge 276, south of Cross Street.
15 3	15 3	15 3	15 3	15 3	15 3	15 3	15 3	15 3	15 3	Bridge 276, south of Cross Street.
20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	
15 6	15 6	15 5	15 5	15 5	15 5	15 5	15 5	15 5	15 5	Bridge 36, south of Wilmington.
16 1	16 1	16 0	15 10	15 9	15 8	15 7	15 5	15 4	15 3	Stone Arch east of Graniteville.
16 5	16 5	16 5	16 5	16 5	16 5	12 9	12 9	12 9	12 9	Bridge 71, north of Nashua; Nashua Station Roof; Building, Nashua.
17 1	17 1	17 1	17 1	17 1	17 1	17 1	17 1	17 1	17 1	Bridge 93, north of South Lyndeboro.
20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	
16 6	16 6	16 6	16 6	16 6	16 6	16 6	16 6	16 6	16 6	Bridge 364, east of Manchester.
20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	
16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	Bridge 398, east of Rockingham.
17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	Bridge 403, west of West Manchester.
18 4	18 3	18 3	18 3	18 3	18 3	18 3	18 3	12 0	12 0	East Weare Freight House; Bridge 416, north of Colby.
20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	
17 0	16 9	16 7	16 6	16 4	16 3	16 2	16 1	15 11	15 10	Bridges 425 and 426, north of Hook- sett; C. & M. Electric Ry. Bridge.
14 10	14 10	14 10	14 10	14 10	14 10	14 10	14 10	14 10	14 10	Bridge 2, north of Concord.
15 0	15 0	15 0	15 0	15 0	14 11	14 11	14 11	14 11	14 11	Bridge 123, west of Mast Yard.
15 10	15 10	15 10	15 9	15 9	15 9	15 9	15 9	15 9	15 9	Bridge 129, west of Bagley.
15 3	15 3	15 3	15 3	15 2	15 2	15 2	15 2	15 2	15 2	Bridge 215, south of Franklin Falls.
17 9	17 4	17 1	16 11	16 8	16 6	16 3	16 1	15 10	15 8	Bridge 212, south of Bristol.
18 1	18 1	18 1	18 1	18 1	18 1	18 1	18 1	18 1	18 1	Bridge 11, east of Summit.
17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	Bridge 11, east of Summit.
16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	Bridge 17, east of Oakdale.
16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	Bridge 17, east of Oakdale.
20 0	20 0	20 0	20 0	20 0	17 8	17 8	17 8	17 8	17 8	Telegraph Cross Arm.
20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	
15 8	15 8	15 7	15 7	15 7	15 7	15 7	15 7	15 7	15 7	Bridge 30, east of Groton.
15 7	15 7	15 7	15 7	15 7	15 7	15 7	15 7	15 7	15 7	Bridge 30, east of Groton.

e—Manchester to Kelleys Falls 170,000 lbs.  
Kelleys Falls to Parker 160,000 lbs.

f—Contoocook to Guild 150,000 lbs.  
Guild to Newport 160,000 lbs.  
Newport to Claremont 170,000 lbs.  
Claremont to Claremont Jct. 180,000 lbs.



## LOADS PERMISSIBLE, ROADWAY AND BRIDGES

DIVISION	MAIN LINE OR BRANCH	FROM	To	MAX. WEIGHT CAR AND LOADING LBS.	MAXIMUM ENGINES	
					TYPE	NUMBER
Southern— <i>Con.</i>	Keene Branch.....	Nashua.....	South Lyndeboro.	160,000	J1abe-K7abc-L1ab-C21de-G10.....	3204-3244, 2360-2429, 2900-2916, 2100-2129, 200-264
	** " ".....	South Lyndeboro...	Keene.....	140,000	B15a-C15abcdegh-C16a-C17-A41f-A47cefg-A44ab-G4a	1460-1463, 1467, 1468, 1471-1473, 1476-1477, 1479, 1485, 1486, 1488, 1491, 1492, 1497, 1499, 2000-2064, 990-1029, 1111-1151, 1161-1164, 121-123
	Portsmouth Branch...	Manchester.....	Rockingham.....	185,000	J1abe-K7abc-L1ab-C21de-G10.....	3204-3244, 2360-2429, 2900-2916, 2100-2129, 200-309
	" ".....	Rockingham.....	Portsmouth.....	175,000	J1abe-K7abc-L1ab-C21de-G10.....	3204-3244, 2360-2429, 2900-2916, 2100-2129, 200-289
	North Weare Branch..	Manchester.....	Kelleys Falls.....	170,000	C19-B15c-G10.....	2074, 1360-1499, 200-279
	" " ".....	Kelleys Falls.....	Parker.....	160,000	C19-B15c-G10.....	2074, 1360-1499, 200-264
	" " ".....	Parker.....	Henniker Junction	140,000	K4ace-B15a-C15abcdegh-C16a-C17-A41f-A47cefg-A44ab-G4a.....	2301-2307, 1460-1463, 1467, 1468, 1471-1473, 1476, 1477, 1479, 1485, 1486, 1488, 1491, 1492, 1497, 1499, 2000-2064, 990-1029, 1111-1151, 1161-1164, 121-123
	New Boston Branch...	Parker.....	New Boston.....	140,000	K4ace-B15a-C15abcdegh-C16a-C17-A41f-A47cefg-A44ab-G4a.....	2301-2307, 1460-1463, 1467, 1468, 1471-1473, 1476, 1477, 1479, 1485, 1486, 1488, 1491, 1492, 1497, 1499, 2000-2064, 990-1029, 1111-1151, 1161-1164, 121-123
	Hooksett & Concord Branch.....	Hooksett.....	Concord, N.H....	160,000	J1-K4ace-C20-B14-A41abcde-G10....	3204-3208, 2301-2307, 2076-2079, 1356-1359, 954-987, 200-264
	Claremont Branch....	Concord.....	Contoocook.....	160,000	C19-B15c-G10.....	2074, 1360-1499, 200-264
" ".....	Contoocook.....	Guild.....	150,000	C17-C13ac-B15abc-A35b-A39bef-G4a..	2060-2064, 1956, 1967, 1972, 1360-1499, 843-846, 905-938, 121-123	

\*\* Five miles per hour over Bridge 94.

Special instructions already issued, still in force.