

**WESTERN ROUTE MAIN LINE CONT.  
PASSENGER TRAIN OPERATION CONT.**

Melrose Highlands — Westward trains scheduled to stop will stop so that leading car in train will be clear and east of Franklin Street crossing. Eastward trains will stop east and clear of Franklin Street.

Wakefield — Westward trains scheduled to stop will stop so that leading car in train will be clear and east of Albion Street crossing.

**FREIGHT TRAIN OPERATION**

North Berwick — In order to lessen fire danger, whenever cars with hot boxes are set off on the "Old Eastern," they must be shoved back to clear Route 9 highway crossing.

Piggyback flat cars are restricted on the Agway track.

**JOINT OPERATION**

Portland Terminal Co. — All trains and engines using tracks of P.T. Co. will be governed by the rules, regulations and time tables of that company.

Rigby Yard — Headend trainmen of outbound B & M trains will not accompany movement of light locomotive consist beyond the headcars in their train when engines are moved into interlocking limits for reverse move to train.

Trainmen must not go beyond "Portland Terminal Limit" sign except when train is departing Rigby.

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS**

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Boston-Rigby	263,000	None
Former Georgetown Branch	263,000	None

XMBT F 40 PH Loco Nos. 1000-1012 cannot be operated between Reading Jct. and Fells.

INTERLOCKING INTERLOCKING AND TRAIN ORDER OFFICE RADIO CHANNEL	<b>MEDFORD BRANCH WELLINGTON TO PARK STREET STATIONS</b>		DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
		Wellington (Western Route Main Line)	3.19		
		Glenwood	4.23		
		Park Street	4.61		

The direction Wellington to Park Street is Eastward (outward).

### MEDFORD BRANCH SPECIAL INSTRUCTIONS

#### 14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

X — indicates rule modification

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Entire Branch	All Crossings	Both	X			1

NOTE 1. Except in case of emergency.

#### 93. YARD LIMITS

Are located as follows: Entire branch.

#### 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
400 feet North Middlesex Ave. and Medford Jct. ....		10 10

### LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Wellington — Park St.	263,000	None

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

NEWBURYPORT BRANCH  
WAKEFIELD JCT. TO TOPSFIELD  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

		Wakefield Junction (Western Route Main Line)	9.38	
		Wakefield Center	9.85	17
		West Peabody	15.42	
		Collins Street	17.50	
		Tapleyville	17.98	8
		Danvers (Danvers Branch)	18.53	15
		Putnamville	20.11	
		Topsfield	29.49	7

The direction Wakefield Junction to Topsfield is Eastward (outward).

NEWBURYPORT BRANCH SPECIAL INSTRUCTIONS

14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

X — indicates rule modification

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Between Wakefield Jct. and Lowell Street	All Crossings	Both	X			1
Wakefield Center	Private Crossing 2400 Feet East of Station				X	
West Peabody	Lake Street	Westward	X			1
West Peabody	Winona Street	Eastward	X			1
Danvers	Pickering Street	Westward	X			1
Danvers	Charter Street	Both	X			1
Danvers	Maple Street	Both	X			1
Danvers	Oak Street	Both	X			1
Danvers	Poplar Street	Both	X			1
Danvers	Chestnut Street	Eastward	X			1

NOTE 1. Except in cases of emergency.

14-1-14



## NEWBURYPORT BRANCH CONT.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Wakefield Junction	Main	North Ave.				X			1
Wakefield Junction	Main	Richardson St.				X			2
Wakefield Center	All	Water Street	X						
Wakefield Center	All	New Salem St.	X						
Wakefield Center	Main	Salem Street	X						
	Main	Lowell Street	X						
	Main	Private Crossing 700' West of Rt. 128 Overhead Br.	X						
Lynnfield Center	Main	Summer St.	X						
Lynnfield Center	Main	Pillings Pond Road				X			
W. Peabody	Main	Lake Street				X			
W. Peabody	Main	Winona Street	X						
W. Peabody	Main	Pine Street	X						
W. Peabody	Main	Newburyport TrnPk.	X						3
W. Peabody	Main	Lowell Street				X			
Collins St.	Main	Crossing at Station	X						
Collins St.	Main	Prince Street	X						
Tapleyville	Main	Holton Street	X						
Tapleyville	Main	Pine Street	X						
Danvers	Main	Pickering St.	X						
Danvers	Main	Charter Street	X						
Danvers	Main	Maple Street	X						



## NEWBURYPORT BRANCH CONT.

## 33. PUBLIC CROSSINGS CONT.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Danvers	Main	Polar Street			X				
Danvers	Main	Chestnut St.			X				
Danvers	Main	Oak Street			X				
Danvers	Siding to Hy-Grade Sylvania Plant	Adams Street		X					4
Putnamville	Main	Crossing at Station		X					
Putnamville	Main	Wenham Rd. 2nd crossing east of old station (Rt. 97)		X					
Topsfield	Main	High Street (Rt. 97)		X					
Topsfield	Main	Newburyport Turnpike		X					3
Topsfield	Main	Maple Street (just West of Pyrofax Switch)		X					
Topsfield	Main	Summer St.		X					
Topsfield	Both	Main Street (First East of Station)		X					

NOTE 1. For eastward trains only.

NOTE 2. For westward trains only.

NOTE 3. Crew must operate the manually-controlled highway crossing signals.

NOTE 4. 4-M.P.H. over crossing.

## 93. YARD LIMITS

Are located as follows: Entire branch.

## 98. RAILROAD CROSSING AT GRADE

Trains must stop before passing over railroad crossing at grade. Stop posts indicating the points at which stops must be made are located the required distance from the crossing at the following point:

West Peabody.

## 104. SWITCHES

Topsfield—The main track in front of old passenger station may be used as a freight delivery track whenever the regular delivery track is full of cars. When cars are left on the main track, switch on the run-around track will be left lined for the runaround track.

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass Frt.
Highway Crossings, Wakefield Jct. and Wakefield Center .....		10 10

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Wakefield-Topsfield	263,000	None

INTERLOCKING INTERLOCKING AND TRAIN ORDER OFFICE RADIO CHANNEL	M AND L BRANCH ANDOVER ST. TO MANCHESTER STATIONS	DISTANCE FROM ANDOVER ST.	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X	Andover St. (Western Route Main Line) R—BillERICA	0.00		
	Methuen	2.50	10	
	Rockingham Park	6.46	15	
	Salem	6.93	9	
	Canobie Lake	8.74		
	Windham	12.80		
	Derry	15.96	11	
	Londonderry	21.07	15	
X	R—BillERICA (New Hampshire Route Main Line) (Portsmouth Branch) (Goffstown Branch) Manchester	27.17		

The direction Andover St. to Manchester is Northward (outward).

### M AND L BRANCH SPECIAL INSTRUCTIONS

#### 14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

14 (1) Is not to be sounded except in cases of emergency within the city limits of Lawrence.

#### 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Lawrence	All	Merrimack St.		X					
Lawrence	All	Broadway				X			
Lawrence	All	Water Street				X			
Lawrence	All	Essex Street		X					
Lawrence	All	Haverhill St.		X					
Methuen	All	Union Street South of Sta.		X					
Methuen	Main	Spicket River Crossing				X			



## M AND L BRANCH CONT.

## 33. PUBLIC CROSSINGS CONT.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Methuen	Main	Hampshire Rd.		X					
Rockingham Park	Main	Kelly Crossing				X			1
Rockingham Park	Main	Cloughs Crossing				X			
Rockingham Park	Main	Rockingham Blvd.				X			
Salem N.H.	Main	Main Street (Crossing at Station)		X					
Salem N.H.	Main	Gage's Crossing		X					2
Canobie Lake	Main	Crossing just North of Sta.		X					
Windham	Main	"Stickney's" 0.2 miles north of station		X					
Windham	Main	"Stickney's" 0.5 miles north of station		X					
Windham	Main	"Stickney's" 0.7 miles north of station		X					
Derry	Main	South Avenue		X					
Derry	Main	Broadway (Crossing at Station)		X					
Derry	Main	Rollins Street		X					
Londonderry	All	Sanborn Road (Duke's Crossing) just South of Route 28		X					
Londonderry	Main	Wilson's		X					
Londonderry	All	Route 28				X			
Londonderry	All	Plummers (Palmer's)		X					
Londonderry	Main	Bouchard St.			X				4
Manchester	Main	So. Willow St. Connector				X			3
Manchester	Main	Beech Street		X					
Manchester	Main	Gold Street		X					
Manchester	Main	Sargent Road		X					

NOTE 1. Crossing located approximately 1½ miles south of Rockingham Park and Interstate Route 93 crossings.

NOTE 2. Crossing located approximately ½ mile North of Salem N.H. Station.

NOTE 3. Member of train crew must operate the manually controlled flashing light highway crossing signals.

NOTE 4. Movements on siding must operate manual control and consume 20 seconds after crossing protection starts to operate before passing over crossing.



## M AND L BRANCH CONT.

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum — Lawrence and Londonderry</b> .....		<b>20 20</b>
Andover St. and Broadway .....		10 10
Over Broadway and Water Street .....		10 10
Water St. and North End of Yard (Backing) .....		10 10
Lawrence Station and Merrimack Street Via Wye Track .....		10 10
Bridge 0.48 Lawrence .....		10
Londonderry — 400 Feet North and South of Mammoth Road to Crossing .....		10 10
Londonderry — 500 Feet South and North of Bouchard St. to Crossing .....		10 10

## 93. YARD LIMITS

Are located as follows:

Location	Between	and
Andover Street	Andover Street	MP 1.7
Manchester	MP 20	Manchester

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Entire Branch	263,000	None

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

PORTSMOUTH BRANCH  
MANCHESTER TO PORTSMOUTH  
STATIONS

DISTANCE FROM  
MANCHESTER  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		Manchester	R—Billerica (N.H. Route Main Line)	0.00		
		East Manchester		2.01		
		Candia		11.32		
		Raymond		17.48		
		Epping		23.14		
X		Rockingham Jct.	R—Billerica (Western Route Main Line)	30.44		
		Greenland		36.46		
		Emery		39.45		

The direction Manchester to Emery is Southward (inward).

PORTSMOUTH BRANCH SPECIAL INSTRUCTIONS

33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Manchester N.H.	Main	Freight House Crossing		X					
Manchester N.H.	Main	Belmont St.				X			1
Manchester N.H.	Main	Somerville St.		X					
Manchester N.H.	Main	Valley St.				X			
Manchester N.H.	Main	Valley St. (private xing serving Sea- man's Supply)		X					
Manchester N.H.	Main	Wilson St. Silver St. Maple St.		X X X					
Manchester N.H.	Main	Beech St. Union St. Willow St.				X X X			3 2

PORTSMOUTH BRANCH CONT.

33. PUBLIC CROSSINGS CONT.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Page St. Manchester and Rockingham Jct.	Main	All crossings Protected by Automatic Crossing protection			X				
East Manchester	Main	Severence St.		X					
Raymond	Main	Crossing at North End of Station		X					
Epping	Main	Two Crossings South of Sta.		X					
Epping	Former Fremont Branch	All		X					
Rockingham Jct.—Emery	Main	All Crossings			X				1
Greenland	Main	Crossing South End of Station		X					

NOTE 1. Pertains to all crossing with Automatic Crossing Protection.

NOTE 2. For Southward trains.

NOTE 3. For Northward trains.

93. YARD LIMITS

Located as follows: Entire branch.

109. BULLETIN BOARDS

Manchester — Yard Office

110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum — Manchester and Emery</b>		10 10

505. AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic block signal system between sign 1830 feet north of signal PT 102 and sign 2105 feet south of signal PT 91.

LOCOMOTIVE RESTRICTIONS AND MAXIMUM WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Manchester — Rockingham Jct.	220,000	None
Emery — Rockingham	263,000	None



INTERLOCKING INTERLOCKING AND TRAIN ORDER OFFICE RADIO CHANNEL	HAMPTON BRANCH PORTSMOUTH TO SALISBURY STATIONS		DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
	Portsmouth (Newington Branch) Emery (Portsmouth Branch) End of Main Track	} Other than main track	56.91		
			55.98		
			55.80		
	North Hampton		48.69		
	Hampton		46.52	53	
	Hampton Falls End of Main Track	} Other than main track	44.36		
	Power		43.66		
	Seabrook		43.38		
			42.66		
	Salisbury		39.32		

The direction Portsmouth to Salisbury is Westward (outward).

### HAMPTON BRANCH SPECIAL INSTRUCTIONS

#### 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X — indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Emery	Main	Barberry Lane			X				
Breakfast Hill	Main	Sodom Road			X				
Seabrook	Main	Seabrook Sta. Access Road Nos. 1 & 2				X			
Salisbury	Former Amesbury Branch	Cushing St.				X			
	Former Amesbury Branch	Rocky Hill Road & Collins St.		X					
Salisbury Point	Former Amesbury Branch	Rocky Hill Road				X			
		Fowler's Crossing (Elm St.) Rabbitt Road				X			

NOTE 1. Pine Street Navy Yard Branch, 6 mph stop not required.



INTERLOCKING INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	NEWINGTON BRANCH PORTSMOUTH TO NEWINGTON STATIONS	DISTANCE FROM PORTSMOUTH	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
		Portsmouth (Hampton Branch)	0.00		
		Kittery Jct. (Navy Yard Track)	.80		
		Newington*	3.27		

The direction from Portsmouth to Newington is Eastward (outward).

\*Main Track ends at Mileage 3.27

### NEWINGTON BRANCH SPECIAL INSTRUCTIONS

#### 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Portsmouth	Main	Cutts St.		X					
	Main	Vaughan St.		X					
	Main	Maplewood Avenue				X			
	Main	Market St.		X					
	Main	Green St.		X					
Former Navy Yard Branch	Former Navy Yard Crossing	State Road Crossing		X					1
	Navy Yard Crossing	Navy Yard Crossing		X					
Newington	Main	Gosling Rd.		X					
	Air Base Track	Old Dover-Portsmouth Road			X				
	Air Base Track	Spaulding Turnpike			X				

NOTE 1. Pine Street Navy Yard Branch, 6 mph stop not required.



NEWINGTON BRANCH SPECIAL INSTRUCTIONS CONT.

93. YARD LIMITS

Are located as follows: Entire branch.

110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Maximum—Portsmouth and Newington .....		10 10

505. AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal System Rules in effect between 300 feet west of eastward Portsmouth-Kittery Bridge interlocking signal and 300 feet east of westward Portsmouth-Kittery Bridge interlocking signal.

605. INTERLOCKING RULES IN EFFECT

PORTSMOUTH — KITTERY BRIDGE

Trains stopped by interlocking draw signal at **Portsmouth-Kittery Bridge**, trainman must communicate by telephone with drawbridge operator. No movement without proper signal indication is to be made except on the authority of the operator, and any such movement made under this authority must be made under full flag protection for eastward movements to sign "End of Signal Territory," and for westward movements to eastward sign "Signal Territory Starts," and position of draw rails and all conditions which might affect the safety of the movement must be thoroughly examined.

LOCOMOTIVE RESTRICTION AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Portsmouth—	220,000	None
Newington		

Location	Track	Clearing	D	E	F	SP	CC	CO	Notes
Portsmouth	Main	Clearing B1	X						
Main	Clearing B2	Clearing B2	X						
Main	Clearing B3	Clearing B3		X					
Main	Clearing B4	Clearing B4	X						
Main	Clearing B5	Clearing B5	X						
Main	Clearing B6	Clearing B6	X						
Main	Clearing B7	Clearing B7	X						
Main	Clearing B8	Clearing B8	X						
Main	Clearing B9	Clearing B9	X						
Main	Clearing B10	Clearing B10	X						
Main	Clearing B11	Clearing B11	X						
Main	Clearing B12	Clearing B12	X						
Main	Clearing B13	Clearing B13	X						
Main	Clearing B14	Clearing B14	X						
Main	Clearing B15	Clearing B15	X						
Main	Clearing B16	Clearing B16	X						
Main	Clearing B17	Clearing B17	X						
Main	Clearing B18	Clearing B18	X						
Main	Clearing B19	Clearing B19	X						
Main	Clearing B20	Clearing B20	X						

INTERLOCKING INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	CONWAY BRANCH ROLLINSFORD TO MOUNT WHITTIER STATIONS		DISTANCE FROM ROLLINSFORD	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X		Rollinsford	(Western Route Main Line) R—BillERICA	0.00		
		Somersworth		2.72 *73.37	15	
		Rochester		*79.92	20	
		Hayes		*84.91		
		Milton		*87.81		
		Union		*93.48		
		Sanbornville	(Wolfeboro R.R.)	*97.80		
		Wakefield		*99.49		
		Burleyville		*103.14		
		Ossipee Pit		*108.31		
		Ossipee		*111.21	20	
		Mountainview		*116.13		
		Mount Whittier		*121.81	10	

The direction Rollinsford to Mount Whittier is Northward (outward).

\*Mileage from Boston via former Eastern Route.

## CONWAY BRANCH CONT.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation.

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Rochester	Main & former Gonic Branch	Winter St.		X					
Rochester	former Gonic Branch	Portland St. Main St. Upham St.		X X X					
Gonic	former Gonic Branch	Spaulding Turnpike				X			
		Railroad Ave.		X					
Rochester	former Farmington Branch	Wakefield St.		X					
		Spaulding Turnpike				X			
Farmington	former Farmington Branch	Route 11 (.07 mile so. of Farmington)		X					
Farmington	Davidson Rubber Siding	Private Crossing		X					
Hayes	Spaulding Track	State Highway		X					
Hayes	Spaulding Track North	State Highway		X					
Sanbornville	Main	Main Street		X					



## CONWAY BRANCH CONT.

## 33. PUBLIC CROSSINGS CONT.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Burleyville	Main	Private Crossing located 560 ft. North of MPB-106 about 3.3 miles North of Burleyville		X					
Mountainview	All	Moultonville Road		X					

## 83. TRAIN REGISTER

Rochester

## 93. YARD LIMITS

Located as follows:

Location	Between	and	Notes
Somersworth	M.P. 1.6	M.P. B73.9	
Rochester	M.P. B78.8	M.P. B80.3	
Ossipee Pit	M.P. B107.5	M.P. B111	

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum</b> .....		<b>25 25</b>
Rollinsford, Southward Approach Signal and Southward Home Interlocking Signal .....		20 20
Somersworth Station and North of Freight House .....		10 10
Rochester Station (Board) Portland Street and 800 Feet North of Summer Street Crossing .....		10 10
Union, Mile Post 93 and Mile Post 94 .....		15 15
Mountainview, Bridge 115.57, 0.56 Mile South of Station .....		20 20
Mountainview, Main Street Crossing at Station .....		15 15

## 505. AUTOMATIC SIGNAL SYSTEM

Automatic Block Signal System is in effect between Rollinsford and 3300 feet north of MP R1.

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Between	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Rollinsford and Sanbornville including former Gonic and Farmington Branches.	250,000 lbs.	None
Sanbornville and Mt. Whittier	220,000 lbs.	None

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

EASTERN ROUTE MAIN LINE  
BOSTON TO NEWBURYPORT  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

INTERLOCKING	INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	STATION	DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
			Boston	0.00		
X	X	C	Tower A	0.30		3
X			FX Interlocking R—Tower X	1.36		
X			Reading Jct. R—Tower X	1.82		
X	X		Draw 7	2.22		2
X			Everett Jct. R—Tower X (Saugus Branch) (Conrail)	2.75		
			East Everett	3.75		
			Chelsea	5.47		
U			Revere	6.23		
X	P		Saugus River Draw	9.55		1,5
			River Works	9.86		
			West Lynn (Saugus Branch)	10.67		
			Lynn	11.61		
			Green Street	11.80		
			Swampscott	12.80		
U			Pickman Park	14.64		
X			Castle Hill R—Salem	15.59		
			Salem	16.16		
X	X	2	SA Tower (Salem and Danvers Branches)	16.70		
X			Northey Point R—Salem	16.99		
X	P		Beverly Draw	17.66		1,6
			Beverly	18.33		
X			Beverly Jct. R—Salem (Gloucester Branch)	18.70		
			North Beverly	20.84		
X			End of Double Track R—Salem	21.45		
X			Hamilton and Wenham R—Salem	22.74		4
X			Ipswich West R—Salem	26.87	80	
X			Ipswich East R—Salem	27.66		
			Ipswich	27.76		
			Rowley	31.13		
			Newburyport	37.27		

The direction Boston to Newburyport is Eastward (outward).

NOTE 1. Interlocking office only. Trains stopped by interlocking signals at drawbridge may proceed over drawbridge on verbal permission or hand signal given by drawtender, or, in absence of drawtender, train must be preceded by a flagman over drawbridge. After passing over drawbridge on such hand signal, engineman may proceed at restricted speed as provided in Rule 509.

NOTE 2. Draw No. 7 is protected by semi-automatic color light dwarf interlocking signals, and by manually operated gates over each track.

NOTE 3. Draw No. 1 is protected by semi-automatic color light dwarf interlocking signals and by power operated gates controlled from Tower "A."

A warning whistle will sound a single long blast just prior to opening drawbridge.

NOTE 4. Westward interlocking signal only.

NOTE 5. Attended 0800-1600, daily.

NOTE 6. Attended 0800-2400, daily.

## EASTERN ROUTE MAIN LINE

## SPECIAL INSTRUCTIONS

## 14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

X—indicates rule modification

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Everett Jct.-Salem	All	Both	X			1
Salem-former Marblehead Branch	Canal Street	Both	X			
	Loring Ave.	Both	X			
Beverly	Congress St.	Westward	X			1
	Elliot Street	Both	X			1
	Balch	Both	X			1
	Kitteridge	Both	X			1
No. Beverly	Tozer Road	Both	X			1
	Private Crossing 2100 Feet West of Station	Both	X			1
	Dodge	Both	X			1
Hamilton and Wenham	Larch Row	Both	X			1
	Main Street	Both	X			1
	Asbury Street	Both	X			1
Ipswich	Topsfield Road	Westward	X			1
Ipswich	Washington St.	Both	X			1
Ipswich	Mineral Street	Both	X			1
Ipswich	Liberty Street	Both	X			1
Ipswich	Linebrook Rd.	Both	X			1

NOTE 1. Except in cases of emergency.



## EASTERN ROUTE MAIN LINE CONT.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
East Everett	Eastward	Second Street						X	1
Chelsea	Eastward	West Third St.						X	1
Chelsea	Eastward	Everett Ave.						X	1
Chelsea	Eastward	Spruce Street						X	1
Chelsea	Eastward	Arlington & 6th Street						X	1
Revere	former East Boston Branch and Sidings	Addison Street	X						
River Works	Side Tracks	G.E. Private Crossing				X			
Swampscott	Lynn Sand Stone Track	Danvers Road	X						3
Salem	former Marblehead Branch	Canal Street	X						
		Loring Ave.	X						
Beverly	Gulf Refining Track	Cabot Street	X						
Beverly	Eastward & Westward	Elliot Street							4
Beverly	U.S.M. Track	River Street Extension				X			5
Ipswich	Main	Washington St.				X			6
Newburyport	Main	Parker Street				X			
	Main	Washington St.	X						

**EASTERN ROUTE MAIN LINE CONT.****33. PUBLIC CROSSINGS CONT.**

NOTE 1. Trains or engines having performed switching at any siding within XC Posts of Second St., West Third St., Everett Ave., Spruce St. and Arlington and 6th St. must approach any of these crossings in advance of their movement prepared to stop and consume 20 seconds after protection has begun to operate before passing over crossing.

NOTE 2. Flagman protects crossing, but if he is not in sight, a member of train crew must protect.

NOTE 3. Elliott Street Crossing — During the hours of heavy highway traffic at this crossing the westward home signal located just east of the crossing and the automatic signal located just west of crossing will display a red indication. When trains are within about 100 feet in approach to these signals, the gates will start to operate and the signal will clear for movement over the crossing in about 15 seconds. The hours of operation above described will be 0715 to 0815; 1145 to 1245 and 1630 to 1730 Monday thru Friday. When westward home signal is being held at stop by the Train Director, the gates will not operate. When Train Director does clear signal, the gates will operate about 15 seconds before the signal will actually clear.

NOTE 4. River Street Extension (on sidetrack serving United Shoe Machinery) — All trains or engines must stop at stop post and member of crew will operate the manual control at the approach side of crossing to start flashers operating. Train or engine must then consume 20 seconds after crossing protection starts to operate before passing over crossing. After movement over crossing has been made, member of crew will operate manual control at the leaving side of the crossing to stop crossing protection operation.

NOTE 5. For eastward trains only.

**93. YARD LIMITS**

Located as follows:

Location	Between	and	Notes
Ipswich	Ipswich East	MP 28.9	
Newburyport	MP 35.7	Newburyport	

**99. EXCEPTION TO GENERAL SPECIAL INSTRUCTION RULE 99**

Trains or engines must not be permitted to follow single unit RDC between End of Double Track and Ipswich West.

**104a. LOCATION OF SPRING SWITCHES**

Location	Switches Connects	Normal Position	Notes
Pickman Park	Siding and Westward Track	Westward Track	1,2
Northey Point	End of Double Track	Single to Eastward Track	1
End of Double Track	End of Double Track	Single to Westward	1

NOTE 1. Within Interlocking limits.

NOTE 2. Rule 513a will apply for movements from siding to main track (clearing time is 3 min.) Rule 665 must be complied with.

**107. PROTECTION OF PASSENGERS**

(See General Special Instruction Rule 107).

Outward trains entering main track at junction points outside Boston will be notified by Train Dispatcher, Train Director or operator in charge.



## EASTERN ROUTE MAIN LINE CONT.

## 109. BULLETIN BOARDS

Boston—	North Station Engine Terminal Mystic Jct. Yard Office Yard 21 Office
Chelsea—	Freight Office
West Lynn—	Freight Office
Salem—	Yard Office Trailer-Locker Room

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
North Station and East Interlocking Limit Tower A .....		10 10
East Interlocking Tower A and FX Interlocking .....		30 30
Mystic Branch Diamond at FX Interlocking .....		20 20
FX Interlocking and Draw No. 7 .....		30 30
Over Draw No. 7 and Approach Trestle .....		10 10
<b>Maximum—Draw 7 and Chelsea</b> .....		<b>50 40</b>
East Everett and Chelsea .....		35 35
<b>Maximum—Chelsea and Beverly Jct.</b> .....		<b>60 40</b>
Mileage 5.5 and 6.6 .....		50
Over Saugus River Draw and Approach Trestle to G.E. Private Crossing .....		20 20
Swampscott, crossing Danvers Road on Lynn Sand and Stone Co. Track .....		4
Castle Hill and Salem Tower .....		30 30
Over Beverly Draw and Approach Trestle .....		10 10
Beverly, through Station .....		30 30
Beverly, crossing Cabot St. on Gulf Refining Track .....		10
<b>Maximum—Beverly Jct. and Newburyport</b> .....		<b>30 25</b>
Beverly, over Elliot St. Crossing .....		20 20
Hamilton and Wenham, Between the Delivery track Switch and Bay Road (Main St.) crossing .....		20 20
Hamilton and Wenham, Between Bay Road crossing (Main St.) to Asbury St. crossing <b>Eastward</b> Trains Only .....		10 10
Ipswich, Between Switch 250 Feet West of Eastward Interlocking Signal and Liberty St. crossing .....		20 20
Newbury, Between mileage 33.9 and mileage 34.25 .....		10 10
<b>OTHER SPEED RESTRICTIONS:</b>		
Yard tracks: Boston Chelsea, Lynn and Salem .....		10 10



## EASTERN ROUTE MAIN LINE CONT.

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

Double Track						
Between		and				
FX Interlocking		West end Salem Interlocking				
Northey Point		End of Double Track				
Three Tracks						
Between		and		No. 2	No. 3	No. 4
Boston—Tower A		FX Interlocking		CTC	CTC	CTC

NOTE: Tracks are numbered from the south 2-3-4.

**LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL, OR CAB INDICATOR RULES ARE IN EFFECT:**

X—indicates rules in effect.

Column 1—(251) Rules for movement of trains in the same direction by block signals, rules 251-255, inclusive.

Column 2—(ABS) Automatic Block Signal System, rules 503-516, inclusive.

Column 3—(CTC-Directional Track) Centralized Traffic Control System, rules 265-274, inclusive.

Column 4—(CTC-Neutral Track) Centralized Traffic Control System, rules 265-274, inclusive.

Between		and		Track		1	2	3	4	5	Notes
See column description code						251-255	ABS	CTC Directional Track	CTC Neutral Track		
						Boston—Tower A	FX Interlocking	2, 3, & 4			X
FX Interlocking	Reading Jct.	Eastward & Westward			X		X				
Reading Jct.	Everett Jct.	Eastward			X		X				
Reading Jct.	Everett Jct.	Westward			X	X				2	
Everett Jct.	Castle Hill	Eastward & Westward		X	X						
Castle Hill	Salem	Eastward			X	X				2	
Castle Hill	Salem	Westward			X		X				
Salem	Northey Point	Single			X		X				
Northey Point	Beverly Drawbridge	Eastward			X		X			3	
Beverly Drawbridge	End of Double Track	Eastward		X	X						
Northey Point	End of Double Track	Westward		X	X						
End of Double Track	Ipswich	Single			X		X				
Ipswich	End of Signal Territory sign about 1300 ft. west of M.P. B-29	Single			X						

**EASTERN ROUTE MAIN LINE CONT.**

NOTE 1. CTC Territory between Tower A and FX Interlocking under direction of Train Director at Tower A.

NOTE 2. Directional tracks may be used in reverse direction as provided by rule 266 and at restricted speed when authorized by the operator.

NOTE 3. A member of crew of train or engine desiring to make westward move from Congress St. Beverly, on eastward track must notify Train Director in Salem Tower when ready to make move upon receiving permission from Train Director to make the above move, member of train crew will operate push button marked "Push to Clear Signal" in box located on steel case on the southeast corner of crossing. When this push button is operated, automatic crossing protection at Congress St. will start operating and the dwarf signal will clear in approximately 15 seconds.

When this signal is cleared under conditions as described above and for some reason this move is not to be made, the push button marked "Push to Set Signal Red" must be pushed to cancel this signal. Crossing protection will stop operating when this button is pushed.

**273. SIDINGS NOT TO BE USED TO CLEAR MAIN TRACK**

Location	Track
Salem	Parker Bros. (2 tracks)

**404. TRACK CAR PERMITS**

Track Car Permit Form TC line C applies between Everett Jct. and Castle Hill

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHT**

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Boston—Northey Point	263,000	None
Northey Point—Newburyport	220,000	None
Salem—Loring Ave.	220,000	1200-1282 incl., 800-864 incl.

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

GLOUCESTER BRANCH  
BEVERLY JUNCTION TO ROCKPORT  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

INTERLOCKING	INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	STATION	DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X			Beverly Junction (Eastern Route Main Line) <sup>R—Salem</sup>	18.70		
			Montserrat	19.79		
			Paradise Crossover	20.71		
			Prides	22.17		
			Beverly Farms	22.91		
			West Manchester	24.19		
X	P		Manchester	25.30	1,2	
			West Gloucester	29.58		
			Harbor	30.70		
X	X		Gloucester Draw	31.00	1	
			Wilson	31.25		
			Gloucester	31.59		
			Loop — (End of Main Track)	35.00		
			Rockport	35.33		

The direction Beverly Junction to Rockport is Eastward (outward).

NOTE 1. Interlocking stations only. Trains stopped by interlocking signals at drawbridge may proceed over drawbridge on verbal permission or hand signal given by drawtender, or, in absence of drawtender, train must be preceded by a flagman over drawbridge. After passing over drawbridge on such hand signal, engineman may proceed at restricted speed as provided in Rule 509.

NOTE 2. Attended 0900-1300 and 1400-1800, daily.





## GLOUCESTER BRANCH SPECIAL INSTRUCTIONS

## 14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Beverly	Elliot Street	Both	X			1
Beverly	Cabot Street	Both	X			1
Montserrat	Spring Street	Both	X			
Montserrat	Essex Street	Both	X			
Paradise Crossover	Boyle Street	Eastward	X			1
Prides	West Thissell	Westward	X			1
Prides	West Thissell	Eastward			X	
Prides	East Thissell	Both	X			1
Prides	Hale Street (East of Station)	Both	X			1
Beverly Farms	West St. (west) (at Station)	Both	X			1
Beverly Farms	Beach Street	Both	X			1
Beverly Farms	West St. (east)	Both	X			1
Manchester, Mass.	Beach Street	Both	X			1
	Sea Street	Both	X			1
Gloucester	Washington St.	Both	X			1
M.P. 34.07	Piggery Crossing	Both			X	2

NOTE 1. Exception cases of emergency.

NOTE 2. To be sounded between 0700 and 1700 hours Mondays through Fridays.

## GLOUCESTER BRANCH CONT.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation.

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Beverly	Both	Elliott Street			X				6
Beverly	Both	Cabot Street							1
Beverly Farms	Both	West Street						X	2
Manchester Mass.	Both	Beach Street				X			4
	Both	Sea Street				X			3
Gloucester	Main	Washington St.				X			5

NOTE 1. Crossing tender will be on duty to handle emergency operations between 0600 hours and 2300 hours Monday thru Friday, between 0630 hours and 2350 hours Saturday and between 0900 hours and 2350 hours Sunday and Holidays.

NOTE 2. If any part of a WESTWARD train occupies the section of track between Beach Street and a point about 400 feet east of West Street on the westward track for more than 70 seconds, the crossing protection at West Street will automatically cut out.

A train occupying this track for more than 70 seconds, then proceeding westward over West Street Crossing, must use at least 20 seconds between a point 400 feet east of crossing and the crossing.

NOTE 3. Sea Street.

A STOP post is located about 450 feet west of Sea Street Crossing governing eastward trains on either track.

All eastward trains after making stop must consume at least 25 seconds between this STOP post and Sea Street Crossing.

Trains or engines making Eastward move on Westward track over Sea Street Crossing, must operate gates by using manual control box before passing over crossing.

All eastward trains stopping at Manchester, Mass. will stop so that rear of train clears Beach Street Crossing by at least 100 feet. Center circuit on crossing has been extended eastward and unless trains clear it, the gates will remain down.

## GLOUCESTER BRANCH CONT.

## 33. PUBLIC CROSSINGS CONT.

## NOTE 4. Beach Street

A STOP Post is located Westward track, just East of Crossover at Manchester, Mass. All Eastward trains and engines must consume 20 seconds between this stop post and Beach Street Crossing after crossing protection has started to operate.

NOTE 5. Positive STOP posts are located about 250 feet west and 50 feet east of Washington St. Crossing.

NOTE 6. Elliott Street Crossing—During the hours of heavy highway traffic at this crossing the westward home signal located just east of the crossing and the automatic signal located just west of crossing will display red indication. When trains are within about 100 feet in approach to these signals, the gates will start to operate and the signal will clear for movement over the crossing in about 15 seconds. The hours of operation above described will be 0715 to 0815; 1145 to 1245 and 1630 to 1730 hours Monday thru Friday. When westward home signal is being held at stop by the Train Director, the gates will not operate. When Train Director does clear signal, the gates will operate about 15 seconds before the signal will actually clear.

## AUTOMATIC CROSSING PROTECTION NOT EQUIPPED FOR REVERSE MOVEMENTS ON TWO OR MORE TRACKS.

Prides	West Thisell St.
Beverly Farms	Dexter St. (LaChrom's)
Manchester	Boardman Ave.

## S-72 EXCEPTION

Outward first class trains are superior to inward first class trains between **Wilson** and **Loop**.

## 83. TRAIN REGISTERS

Wilson—located in Drawtenders cabin at Gloucester Draw.

Loop—located at Rockport.

## 93. YARD LIMITS

Located as follows.

Location	Between	and	Notes
Gloucester	M.P. 30.6	M.P. 32.2	

## 104a. SPRING SWITCHES

Location	Switch Connects	Normal Position	Notes
Wilson	end of double track	Single track to Westward track	1

NOTE 1. A push button control has been installed to clear signal G313-2 for eastward movement from westward track. Before operating push button member of crew must first observe the "Normal Traffic" approach indicator. If a green light is displayed no train is approaching and "signal clear" push button must be operated immediately. If red light indicating "normal traffic" approach occupied. Train Dispatcher must be contacted. If Train Dispatcher determines no train or engine is approaching he will authorize crew member to push "signal clear" push button and signal should clear in 4 minutes and 30 seconds.

If signal does not clear in either instance Rule 509 (1) will apply.



GLOUCESTER BRANCH CONT.

110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H.	
		Pass.	Frt.
<b>Maximum</b> .....		<b>30</b>	<b>25</b>
Beverly — Over Elliott St. Crossing .....	Eastward .....	10	10
Manchester — Over Draw Bridge 25.06 and Approaches .....		20	20
West Gloucester — Between MP 29 and MP 30 .....			25
Wilson — Spring Switch to and Including Drawbridge 31.00 and Approaches .....		20	20
Gloucester (Washington Street) (Board) .....		5	5
Gloucester Curve East of Station to and Including Cleveland Street Crossing .....		15	10
Gloucester, Cleveland St. crossing and Loop .....		30	30

**OTHER SPEED RESTRICTIONS:**

Rockport Yard .....	All .....	5	5
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**LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL, OR CAB INDICATOR RULES ARE IN EFFECT:**

X—indicates rules in effect.

Column 1—(251) Rules for movement of trains in the same direction by block signals, rules 251-255, inclusive.

Column 2—(ABS) Automatic Block Signal System, rules 503-516, inclusive.

Column 3—(CTC-Directional Track) Centralized Traffic Control System, rules 265-274, inclusive.

Column 4—(CTC-Neutral Track) Centralized Traffic Control System, rules 265-274, inclusive.

Between		and	Track				
			1	2	3	4	5
			251-255	ABS	CTC Directional Track	CTC Neutral Track	Notes
See column description code							
Beverly Jct.	Wilson	Eastward & Westward	X	X			
Wilson	Loop	Single		X			

GLOUCESTER BRANCH CONT.

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

Two Tracks	
Between	and
Beverly Jct.	Wilson

404. TRACK CAR PERMITS

Track car permits Form TC line C applies between Beverly Jct. and Loop.

FREIGHT TRAIN OPERATION

Gloucester — Fifty foot hydra cushion freight cars are restricted from delivery and tank tracks in Gloucester Yard unless they are rear car in string being shoved into or being pulled out of yard.

LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS.

Maximum Weight in Car and Lading	Locomotives restricted
220,000	None

OTHER SPEED RESTRICTIONS:  
Rockport Yard All

LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL, OR CAR INDICATOR RULES ARE IN EFFECT:

Column 1—(ZM) Rules for movement of trains in the same direction by block signals, rules 301-320, inclusive.  
Column 2—(ABS) Automatic Block Signal System, rules 303-310, inclusive.  
Column 3—(CTC) Directional Track Centralized Traffic Control System, rules 316-321, inclusive.  
Column 4—(TTC) Neutral Track Centralized Traffic Control System, rules 303-321, inclusive.

Signal	Between		and		Track
	Wilson	Beverly Jct.	Wilson	Eastward & Westward	
1					Single
2					
3					
4					
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**SAUGUS BRANCH  
EVERETT JUNCTION AND WEST LYNN  
STATIONS**

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		Everett Junction R—Tower X (East Rt. M Line)	2.75	
		West Street	3.15	
		West Everett	3.65	
		Bell Rock	4.04	
		Malden (E)	4.92	
		Faulkner	5.44	
		Maplewood	5.98	23
		Broadway	6.32	
		Linden	7.07	
		Franklin Park	7.93	
		Cliftondale	8.44	
		Saugus	9.59	14
		East Saugus	10.62	
		Raddin	11.16	
		Lynn Common	11.79	
		West Lynn (Eastern Route Main Line)	12.35	

The direction Everett Jct. to West Lynn is Eastward (outward).

**SAUGUS BRANCH SPECIAL INSTRUCTIONS**

**14. ENGINE WHISTLE SIGNALS**

Engine whistle signals are modified as follows:

X—indicates rule modification.

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Entire Branch	All	Both	X			1

NOTE 1. Except in cases of emergency.





## SAUGUS BRANCH CONT.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation.

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
West Everett	Siding	General Electric				X			1
Bell Rock	Main	Medford St.				X			
Malden (E)	Main	Main St.				X			
Malden (E)	Main	Ferry St.				X			
Faulkner	Main	Franklin St.		X					
Faulkner	Main	Bryant St.		X					
Faulkner	Main	Faulkner St.				X			
Faulkner	Main	Cross St.				X			
Maplewood	All	Maplewood St.		X					
Broadway	All	Broadway		X					
Linden	Main	Clapp St. (Private Crossing)		X					
Linden	Main	Beach St.				X			
Linden	Main	Lynn St.				X			
Franklin Park	Main	Salem St.		X					
Cliftondale	Main	Essex St.		X					
Cliftondale	Main	School St.		X					
Pleasant Hill	Main	Adams Ave.		X					
Saugus	Main	Denver St.		X					
Saugus	Main	Central St.		X					
East Saugus	Main	Boston St.		X					
Raddin	Main	Summer St.		X					
Raddin	Main	Ashland St.		X					

NOTE 1. General special instructions rule 33 applies to this private crossing.

## SAUGUS BRANCH CONT.

## 93. YARD LIMITS

Located as follows:  
Entire branch.

## 104G. SPRING SWITCHES

Location	Switch Connects	Normal Position	Notes
Everett Jct.	former westward track and main track	Saugus Branch Main track	1

NOTE 1. Within interlocking limits.

## 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal System is in effect between Everett Jct. and "End of Signal Territory" sign at signal S32.

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Maximum weight in car and lading — 263,000 lbs.

Locomotives restricted (single or in multiple) — None

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

**DANVERS BRANCH  
SALEM TO DANVERS  
STATIONS**

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X	X	2	SA Tower (Eastern Route Main Line)	16.70		
			North Street	16.78		
			Peabody	18.35		
			Danversport	20.22		
			Danvers (Newburyport Branch)	21.62		

The direction Salem to Danvers is Eastward (outward).

**DANVERS BRANCHES SPECIAL INSTRUCTIONS**

**14. ENGINE WHISTLE SIGNALS**

Engine whistle signals are modified as follows:

X — indicates rule modification

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Salem	Flint Street	Westward	X			1
Salem	Grove Street	Both	X			1
Peabody	Howley Street	Westward	X			1
Peabody	Caller Street	Both	X			1
Peabody	Wallis Street	Both	X			1
Peabody	Central Street	Eastward	X			1
Peabody	Franklin Street	Westward	X			1,2
Peabody	Church Street	Both	X			1,2
Peabody	Lowell Street	Both	X			1,2
Danversport	Purchase Street	Eastward	X			1
Danvers	Elm Street	Both	X			1
Danvers	Cherry Street	Eastward	X			1
Danvers	Collins Street	Both	X			1
Danvers	Pine Street	Both	X			1
Danvers	Holden Street	Both	X			1
Danvers	Pickering Street	Both	X			1

NOTE 1. Except to be sounded in cases of emergency.

NOTE 2. Located former South Reading Branch.



**SALEM AND DANVERS BRANCHES CONT.****33. PUBLIC CROSSINGS**

Protection will be provided as follows:

X-indicates method of operation

G – Gates must be lowered.

S – All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A – Approach crossing prepared to stop unless signals are seen to be in operation.

SP – Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC – Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO – Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Salem	Main	Flint St.		X					
Salem	Main	Grove St.		X					
Peabody	Main	Howley St.		X					
Peabody	Main	Caller St.		X					
Peabody	Main	Central St.		X					
Peabody	Main	Wallis St.		X					
Peabody	Former So. Reading Br.	Central Sq.		X					
Peabody	Former So. Reading Br.	Church St.		X					
Peabody	Former So. Reading Br.	Franklin St.		X					
Peabody	Former So. Reading Br.	Allen's Lane		X					
Peabody	Former So. Reading Br.	Summit St.		X					
Danversport	Main	Purchase St.		X					
Danvers	Main	Elm St.		X					
Danvers	Main	Cherry St.		X					
Danvers	Wye	Driveway on Wye		X					
Peabody	Main	Crowninshield St.		X					
Peabody	Siding to Lawrence Leather Co.	Crowninshield St.		X					
Phelps Mills	Main	Russell St.		X					
Phelps Mills	Main	Lowell St. (Kennedy)		X					
South Middleton	Main	Russell St.		X					
South Middleton	Main	Boston St.		X					



STATE OF MASSACHUSETTS  
SOUTH DISTRICT OF WESTERN MASSACHUSETTS  
COUNTY OF FRANKLIN  
TOWN OF FRANKLIN  
STATE OF MASSACHUSETTS  
SOUTH DISTRICT OF WESTERN MASSACHUSETTS  
COUNTY OF FRANKLIN  
TOWN OF FRANKLIN

Year	Age	Sex	Marital Status	Occupation	Value	Assessed Value	Property Tax
1911	10	M	Single	Farmer	1000	1000	1000
1912	11	M	Single	Farmer	1000	1000	1000
1913	12	M	Single	Farmer	1000	1000	1000
1914	13	M	Single	Farmer	1000	1000	1000
1915	14	M	Single	Farmer	1000	1000	1000
1916	15	M	Single	Farmer	1000	1000	1000
1917	16	M	Single	Farmer	1000	1000	1000
1918	17	M	Single	Farmer	1000	1000	1000
1919	18	M	Single	Farmer	1000	1000	1000
1920	19	M	Single	Farmer	1000	1000	1000
1921	20	M	Single	Farmer	1000	1000	1000
1922	21	M	Single	Farmer	1000	1000	1000
1923	22	M	Single	Farmer	1000	1000	1000
1924	23	M	Single	Farmer	1000	1000	1000
1925	24	M	Single	Farmer	1000	1000	1000
1926	25	M	Single	Farmer	1000	1000	1000
1927	26	M	Single	Farmer	1000	1000	1000
1928	27	M	Single	Farmer	1000	1000	1000
1929	28	M	Single	Farmer	1000	1000	1000
1930	29	M	Single	Farmer	1000	1000	1000
1931	30	M	Single	Farmer	1000	1000	1000
1932	31	M	Single	Farmer	1000	1000	1000
1933	32	M	Single	Farmer	1000	1000	1000
1934	33	M	Single	Farmer	1000	1000	1000
1935	34	M	Single	Farmer	1000	1000	1000
1936	35	M	Single	Farmer	1000	1000	1000
1937	36	M	Single	Farmer	1000	1000	1000
1938	37	M	Single	Farmer	1000	1000	1000
1939	38	M	Single	Farmer	1000	1000	1000
1940	39	M	Single	Farmer	1000	1000	1000
1941	40	M	Single	Farmer	1000	1000	1000
1942	41	M	Single	Farmer	1000	1000	1000
1943	42	M	Single	Farmer	1000	1000	1000
1944	43	M	Single	Farmer	1000	1000	1000
1945	44	M	Single	Farmer	1000	1000	1000
1946	45	M	Single	Farmer	1000	1000	1000
1947	46	M	Single	Farmer	1000	1000	1000
1948	47	M	Single	Farmer	1000	1000	1000
1949	48	M	Single	Farmer	1000	1000	1000
1950	49	M	Single	Farmer	1000	1000	1000
1951	50	M	Single	Farmer	1000	1000	1000
1952	51	M	Single	Farmer	1000	1000	1000
1953	52	M	Single	Farmer	1000	1000	1000
1954	53	M	Single	Farmer	1000	1000	1000
1955	54	M	Single	Farmer	1000	1000	1000
1956	55	M	Single	Farmer	1000	1000	1000
1957	56	M	Single	Farmer	1000	1000	1000
1958	57	M	Single	Farmer	1000	1000	1000
1959	58	M	Single	Farmer	1000	1000	1000
1960	59	M	Single	Farmer	1000	1000	1000
1961	60	M	Single	Farmer	1000	1000	1000
1962	61	M	Single	Farmer	1000	1000	1000
1963	62	M	Single	Farmer	1000	1000	1000
1964	63	M	Single	Farmer	1000	1000	1000
1965	64	M	Single	Farmer	1000	1000	1000
1966	65	M	Single	Farmer	1000	1000	1000
1967	66	M	Single	Farmer	1000	1000	1000
1968	67	M	Single	Farmer	1000	1000	1000
1969	68	M	Single	Farmer	1000	1000	1000
1970	69	M	Single	Farmer	1000	1000	1000
1971	70	M	Single	Farmer	1000	1000	1000
1972	71	M	Single	Farmer	1000	1000	1000
1973	72	M	Single	Farmer	1000	1000	1000
1974	73	M	Single	Farmer	1000	1000	1000
1975	74	M	Single	Farmer	1000	1000	1000
1976	75	M	Single	Farmer	1000	1000	1000
1977	76	M	Single	Farmer	1000	1000	1000
1978	77	M	Single	Farmer	1000	1000	1000
1979	78	M	Single	Farmer	1000	1000	1000
1980	79	M	Single	Farmer	1000	1000	1000
1981	80	M	Single	Farmer	1000	1000	1000
1982	81	M	Single	Farmer	1000	1000	1000
1983	82	M	Single	Farmer	1000	1000	1000
1984	83	M	Single	Farmer	1000	1000	1000
1985	84	M	Single	Farmer	1000	1000	1000
1986	85	M	Single	Farmer	1000	1000	1000
1987	86	M	Single	Farmer	1000	1000	1000
1988	87	M	Single	Farmer	1000	1000	1000
1989	88	M	Single	Farmer	1000	1000	1000
1990	89	M	Single	Farmer	1000	1000	1000
1991	90	M	Single	Farmer	1000	1000	1000
1992	91	M	Single	Farmer	1000	1000	1000
1993	92	M	Single	Farmer	1000	1000	1000
1994	93	M	Single	Farmer	1000	1000	1000
1995	94	M	Single	Farmer	1000	1000	1000
1996	95	M	Single	Farmer	1000	1000	1000
1997	96	M	Single	Farmer	1000	1000	1000
1998	97	M	Single	Farmer	1000	1000	1000
1999	98	M	Single	Farmer	1000	1000	1000
2000	99	M	Single	Farmer	1000	1000	1000
2001	100	M	Single	Farmer	1000	1000	1000

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INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

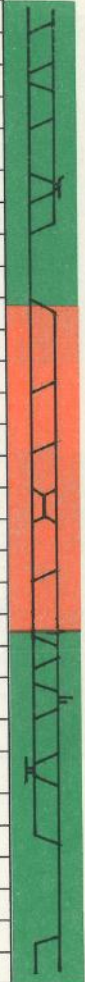
FITCHBURG ROUTE MAIN LINE  
BOSTON TO ROTTERDAM JCT.  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

INTERLOCKING	INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL		DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
			Boston	0.00		
X	X	C	Tower A	0.30		
X	P	C,2	Tower H (Con Rail)	1.31		
			Park Street	2.69		
			Cambridge	3.37		
X			West Cambridge R — Waltham (Watertown Branch) (Lexington Branch)	4.16		
X			Hill Crossing R — Waltham (Freight cut-off)	5.52		
			Belmont	6.43		
			Waverley	7.39		
X			Clematis Brook R — Waltham (Central Mass Branch)	8.31		
X	X	C,2	Waltham	9.86		
			Roberts	11.49		
			Kendal Green	13.16		
			Hastings	13.72		
			Silver Hill	14.71		
			Lincoln	16.66		
			Concord	20.05		
X			West Concord R — Waltham (Con Rail)	21.89		
X			South Acton R — Waltham (Maynard Branch)	25.30		1
			West Acton	26.77		
			Boxboro	28.93		
			Route 495	30.13		
			Littleton	31.47		
X			Willows R — Billerica (Stony Brook Branch)	33.72		
X	X	2	Ayer R — Billerica (Worcester Route Main Line) (Hollis Branch) (Greenville Branch)	36.05		
X			Shirley R — Billerica	40.17		
			North Leominster	45.34		
			East Fitchburg OX	46.75		
X			East Fitchburg FG R — Billerica	48.10		
			Fitchburg	49.55		

## FITCHBURG ROUTE MAIN LINE CONT.

INTERLOCKING	INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	STATIONS	DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
			West Fitchburg	51.82		
			Wachusett	53.16		
X			Westminster R — Billerica	55.00		
			South Ashburnham (Monadnock Branch)	59.90		
			East Gardner R — Billerica (Eastward Track Only)	62.04	2	
X			Gardner R — Billerica (P&W)	64.66	2	
X			Parkers R — Billerica	66.51		
			Otter River	68.58		
			Baldwinville	70.53		
X			Wrights R — Billerica	73.65		
			Royalston	75.42		
			Athol	81.99		
			Tyter	83.10		
			Orange	86.20		
			Wendell	89.02		
			Erving	91.03		
			Farley	93.62		
			Miller Falls (C.V. RY.)	97.11		
			Montague	100.72		
X			Montague Crossover R — WX Tower	101.01		
X			East Deerfield East R — WX Tower	102.65		
X	X	2	East Deerfield West (WX Tower) (East Deerfield Loop)	103.65		
X			Cheapside R — WX Tower	104.48		
X			Greenfield East (Connecticut River Route Main Line) R — Billerica	105.22		
			Greenfield	105.36		
X			West Deerfield R — Billerica	108.91		
			South River	112.28		
			Bardwell	113.68		
X			Shelburne Falls East R — Billerica	118.17		
			Shelburne Falls	118.39		



FITCHBURG ROUTE MAIN LINE CONT.

STATIONS

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

INTERLOCKING	INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	STATIONS	DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
			Buckland	121.46		
X			Rices R—Billerica	126.43		
			Charlemont	127.36		
			Zoar	130.88		
X			Soapstone R—Billerica	133.57		
			Hoosac Tunnel	134.96		
X			East Portal R—Billerica	135.56		
X			West Portal R—Billerica	141.08		
X			North Adams R—Billerica (Con Rail)	142.39		
			Blackinton	145.21		
X			Williamstown R—Billerica	147.58		
			Pownal	151.43		
			North Pownal	154.04		
X			Hoosick R—Billerica	160.19		
			Hoosick Falls	162.20		
X			Hoosick Junction R—Billerica (Bennington Branch)	165.16		
X			Eagle Bridge R—Billerica (D & H)	167.13		
			East Buskirk	169.07		
X			Johnsonville R—Billerica	173.89		
			West Valley Falls	176.63		
			Schaghticoke	178.03		
			Reynolds	182.61		
			Brick Yard	184.77		





INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	STATIONS	DISTANCE FROM CENTER	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X		XO Tower R—D&H Disp. Colonie	186.81		
X		D&H { XO Tower (D&H) R—D&H Dispr.	186.81		
X			WY Cabin R—D&H Dispr.	187.88	
		Mechanicville	187.89		
X		Mechanicville West	189.61		
		Coons	190.03		
	Joint	Dees	190.25		
	B&M	Ushers	191.36		
	D&H	Lashers	192.71		
		Elnora	194.37		
X		Crescent (D&H QS Cabin)	196.51		
X		Crescent R—Billerica (D&H)	196.51		
X		Burnt Hills R—Billerica	197.99		
		Scotia	203.50		
		Scotia Navy Yard	205.98		
X		Rotterdam R—Billerica	207.30		
X		Rotterdam Junction (CP10 R—Utica)	209.11		

The direction from Boston to Rotterdam Jct. is Westward.

Interlocking and train order offices unattended part-time:

STATION	HOURS UNATTENDED
TOWER H	1500 HOURS SATURDAY UNTIL 1500 HOURS SUNDAY

RULE 629a APPLIES WHEN UNATTENDED.

NOTE 1. When holding signal at Parker St. displays "hold" Westward trains of more than 70 car lengths must stop and contact Waltham Tower.

NOTE 2. Interlocking limits on eastward track extend from Eastward dwarf interlocking signal located at East Gardner to home interlocking signals located on signal Br. 64.88, located approximately 500 feet east of MP 65. Interlocking limits on Westward track extend from homesignals located 160 feet west of Bridge 64.38 to homesignals located on Signal Br. 64.88, located approximately 500 feet east of MP 65.

## FITCHBURG ROUTE MAINLINE SPECIAL INSTRUCTIONS

## 14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

X—indicates rule modification

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Boston-Waltham	All	Both	X	X		1,2
Former Frt. Cutoff	Mass. Ave. and Cameron Ave.		X			2
Waltham-Concord	All, including Belknap St. (1st west)	Both	X			2
West-Concord	Baker Ave.	Westward			X	
	Baker Ave.	Eastward	X			2
	Mass. Ave.	Both	X			2
	Conant St.	Westward	X			2
	Conant St.	Eastward			X	
West Acton	Arlington St. (1st west)	Both	X			2
	Mass. Ave. (1st east)	Both	X			2
Shirley	Phoenix St. (1st east)	Eastward	X			2
	Main St. (1st west)	Both	X			2
	Center St. (2nd west)	Westward	X			2
Orange	West Mill St. (1st west)	Both	X			2
Greylock	Protection Ave.	Eastward	X			2
	Phelps Ave.	Westward	X			2
Blackinton	Aston Ave.	Eastward	X			2
	Galvin Road	Westward	X			2

NOTE 1. Omit approaching junctions.

NOTE 2. Except in cases of emergency.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates Method of Operation.

G — Gates must be lowered.

S — All moves over crossings must be stopped within fifty (50) feet and a member of crew protect.

A — Approach crossing prepared to stop unless protection signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection to stop unless protection is seen to be operating.



## FITCHBURG ROUTE MAIN LINE CONT.

## 33. PUBLIC CROSSINGS CONT.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Cambridge	Main	Park St.						X	
Cambridge	3rd and 4th Iron	Park St.				X			
West Cambridge	Contractor's Siding	Sherman St.				X			
Former Freight Cutoff	Yard	Mass. Ave and Cameron Ave.					X		4
Waltham	Main	Elm St.			X			X	1
	Main	Moody St.			X				1
Concord, MA	Siding	Belknap St.				X			
W. Concord		Baker Ave.							2
W. Concord	West Wye	Commonwealth Ave.					X		
	Siding	Conant St.		X					
Fitchburg	Independent lock siding	Sheldon St.		X					
Gardner	Former Worcester Branch	Kendall		X					
	"	West Broadway			X				
	"	Sawin's			X				
	Pierces Sidetrack	State Road		X					
	Former Heywood Branch	North Main St.		X					
	"	Central St.		X					
	"	Park St.		X					
Erving	Westward & Eastward	Sewage Treatment Plant						X	
	Middle	Sewage Treatment Plant					X		
East Deerfield	Former Turners Falls Branch	All in Montague City		X					
Shelburne Falls	Main	Conway St.						X	6
	Westward	Elm St.						X	6
	Siding	Elm St.						X	6
	Westward	Ashfield & Green						X	6
Hoosick Falls	Main	All						3	
Mechanicville	W. Va. Pulp & Paper	No. Main St.		X				4	
Scotia	Main	Sacandaga Rd.						5	

NOTE 1. All trains and engines must approach Elm and Moody Streets prepared to stop unless crossing is seen to be clear of highway traffic congestion.

Moody Street must not be blocked under any circumstances.

Train making station stops will stop short of yellow marker at leaving end of station. If station stop is longer than 2 minutes the crossing protection will be released. When departing the station after such a release, eastward trains must occupy track circuit between yellow marker and crossing and train may proceed after gates have reached full horizontal position. Westward trains departing after such a release must occupy track circuit between yellow marker and westward interlocking signal and may proceed when appropriate signal indication is displayed. Trains that have been held by a "STOP" indication, and shifting movements must approach Elm and Moody Streets at 5 MPH. Crossing tender will be on duty at Moody Street between 0700 and 2300 hours Monday through Saturday, except holidays to handle emergency gate operations only. Waltham Tower has emergency controls for Elm and Moody St.



**FITCHBURG ROUTE MAIN LINE CONT.****33. PUBLIC CROSSINGS CONT.**

NOTE 2. All eastward movements from the westward track or from eastward wye track through trailing point crossover must consume 20 seconds between the east end of the crossover and Baker Avenue crossing to allow automatic crossing protection to give proper advance warning.

NOTE 3. When making shifting moves, protection must be provided by a member of train crew.

NOTE 4. A member of crew must use manually operated flashing lights.

NOTE 5. Manually operated Cut-out at crossing to be operated in accordance with General Special Instructions Rule 33.

NOTE 6. Manually operated cut outs located at Elm St. to be operated in accordance with General Special Instructions Rule 33. Movements over Elm St. on siding must operate manual control and allow protection to operate 20 seconds before occupying crossing.

**93. YARD LIMITS**

Located as follows:

Location	Between	and	Notes
Gardner—former Worcester Branch	Gardner	370 feet west of Br. 25.37 Union St. (Beginning of P & W Co.)	

**104. NORMAL POSITION OF SWITCHES**

Location	Switch Connects	Normal Position	Notes
East Fitchburg	All to Frt. Main.	Frt. Main	
East Deerfield, East Yard	No. 5 and No. 6 West End	No. 5	
	No. 1 and No. 2 East End	No. 2	
	East End ladder and No. 2 Extension	No. 2 Extension	

**104a. LOCATION OF SPRING SWITCHES**

Location	Switch Connects	Normal Position	Note
East Fitchburg FG Engine House (West End)	Track No. 1 and Frt. Main	Freight Main	
	Track No. 2 and Track No. 3	Track No. 2	
Hoosick	End of Double Track	Single to Eastward Track	2
Burnt Hills	End of Double Track	Single to Eastward Track	1
Rotterdam	End of Double Track	Single to Westward Track	1

NOTE 1. Within interlocking

NOTE 2. Interlocking limits extend to spring switch points

## FITCHBURG ROUTE MAIN LINE CONT.

**107. PROTECTION OF PASSENGERS**  
 (See General Special Instruction Rule 107)

Outward trains entering main track at junction points outside Boston will be notified by Train Dispatcher, Train Director or operator in charge.

Engineers of eastward (inward) trains will be notified concerning any overdue westward (outward) passenger trains.

Notice will be given either through Train Dispatcher or Train Director at Waltham Tower.

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

**109. BULLETIN BOARDS**

Location	
Boston	North Station
	Engine Terminal
	Mystic Junction
	Yard 21
Ayer	Tower
East Fitchburg	Yard Office
Gardner	Freight Office
East Deerfield	Yard Office
	Engine House
Mechanicville	Yard Office
	Lower end

**110. SPEED RESTRICTIONS**

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—Boston and S. Acton</b> .....	<b>Westward</b> .....	<b>60</b>
<b>Boston and S. Acton</b> .....	<b>Eastward</b> .....	<b>40</b>
North Station and Prison Point Bridge .....		10 10
At Prison Point Bridge on Main Lines 7 and 8 .....		5 5
Prison Point Bridge and a point 400 feet west of Engine House Crossing (MP 0.8) .....		10 10
400 feet west of Engine House Crossing MP 0.8 and MP 2 .....		15 15
MP 2 and MP 2.35 .....		25 25
MP 2.35 and MP 3 .38 .....		40 25
MP 3.38 and MP 3.70 .....		25 25
MP 3.70 and O.H. Bridge 4.59 .....		40 25
Hill Crossing, over crossing .....	Westward	55
Curve MP 6.38 and MP 6.70 Belmont .....	Westward	45
Clematis Brook, over Crossing .....	Westward	50
Beaver Brook Station and interlocking signal just west of Moody St. (MP 10.1) .....		35 35
Curve, MP 11.2 and MP 12 at Roberts .....	Westward	50
Kendall Green, through station .....	Westward	50
Curve, MP 15.5 and MP 16 .....	Westward	55
Curve, MP 19.86 and MP 20.3 at Concord .....	Westward	50
W. Concord, Baker Ave. and Conant Street .....		30
W. Concord, CR Diamond and Conant Street (MP 2248) .....		35
<b>Maximum—South Acton and MP 33</b> .....		<b>40 40</b>



## FITCHBURG ROUTE MAIN LINE CONT.

## 110. SPEED RESTRICTIONS CONT.

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—MP 33 and Fitchburg</b>		
Ayer, curve east of tower		20 20
Ayer, west wye		15 15
Ayer, through crossovers west of tower		5 5
Curve, Mileage 41.57 and Mileage 41.76		55
Derby curve, MP 43 and Mileage 43.54		45
Curves, Mileage 48.80 and Fitchburg		35 35
<b>Maximum—Fitchburg and Gardner</b>		
Fitchburg and East Gardner		30
Fitchburg and Mileage 51.5	Westward	35
Mileage 51.5 and MP 58	Westward	40
MP 58 and Signal 611	Westward	30
Signal 611 and Gardner	Westward	50
Mileage 61.1 and Mileage 60.3	Eastward	50
Mileage 60.3 and Mileage 59.5	Eastward	30
Mileage 59.5 and MP 58	Eastward	50
MP 58 and Mileage 54.2	Eastward	55
Mileage 54.2 and Mileage 53.1	Eastward	40
Mileage 53.1 and Mileage 50.7	Eastward	50
Mileage 50.7 and Fitchburg	Eastward	35
<b>Maximum—Gardner and East Portal</b>		
Westward trains Gardner and Parker	Eastward	30 30
MP 82 and MP 74	Eastward	30 30
Millers Falls and MP 92	Eastward	35 35
MP 102 and Green River Bridge No. 106.16		25 25
East Deerfield, East. pulling out of yard tracks thru leads and crossover connections		15 15
East Deerfield, Ice House lead, between main-line connection and yard office		10 10
East Deerfield West, through trailing crossover		15 15
Former Turners Falls Branch		5 5
MP 103.74 and MP 103		10 10
MP 113 and 119 <b>Eastward</b> trains only		30
Curves, MP 120 and signal Bridge (120.77)		35 35
Curves, MP 120 and signal Br. 120.77		35 35
MP 119 and MP 113 <b>Eastward</b> trains only		30
East Deerfield West, through trailing crossover		15 15
Former Turners Falls Branch		5 5
MP 103.74 and MP 103		10 10
MP 119 and 113 <b>Eastward</b> trains only		30 30
Curves, MP 120 and signal Br. 120.77		35 35



## FITCHBURG ROUTE MAIN LINE CONT.

## 110. SPEED RESTRICTIONS CONT.

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—East Portal and North Adams</b> .....		<b>30 30</b>
<b>Maximum—North Adams and Johnsonville</b> .....		<b>40 40</b>
Williamstown, Moore's siding (MP 147.3) and Williamstown Interlocking .....		25 25
MP 150 and MP 151 .....		30 30
Hoosick, through spring switch .....		30 30
Hoosick Falls, street crossings .....		25 25
<b>Maximum—Johnsonville and XO Tower</b> .....	<b>Westward</b> .....	<b>35 35</b>
Johnsonville and Mileage 178.5 .....		25 25
<b>Maximum—XO Tower and Johnsonville</b> .....	<b>Eastward</b> .....	<b>30 30</b>
Johnsonville Interlocking .....		30 30
First curve east of Hudson River Bridge and XO Tower .....	<b>Westward</b> .....	<b>30 30</b>
Mechanicville, between 800 feet east of Saratoga Ave. and Railroad St. crossing at XO Tower .....		15 15
Mechanicville, all eastward trains leaving class yard, while passing over D & H Diamond at XO Tower .....		5 5
<b>Maximum—XO Tower and WY Cabin</b> .....		<b>20 20</b>
<b>Maximum—WY Cabin and Crescent</b> .....		<b>40 40</b>
Mechanicville West, all trains arriving and departing yard via any track in receiving yard including crossover at Mechanicville West .....		5 5
Crescent, within Interlocking .....		20 20
<b>Maximum—Crescent to Rotterdam</b> .....		<b>25 25</b>
Rotterdam, between eastward home interlocking signal and Amsterdam Road crossing, eastward trains only, until crossing is occupied .....		5 5
<b>OTHER SPEED RESTRICTIONS</b>		
Yard Tracks Boston, West Cambridge, Waltham and Gardner .....		10 10

## FITCHBURG ROUTE MAIN LINE CONT.

## D-151 DESIGNATION AND USE OF TWO OR MORE MAIN TRACKS

Two Tracks	
Between	and
Boston	East End Waltham Interlocking
West End Waltham Interlocking	So. Acton
Willows	Parkers
Wrights	West Deerfield
Shelburne Falls East	Rices
Soapstone	East Portal
West Portal	North Adams
Williamstown	Hoosick
Hoosick Jct.	Eagle Bridge
Johnsonville	XO Tower
Mechanicville West	Burnt Hills
Rotterdam	Rotterdam Jct.

## D-151 MOVEMENTS AGAINST THE CURRENT OF TRAFFIC WITHOUT TRAIN ORDERS

## East Gardner—Hospital, Siding

Helper engines returning to East Gardner may make reverse movement on Eastward track on authorization of Train Dispatcher. In case of a failure in communication Helper engines may accept a permissive indication on westward dwarf interlocking signal at East Gardner as authority to return, providing the way is seen to be clear to the signal.

## LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL OR CAB INDICATOR RULES ARE IN EFFECT.

X—indicates rules in effect.

Column 1—(251) Rules for Movement of trains in the same direction by Block Signals Rules 251-255, inclusive.

Column 2—(ABS) Automatic Block Signal System Rules 503-516, inclusive.

Column 3—(CTC-Directional Track) Centralized Traffic Control System Rules 265-274, inclusive.

Column 4—(CTC-Neutral Track) Centralized Traffic Control System Rules 265-274, inclusive.

Between	And	Track	Rules in effect				Notes
			1	2	3	4	
See column description Code			251-254	ABS	CTC Directional Track	CTC Neutral Track	
Boston	W. Cambridge	Eastward & Westward	X	X			
West Cambridge	Hill Crossing	Westward		X	X		
West Cambridge	Hill Crossing	Eastward	X	X			
Hill Crossing	South Acton	Eastward & Westward	X	X			
South Acton	Willows	Single		X	X		3
Willows	Ayer	Eastward		X	X		



## FITCHBURG ROUTE MAIN LINE CONT.

LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL OR CAB INDICATOR RULES ARE IN EFFECT CONT.

Between	And	Track	Rules in effect				Notes
			1	2	3	4	
See column description Code			251-254	ABS	CTC Directional Track	CTC Neutral Track	
Willows	Westminster	Eastward & Westward		X		X	
Westminster	Gardner	Westward	X	X			
Westminster	East Gardner	Eastward	X	X			
East Gardner	Gardner	Eastward		X		X	
Gardner	Parkers	Eastward & Westward		X		X	
Parkers	Wrights	Single		X		X	
Wrights	Montague Crossover	Eastward & Westward		X			
Montague Crossover	E. Deerfield East	Westward		X	X		1
Montague Crossover	E. Deerfield East	Eastward		X		X	
E. Deerfield East	Greenfield East	Eastward & Westward		X		X	
Greenfield East	West Deerfield	Westward		X	X		1
Greenfield East	West Deerfield	Eastward		X		X	
West Deerfield	Shelburne Falls E.	Single		X		X	
Shelburne Falls E.	Rices	Eastward		X		X	
Shelburne Falls E.	Rices	Westward		X	X		1
Rices	Soapstone	Single		X		X	
Soapstone	East Portal	Eastward & Westward		X		X	
East Portal	West Portal	Single		X		X	
West Portal	North Adams	Eastward & Westward		X		X	
North Adams	Williamstown Interlocking	Single		X		X	
Williamstown Interlocking	Hoosick	Eastward & Westward		X			
Hoosick	Hoosick Jct. East	Single		X		X	
Hoosick Jct.	Eagle Bridge	Eastward & Westward		X		X	
Eagle Bridge	Johnsonville	Single		X		X	
Johnsonville	XO Tower	Eastward & Westward		X			
XO Tower	D & H Ry. WY Cabin	No. 2		X		X	2
WY Cabin	Mechanicville West	Single		X		X	2
Mechanicville West	Burnt Hills	Eastward & Westward		X			
Burnt Hills	Rotterdam	Single		X		X	
<b>Former Worcester Branch</b>							
Gardner	End of Signal Territory sign at Signal H253			X			

NOTE 1. Directional tracks may be used in reverse direction as provided by rule 266 and at restricted speed when authorized by the operator.

NOTE 2. Controlled by D & H dispatcher.

NOTE 3. Controlled by Waltham Tower.



## FITCHBURG ROUTE MAIN LINE CONT.

## 211. CLEARANCE FORM A

Eastward trains originating at Mechanicville must not leave without Clearance Form A.

## 265. REPEATER SIGNAL—NORTH ADAMS

The two-light home interlocking signal governing westward movements on westward track located approximately 50 feet east of State street Bridge No. 142.49 is a repeater and will repeat the indications of the westward home interlocking signal at North Adams.

When this signal is displaying a "STOP" indication all trains and engines must stop and then proceed at restricted speed to the westward home interlocking signal at North Adams.

## HOOSAC TUNNEL

When the westward interlocking signal located approximately 5000 feet east of the west portal of Hoosac Tunnel displays "STOP" trains and engines must stop and then proceed at restricted speed and stop east of the tunnel door and contact the train dispatcher.

## 273. SIDINGS NOT TO BE USED TO CLEAR MAIN TRACK

Location	Track
Littleton	Vinegar, House, San-vel
Willows	Atlas Insulation
Ayer	Cains, East and West End of Flanagan
Shirley	Keatings, Martin Distributing
North Leominster	Charlton, House, United Warehouse, Star Container
East Fitchburg OX	Gotham Ind. Old track Gotham Ind. New track Selig, Plastican, Carrington
East Fitchburg	Webber Lumber
West Fitchburg	Old Decotone General Electric Fitchburg Paper House Track Bee Plastics (No. 9 Mill) Coal Trestle (No. 6 Mill)
Wachusett	House, Coal, Industrial Park
Westminster	House Track
Gardner	Bercon, C & W Fabricators
Parkers	Chairtown Lumber
Otter River	House
Baldwinville	Smith & Day, Temple Stuart
East Deerfield West	Farm Bureau
Charlemont	House
North Adams	Hoosick Valley Grain
	Cascade Paper
	Fairgrounds
	Braytonville Track
Blackinton	Tannery Track
Williamstown	Moore Lumber
Hoosick Falls	Buckley Coal, Wood Flong
East Buskirk	House Track
Scotia	Home Crest

## FITCHBURG ROUTE MAIN LINE CONT.

## 273. SIDINGS NOT TO BE USED TO CLEAR MAIN TRACK CONT.

Location	Track
	Schenectady Lumber
	House
	Navy Yard Siding
Rotterdam	Schenectady Varnish

## 509. AUTOMATIC BLOCK SIGNAL SYSTEMS:

Automatic Block Signal System is modified as follows:

Shelburne Falls—When EASTWARD automatic approach signal 1208 displays "Stop and proceed," signal must not be passed until permission has been received from the train dispatcher.

Zoar—Slide detector fences are in service at M.P. 132.5 when Signal 1317 displays "Stop and proceed" or eastward home interlocking signals at Soapstone display stop, extra precautions should be used approaching the area of detector fences.

Reynolds—Signal 1841 displays a sign reading "call dispatcher when red." Westward trains finding signal displaying "Stop and proceed" must not pass signal until the train dispatcher has been contacted.

## 674. AUTOMATIC INTERLOCKING

Former Freight Cut Off—Fens—Whenever trains or engines find interlocking signals in stop position and cannot see any other train or engine approaching on cross route, member of crew will operate releases located in signal box to secure route. If releases fail to operate crew may accept permission to proceed from the Train Director at Waltham Tower who must obtain clearance from Train Dispatcher before authorizing move. Interlocking signals will govern only to the opposing home signal.

## FREIGHT TRAIN OPERATION

Park Street—No box cars are to be left on the former third iron between mainline switch to Spagna's and Park Street crossing and this track must not be used to clear main track.

West Cambridge and Boston—Due to restrictive clearances no trailer on flat car movements are to be made in this territory unless authorized by Assistant Chief Train Dispatcher on duty.

South Acton—Defective cars must not be set off at Air Reduction Co. Siding.

West Fitchburg-Wachusett—Due to heavy grade, in addition to present rules, the following procedure must be followed while switching at these locations:

a) Caboose will be set on the main track at point adjacent to and downhill from the work.

b) The caboose will be placed on a skate and air and hand brakes applied.

c) Cars will never be dropped down against the caboose and its purpose is strictly a safety measure.

A single track skate has been provided at so-called Mud Cut side track at West Fitchburg. Crews having occasion to perform work on this track will arrange, when work is complete, to place skate beneath last wheel of easterly car to be left on track. Car is to be run onto tongue of skate thereby making it impossible to remove. Crews must expect to find this skate as indicated above, and when work is complete skate must be placed and left as outlined.

East Deerfield—When trains setting off cars through No. 33 Switch and the Ice House lead are instructed to pull up to clear west end and hand-throw No. 33 switch, trainmen will make cut opposite eastward home signal for Ice House Lead and after forward motion is begun, walk to No. 33 switch. They should not ride equipment for this short distance.

All movements on the Turners Falls Branch must be made with train line air.

Shelburne Falls and Bardwell Ferry—Due to the frequent derailments occurring in the vicinity of Shelburne Falls and Bardwell Ferry, due to train action, the following special train handling instructions must be immediately complied with.

All eastward trains of 50 cars or more, approaching mile post 119 west of Shelburne Falls will be guided by train handling instructions included in the revised rules and instructions for train handling (Rule 31, Page 27), with particular attention to Rule 31-C and 31-D.



**FITCHBURG ROUTE MAIN LINE CONT.****FREIGHT TRAIN OPERATION CONT.**

In compliance with the above all trains should approach mile post 119 at approximately 25 M.P.H. keeping the train stretched and as the train comes over the crest of the hill, make a minimum brake pipe reduction of between 5 and 7 pounds, using the minimum reduction position of the brake valve when so equipped.

Whenever possible the engineer must maintain a constant rate of train speed of between 25 and 30 M.P.H. and with judicious use of the throttle and additional train brake applications (if necessary) keep the train stretched.

This condition of train and speed should be maintained until the entire train has passed M.P. 113. The final release of train brakes should not be made before the leading locomotive has passed Bardwell Ferry crossing and as much further as conditions will permit. Every effort must be made to prevent train slack from developing when making the final release of train brakes.

**HANDLING OF LOADED BI-LEVEL AND TRI-LEVEL  
AUTOMOBILE RACK CARS BETWEEN MECHANICVILLE  
AND AYER**

Loaded cars of this type must move between Mechanicville and Ayer on **Eastward** track only, except westward track may be used between Mechanicville and Johnsonville, between Eagle Bridge and Hoosick Jct., between North Adams and West Portal, between East Portal and Soapstone, between West Deerfield and East Deerfield East, between Parkers and Westminster and East Fitchburg and Willows. Movement on any track other than the above may only be made as authorized by the Assistant Chief Train Dispatcher on duty.

**HOOSAC TUNNEL SPECIAL RULES**

Passenger trains are not permitted to occupy Hoosac Tunnel until it is known that preceding movement is clear. Following trains must be held until the passenger train has cleared.

In case of signal failure, all trains must operate through Tunnel under Absolute Block protection. Authority for such movement will be issued by train dispatcher to engineman at either East or West Portal. Engineman will repeat instructions to train dispatcher and give his name.

Train dispatcher will keep a written record of such conversation on train sheet, showing time of occurrence.

A telephone connecting with train dispatcher is placed at each manhole and automatic block signal location.

All having occasion to use these telephones should see to it that door is properly closed and bolt inserted to avoid door being knocked off.

In running through tunnel, all signals displayed by trains must be night signals at all times.

At each manhole a three by eight inch board is mounted about four feet above rail level. Numbers burned in these boards show the distance in feet from the east portal of tunnel as follows: 3000, 6000, 9000, 12789, 16051, 19031, 22031.

Trains or engines approaching east or west portal, if in the opinion of the engineer or conductor can not maintain a speed of ten (10) miles per hour through Tunnel, will not enter until corrective action has been taken.

**YARDING OF TRAINS—MECHANICVILLE**

Train crew members must refrain from walking over Hudson River bridge, except when absolutely necessary.

A "Track Indicator" under control of train dispatcher at North Billerica located near eastward three-light home interlocking signal, and a "yard indicator" located on automatic approach signal M-4.1, will govern track assignments in the receiving yards.

The "track indicator" when lighted will show a lunar white number from 1 to 10, indicating the track in B & M receiving yard train will yard on.

Lunar white marker light indicating when flashing that the eastward three light interlocking signal at Mechanicville West displays a restricting signal for a move into the receiving yard and that the track indicator displays the number of the track train will yard on.

If the "yard indicator" is not lighted indicating that eastward three-light Home Interlocking signal is not clear for movement into receiving yard, or that "track indicator" is not lighted, eastward trains which are to enter the receiving yard must come to a full stop at signal M-4.1 and call for instructions.



**FITCHBURG ROUTE MAIN LINE CONT.****MECHANICVILLE YARD SPECIAL INSTRUCTIONS CONT.**

Trains yarding on tracks 8, 9 or 10 will not detach caboose from train until beyond clearance point on receiving track, unless otherwise instructed by B & M yardmaster.

Under no conditions should caboose be cut off on main line or within the interlocking limits of Mechanicville West. When cars next to caboose that are not to be yarded in receiving yard, they are to cut off west of Mechanicville West interlocking.

Trains yarding that will not clear on one track, will call yardmaster for instructions regarding the yarding of remainder of train.

No engine or train will move west of No. 1 switch located on the extension at "Sucker Brook" to Mechanicville West without receiving permission from the yardmaster, or under flag protection.

No train or engine will enter or use any track in receiving yard without permission of yardmaster or dispatcher. In event of emergency requiring use of track without permission, flag protection is required.

All trains must be secured with a minimum of three hand brakes and one additional brake for every fifteen cars in the train (i.e. six hand brakes for a ninety car train). All hand brakes must be tied on east (hump) end of trains in receiving yard.

All trains are prohibited from using dynamic braking, and are restricted to a speed of 5 m. p. h. while yarding in receiving yard.

No train or engine will foul adjacent tracks in Mechanicville receiving yard without first obtaining permission.

When no B & M yard master is on duty at Mechanicville hump yarding instructions will be obtained from B & M "west end" dispatcher.

B & M crews putting power and caboose away at Mechanicville will put caboose on double track and engines on ingoing steam track. When no room on ingoing steam track, outgoing steam track will be used.

**HUMPING TRAINS—MECHANICVILLE**

Minimum of five cars with air will be used when humping trains.

Engineman after coupling onto cut of cars to be humped will proceed to stretch train in usual manner, but will not start shoving until hump signal has gone from red to green and has permission from his foreman.

When hump signals are obscured or signals have failed, engineman can move on radio instructions, but must know at all times that he has radio communication with hump, stopping immediately if any indication that communication has failed.

In the use of hump signals at Mechanicville receiving yard the following indications will govern:

- Green light indicates fast speed ahead.
- Two yellow lights indicate medium speed ahead.
- One yellow light indicates slow speed ahead.
- Yellow above the red indicates back up.
- Red light indicates stop.

**SPECIAL INSTRUCTIONS TO YARDMASTERS,  
YARD FOREMEN, YARD HELPERS, RETARDER  
OPERATORS, MECHANICVILLE HUMP YARD**

1. Cars will be humped at a speed which will allow the retarder operators to properly retard and handle the individual cars being humped.
2. Under no circumstances will cars which stop high or on curve be driven into clear by following cuts. Retarder operators will in all cases notify yardmaster when such condition exists.
3. When engines are sent into class yard to shove tracks, the following precautions will be observed. Enginemen will not couple to cars to be shoved until brakeman is in position to observe that proper coupling is being made. When cars to be shoved are on a curve and before beginning to shove, brakeman will observe the rear car or cars as may be necessary to determine that none are in a derailed condition, and that no couplers have passed by or are in a position to do so. Shoving cars with knuckle of locomotive closed is prohibited.
4. When humping loaded cars of the XXL listing, not more than three cars will be cut off at one time, and a stop between cuts will be made to prevent bunching upon leaving the retarders.



## FITCHBURG ROUTE MAIN LINE CONT.

**SPECIAL INSTRUCTIONS TO YARDMASTERS,  
YARD FOREMEN, YARD HELPERS, RETARDER  
OPERATORS, MECHANICVILLE HUMP YARD CONT.**

5. When riding cars off hump, riders are forbidden from riding on ends of cars until such time as necessary to apply hand brake. When riding sides of cars, riders must stay low on side ladders and keep lookout for close clearances. The siren on Tower A is a warning signal and when sounded all personnel must watch out for possible dangerous situation.
6. Hand brakes are to be applied as follows: Tracks 1 through 5 class yard, not less than five good hand brakes, all other tracks not less than three good hand brakes.
7. Track skates are to be kept on lower end of class tracks 2 through 5.
8. Hand throw crossover at lower end must be left in normal position and hand throw derail just east of crossover must always be left on.
9. Hand brakes must be tried, to determine if brakes are operable, on cars going down clear tracks before being cut off at hump.

Yardmasters will be responsible for seeing the above instructions are complied with.

**ROTTERDAM JCT., N.Y. SPECIAL INSTRUCTIONS**

CR operator must obtain permission from B&M train dispatcher, before allowing a movement from CR tracks to B&M tracks.

Account of heavy grade at Rotterdam Yard, the following instructions will apply to all trains making run around move to depart Rotterdam Yard to Selkirk, New York.

Trains of more than 75 cars are prohibited from backing from Rotterdam Yard to Rotterdam Jct. All trains consisting of more than 75 cars will pull trains from Rotterdam Yard to Conrail at Rotterdam Jct. and effect run around move on Conrail trackage at Rotterdam Jct.

**Blocking Crossing, Rt. 5S and Scrafford Lane, Rotterdam, N.Y.** Scrafford Lane is a public crossing at grade and its blocking is governed by State regulation, not to exceed five (5) minutes while standing.

The following will govern Conrail crew leaving train:

When no B&M crew at Rotterdam to take over, and having a train of sufficient length to block Scrafford Lane, will cut this crossing and secure rear of train before leaving. When B&M crews are on hand at Rotterdam at time Conrail crew arrives with train, will, if it is evident that they will not depart promptly, arrange to cut Scrafford Lane and not recouple until they know that they will leave without undue delay. CR crews changing trains with B&M crews east of signal L8 located just east of Route 5S crossing, will not call train dispatcher at North Billerica for this signal or permission to go by this signal until they are actually ready to move (turning in this signal actuates the crossing protection). Then will start movement promptly and move over crossing consistent with rules, will not stop train except for emergency until rear of train is clear of Westerly crossing circuit and gates have raised. If train has been left on Westward main line, West of Crossing and it is necessary to double head end from yard and doubling will block Scrafford Lane Crossing, such double will not be made until it is ascertained that CR is ready to take train at RJ, the movement to be made promptly and with as little delay as possible to avoid blocking Scrafford Lane.

B&M crews will, as far as possible do all work, doubles, etc., at west end of yard. Cars are to be shoved onto eastward track, to clear Scrafford Lane, engines return to head end and train not coupled, until it is ascertained, train will leave Rotterdam promptly. If necessary to pick up at east end of yard, cars must be pulled to clear Amsterdam Road, gates manually raised to allow highway traffic to move, then gates manually lowered and double completed.

If gates do not raise promptly, when back of home signal, raise them manually and contact train dispatcher at North Billerica. Do not ask for signal to depart until train is actually ready to depart. When signal displays proceed indication, proceed at once over crossing at a speed consistent with the rules. Do not stop except for emergency until rear of train clears easterly crossing circuit.

Adherence to these instructions is necessary to avoid violation of Section 53-C of the Railroad Law, State of New York and Rule 103b.

**FITCHBURG ROUTE MAIN LINE CONT.**

**JOINT OPERATION  
D&H R.R. AND B&M BETWEEN MECHANICVILLE  
AND CRESCENT (D&H QS CABIN)**

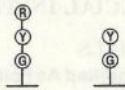
All employees of either company whose duties may in any way require them to operate over or have to do with operation of this joint double track shall be governed by timetable, rules and regulations of their respective companies, except wherein they may conflict with this timetable, and the rules, regulations and instructions appearing herein.

**SIGNALS**

The following signals are not in conformity with B&M aspects: in service between XO Tower and Crescent (D&H QS Cabin)



Indication: Proceed  
Name: clear



Indication: Proceed at medium speed approaching next signal at medium speed  
Name: Medium-Approach medium

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS**

Locomotive Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Boston-Rotterdam Jct.	263,000	None
East Deerfield-Turners Falls	170,000	1200-1282 Incl. 800- 864 Incl.

Location	Track	Clearing	Q	A	SP	CC	HO
Union Mills	All	All Clearings	X				
Union Mills	Main	All Clearings	X				
Union Mills	All	All Clearings	X				
Union Mills	All	All Clearings	X				



INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

WATERTOWN BRANCH  
WEST CAMBRIDGE TO  
UNION MARKET  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		West Cambridge	R—Waltham (Fitchburg Rt. Main Line)	4.16		
		Fresh Pond		5.00		
		Mount Auburn		5.69		
		East Watertown		6.25		
		Union Market		6.93		

The direction West Cambridge to Union Market is Westward (outward).

WATERTOWN BRANCH SPECIAL INSTRUCTIONS

14. ENGINE WHISTLE SIGNALS

Engine Whistle Signals Are Modified As Follows:

X—Indicates Rule Modification

Location	Street	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Note
West Cambridge- Union Market	All Crossings	Both	X	X		1

NOTE 1. Except in cases of emergency

33. PUBLIC CROSSINGS

Protection will be as follows:

X—Indicates method of operation

G — Gates must be lowered

S — All moves over crossing must be stopped within fifty (50) feet of crossing and a member of crew protect.

A — Approach crossings prepared to stop unless protection signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing, after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Train and Engines must approach crossing prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Note
W. Cambridge- Union Market	All	All Crossings		X					
Union Market	Main	Arlington St.		X					1
	All	Nichols Ave.		X					1
	All	School St.		X					1

NOTE 1. A member of crew must operate the manually-controlled highway crossing traffic signals.



INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

LEXINGTON BRANCH  
WEST CAMBRIDGE TO BEDFORD  
STATIONS

DISTANCE  
FROM BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		West Cambridge	R—Waltham (Fitchburg Rt. Main Line) (Watertown Branch)	4.16		
A		Fens		4.59		
		Arlington		6.34		
		Arlington Heights		8.06	14	
		Lexington		11.06		
		North Lexington		12.28		
		Bedford		14.81	8	

The Direction West Cambridge to Bedford is Northward (outward).

LEXINGTON BRANCH SPECIAL INSTRUCTIONS

14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

X—indicates rule modification

Location	Street	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
West Cambridge	Rindge Avenue	Both			X	
	(Private crossing 2160) feet south of Lake St.	Both			X	
Arlington	Lake	Both	X			1
	Swan Place	Both	X			1
	Mass. Avenue	Both	X			1
	New Mystic	Both	X			1
	Water	Both	X			1
Lexington	Fottler Avenue	Both	X			1
	Woburn	Both	X			1
	Fletcher Avenue	Both	X			1
	Edison Way Ext.	Both	X			1
	Merriam	Both	X			1
	Hancock	Both	X			1
	Revere	Northward	X			1
North Lexington	Bedford	Both	X			1
Bedford	South	Both	X			1

NOTE 1. Except to be sounded in cases of emergency.



## LEXINGTON BRANCH CONT.

## 14. WHISTLE SIGNALS—SPECIAL INSTRUCTIONS

All Southward trains will sound whistle signal 14 (m) approaching playground areas between 1715 and 1815 at the following locations.

Reservoir Playground Area—Between Bow St., Lexington and Park Ave., overhead bridge, Lexington.

Summer St. Playground Area—Between Forest St. and Ryder's crossing.

Warren S. Pierce Playground Area—Between Grove St. and Mill Street.

Linwood St. Playground Area—Between Pond Lane St. bridge and Lake Street.

Thorndike St. Playground Area—Between Lake St. and Route 2 overhead bridge.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
West Cambridge	Main	Rindge Avenue			X				
Lake Street	Main	Lake Street		X					
	Main	Linwood St.				X			
Arlington	Main	Swan Place		X					1
	Main	Mass. Avenue		X					1
	Main	New Mystic St.		X					1
	Main	Water Street			X				
	Main	Mill Street			X				
East Lexington	Main	Bow Street			X				
	Main	Fottler Ave.			X				
Lexington	Main	Woburn Street		X					
	Main	Fletcher Ave.			X				
	Main	Edison Way Ext.			X				2
	Main	Edison Way Ext.				X			3
	Main	Meriam Street				X			2
	Main	Meriam Street			X				3
	Main	Hancock St.			X				
	Main	Revere St.		X					

## LEXINGTON BRANCH CONT.

## 33. PUBLIC CROSSINGS CONT.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
North Lexington	Main	Bedford St.		X					
	Main	Hartwell Ave.			X				
	Main	Summer St.			X				
Bedford	former reformatory branch	South St.		X					

## ARLINGTON

NOTE 1. Massachusetts Avenue, Swan Place and New Mystic Street.

These crossings are protected by manually controlled traffic signals and Rail Traffic Signals.

## OPERATION OF RAIL TRAFFIC SIGNALS

Control units, each containing two push buttons and two indicator lights are mounted on Rail Traffic Signals. Operation is as follows:

Train must be standing within 50 feet of the Rail Traffic Signals. If, when control box is opened, the "Red" indicator light marked "Fire Lane" is lighted, pushing either button will have no effect because the Fire Department has taken over control of the Traffic Signals. Train must wait for light to go out before system can be operated. If the "Fire Lane" indicator light is not lighted the button marked "Push to Clear Rail Traffic Signal" may be pushed. When this button is pushed, the green indicator marked "Start Indicator" will light, indicating that the railroad cycle is in operation. If the "Start Indicator" light does not light when this button is pushed, the train is not shunting the track circuit properly. Train must be moved slightly and button must again be pushed. When this button is pushed and the green indicator is lighted the Rail Traffic Signal will change from Red to Yellow. There may be some delay before the signal will change to Yellow. When the Rail Traffic Signal displays "Yellow" train may proceed over the crossings. Street Traffic Signals will remain "Red" until train has passed approximately 50 feet beyond the opposing Rail Traffic Signal. TRAINS MUST PASS BEYOND THIS POINT TO AVOID UNNECESSARY DELAY TO HIGHWAY TRAFFIC.

Each control unit also contains a button marked "Push to Set Rail Traffic Signal Red." This button MUST be pushed if move for which Rail Traffic Signal has been cleared is not to be made.

Control Units must be kept locked when not in use.

NOTE 2. Northward trains only.

NOTE 3. Southward trains only.

## 93. YARD LIMITS

Located as follows: Entire branch

## 104. SWITCHES

The switches on tracks listed below are equipped with switch point locks and crews using these tracks must restore switch point lock and be sure that padlock is secure.

Location	Track
Lake St. Arlington	Dead Track
Arlington	Arlington Yard
Arlington Heights	Atlantic Roofing Co.
Arlington Heights	North End of Runaround
Arlington Heights	Arlington Lumber Co.
Lexington	Lexington Lumber Co.
North Lexington	North Lexington Public Delivery
Bedford	Bedford Airport Track



LEXINGTON BRANCH CONT.

110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Maximum .....		10 10

505. AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal System is in service between West Cambridge and Fens.

674. AUTOMATIC INTERLOCKING

FENS—Whenever trains or engines find interlocking signals in stop position and cannot see any other train or engine approaching on cross route crew will operate releases located in signal box to secure route. If releases fail to operate crew may accept permission to proceed from the train director at Waltham Tower who must obtain clearance from dispatcher before authorizing move.

LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
West Cambridge- Hanscom A.F.B.	263,000	None
Hanscom A.F.B.-Bedford	250,000	None

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INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

CENTRAL MASS. BRANCH  
CLEMATIS BROOK TO BERLIN  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		Clematis Brook	R—Waltham (Fitchburg Rt. Main Line)	8.30		
		Waltham North		9.77	19	
		Waltham Highlands		10.35		
		Weston		12.93		
		Cherry Brook		13.69		
		Tower Hill		15.24		
		Wayland		16.50		
		East Sudbury		18.55		
		South Sudbury	(Conrail)	19.70	11	
		Ordway		23.84		
		Gleasondale		25.35		
		Gleason Junction	(Marlboro Branch)	26.09		
		Hudson		28.00		
		Berlin		35.34		

The direction Clematis Brook to Berlin is westward (outward).

CENTRAL MASS. BRANCH SPECIAL INSTRUCTIONS

14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows

X—indicates rule modification

Location	Street	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Clematis Brook	Beaver Street	Both	X			1
Waltham North	Lyman Street	Both	X			1
Waltham North	Lexington Street	Both	X			1
Waltham North	Bacon Street	Both	X			1
Waltham Highlands	Hammond Street	Both	X			1
Waltham Highlands	Esso Tank Farm (Private Crossing)	Both	X			1
Waltham Highlands	Prospect Hill Ave.	Both	X	X		1
Tower Hill	Concord Rd. (2nd East)	Outward	X			1
Wayland	Sudbury Road (1st East)	Outward	X			1
Wayland	Concord Road (2nd East)	Inward	X			1
Wayland	Millbrook Road (3rd East)	Inward	X			1
Hudson	Manning Street	Outward	X			1
Hudson	Church Street	Both	X			1
Hudson	Pope Street	Inward	X			1
Hudson	Felton Street	Both	X			1
Hudson	Lincoln Street	Both	X			1
Hudson	Warner Street	Both	X			1
Hudson	Central Street	Both	X			1

NOTE 1. Except in cases of emergency

## 33. PUBLIC CROSSINGS

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Train and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Waltham No.	Main	DeVincents Crossing (Middlesex Circle)				X			
Waltham No.	Main	Lyman Street				X			
Waltham No.	Main	Lexington				X			
Waltham No.	Main	Bacon Street				X			
Waltham Hlds.	Main	Hammond Street				X			
Waltham Hlds.	Main	Prospect Ave.				X			
Waltham Hlds.	Main	Main St., Stow St. Polaroid Crossing				X			
Tower Hill	Main	Concord Road				X			
Wayland	Main	Mill Street				X			
Wayland	Main	Concord Rd.				X			
Wayland	Main	Sudbury Road (Main Street)				X			
Wayland	Main	Boston Post Rd. (Rt. 20)				X			
So. Sudbury	Main	Boston Post Rd. (Rt. 20)				X			
So. Sudbury	Main	Union Ave.				X			
So. Sudbury	Main	Horse Pond Road				X			
So. Sudbury	Main	Peakhams Rd.				X			
So. Sudbury	Main	Dutton Road		X					
Ordway	Main	Town Farm Rd.		X					
Hudson	Main	Cox Crossing		X					
Hudson	Main	Manning Street		X					
Hudson	Main	Church Street		X					
Hudson	Main	Pope Street		X					
Hudson	Main	Felton Street		X					
Hudson	Main	Pleasant Street		X					
Hudson	Main	Lincoln Street		X					
Hudson	Main	Warner Street		X					
Hudson	Main	Cottage Street		X					
Hudson	Main	Central Street		X					
South Bolton	Main	Route 62					X		
Berlin	Main	Highland					X		
Berlin	Main	Sugar Hill Road		X					



## CENTRAL MASS. BRANCH CONT.

## 93. YARD LIMITS

Located as follows: entire branch

## 98. RAILROAD CROSSINGS AT GRADE

Trains must stop before passing over the railroad crossing at grade listed below. Stop Posts indicating the points at which stops must be made are located the required distance from crossing.

South Sudbury

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Maximum .....		5 5

**LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL OR CAB INDICATOR RULES ARE IN EFFECT.**

X—indicates rules in effect

Column 1—(251) rules for movement of trains in the same direction by Block Signal rules 251-255, inclusive.

Column 2—(ABS) Automatic Block Signal System rules 503-516, inclusive.

Column 3—(CTC-Directional Track) Centralized Traffic Control System rules 265-274, inclusive.

Column 4—(CTC-Neutral Track) Centralized Traffic Control System rules 265-274, inclusive.

Between	and	Track	Rules in Effect				
			251-255	ABS	CTC Directional Track	CTC Neutral Track	Notes
See Column Description Code							
Clematis Brook	Lyman St., Waltham North	Single		X			

## FREIGHT TRAIN OPERATION

Hudson—On track serving F.J. Kane Cement Co., engines must not pass over hopper. If necessary to pull car down to hopper stretchers must be used.

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight of Car and Lading	Locomotive Restrictions (Single or in Multiple)
Clematis Brook—	190,000	None
Berlin		



INTERLOCKING  
 INTERLOCKING AND  
 TRAIN ORDER OFFICE  
 RADIO CHANNEL

**MARLBORO BRANCH  
GLEASON JCT. TO MARLBORO  
STATIONS**

DISTANCE FROM  
 BOSTON\*

APPROXIMATE CAR  
 CAPACITY OF SIDING  
 NOTE

		Gleason Junction (Central Mass. Branch)	32.42		
		Hudson	33.54		
		Marlboro	37.31		

The direction Gleason Junction to Marlboro is westward (outward).

\*Via South Acton.

**MARLBORO BRANCH SPECIAL INSTRUCTIONS**

**33. PUBLIC CROSSINGS**

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing, train and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Gleason Jct.	Main	Main Street (¼ mile West)		X					
Gleason Jct.	Main	Washington St.				X			
Hudson	Main	Cox Crossing		X					
Hudson	Main	Grove Street (East of station)		X					
Hudson	Main	Broad Street (West of station)		X					
Hudson	Main	Hudson Street		X					
Hudson	Main	Lincoln Street		X					

**93. YARD LIMITS**

Located as follows: Entire branch.

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS**

Territory	Maximum Weight of Car in Lading	Locomotive Restrictions (Single or in Multiple)
Gleason Jct.—	190,000	None
Marlboro		

INTERLOCKING		INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	BEMIS BRANCH WALTHAM TO BEMIS STATIONS		DISTANCE FROM BOSTON	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X	X			C,2	Waltham (Fitchburg Route Main Line)			
X	X	C,2	Waltham (Fitchburg Route Main Line)	Bemis	10.90			
					9.08			

The direction Waltham to Bemis is Eastward (inward).

### BEMIS BRANCH SPECIAL INSTRUCTIONS

#### 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within (50) feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing train and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Bemis	Main	Seyon Street		X					
Bemis	Main	Quincy Market Cold Storage		X					
Bemis	Main	Pleasant Street		X					

#### 93. YARD LIMITS

Located as follows: Entire Branch

#### 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Waltham Station and Newton St. ....		10 10
Waltham, Passing Over Bridge 10.70 .....		5 5

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Waltham—Bemis	263,000	None

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

HOLLIS BRANCH  
AYER TO HOLLIS  
STATIONS

DISTANCE FROM  
WORCESTER

APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

		Ayer (Fitchburg Route Main Line)	28.01		
		Groton	31.54		
		Pepperell	36.18		
		Hollis	39.69		

The direction Ayer to Hollis is Westward (outward).

HOLLIS BRANCH SPECIAL INSTRUCTIONS

33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, train or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to passover crossing must stop within (50) feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of crossing, train and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Ayer	Main	Main Street		X					
Ayer	Int'l Purchasing Co.	Tannery Street		X					
Ayer	Main	Chair Shop		X					
Groton	Main	Broadmeadow Road ((first East)		X					
Pepperell	Main	Groton Street (first East)		X					
Pepperell	Main	Lowell Road (first West)		X					
Pepperell	Main	River Street (2.06 miles West of station)		X					
Pepperell	Main	Mill Crossing		X					



HOLLIS BRANCH CONT.

93. YARD LIMITS

Located as follows: Entire branch

110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Ayer, Over Groton St. Crossing		10 10

LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Ayer-Hollis	263,000	None

Location	Track	Clearing	E	S	A	SP	CC	CC	Notes
Pepesett	Main	Main Crossing	X						
Pepesett	Main	West of Main	X						
Pepesett	Main	From Street							
Pepesett	Main	West of Main	X						
Pepesett	Main	J. Ward Road							
Pepesett	Main	Groton Street	X						
Groton	Main	Brookwood	X						
Ayer	Main	Class Shop	X						
Ayer	Passenger	Passenger Street	X						
Ayer	Main	Main Street	X						

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

GREENVILLE BRANCH  
AYER TO GREENVILLE  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

	Ayer (Fitchburg Route Main Line)	36.05		
	West Groton	39.81		
	Vose	40.67		
	Townsend *	46.12		

The direction Ayer to Greenville is Westward (outward).

\*Main track ends at Mileage 46.85

GREENVILLE BRANCH SPECIAL INSTRUCTIONS

33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossings prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, train or engine intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to passover crossing must stop within (50) feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Ayer	Main	Cemetery Road		X					
	Main	State Road		X					
	Main	Whiten's		X					
West Groton	Main	Shirley Street		X					
Townsend Harbor	Main	Warren Road		X					
Townsend	Main	Elm Street		X					
Townsend	Main	Depot St.		X					
Townsend	Main	Worcester Rd.		X					

93. YARD LIMITS

Located as follows: Entire branch





INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

MONADNOCK BRANCH  
SOUTH ASHBURNHAM TO JAFFREY  
STATIONS

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

		South Ashburnham	(Fitchburg Route Main Line)	59.90		
		Winchendon		67.92 *35.98		
		West Rindge		41.84		
		Jaffrey**		45.35		

The direction South Ashburnham to Jaffrey is Westward (outward).

\*Distance from Worcester.

\*\*End of Main track at Mileage 46.50.

MONADNOCK BRANCH SPECIAL INSTRUCTIONS

33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within (50) feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains and engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
S. Ashburnham	Main	Center Street				X			
Winchendon	Main	Spring Road			X				
Winchendon	Main	Central Street				X			
Winchendon	Main	Jackson Ave. (former Cheshire Br.)			X				
Winchendon	Main	Jackson Ave. (former Peterboro Br.)			X	X			1
Winchendon	(former Waterville Branch)	Spring Street		X					
Winchendon	(former Waterville Branch)	High Street		X					
Winchendon	(former Waterville Branch)	Depot Street		X					
West Rindge, N.H.	Main	Main Street			X				
West Rindge, N.H.	Main	Contoocook Valley Road			X				
Jaffrey, N.H.	Main	Main St. and Squantum Rd.	X						



INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

**BENNINGTON BRANCH  
HOOSICK JUNCTION TO  
NORTH BENNINGTON  
STATIONS**

DISTANCE FROM  
BOSTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		Hoosick Junction	R—Billerica (Fitchburg Route Main Line)	165.16		
		Walloomsac		167.23		
		White Creek		170.07		
		<div style="display: flex; align-items: center;"> <span style="font-size: 2em; margin-right: 5px;">{</span> <div style="border-bottom: 1px solid black; padding: 2px;">White Creek</div> </div>		VTR 0.0		
			North Bennington		VTR 1.9	

The direction Hoosick Junction to North Bennington is Eastward (inward).

**BENNINGTON BRANCH SPECIAL INSTRUCTIONS**

**93. YARD LIMITS**

Located as follows: Entire branch

VTR yard limits extend to VTR MP 2.6, 0.7 miles north of No. Bennington.

**103b. FARM CROSSINGS IN VERMONT**

The requirements of this rule apply to all farm crossings in the state of Vermont.

**110. SPEED RESTRICTIONS**

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum Speed</b> .....		<b>15 15</b>
Outdoor Theater and North End of Runaround at Walloomsac .....		10 10
Over Caretakers Crossing MP 3.50 .....		10 10

**201. TRAIN ORDERS**

Train orders pertaining to movement of trains between White Creek and North Bennington will be issued over the B&M Corp. Superintendent-Operations signature.

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS**

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Hoosick Jct.—	263,000	None
North Bennington		



INTERLOCKING INTERLOCKING AND TRAIN ORDER OFFICE RADIO CHANNEL	WORCESTER ROUTE MAIN LINE WORCESTER TO AYER STATIONS		DISTANCE FROM WORCESTER	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
	Viaduct (P & W) Worcester Barber (P & W) Greendale (End of Main Track)	OTHER THAN MAIN TRACK	0.00 4.86 2.92 4.25		
	Summit		5.81		
	West Boylston		8.76		
	Oakdale		10.16		
	Clinton		16.76	200	
	Thayer		18.09		
	Lancaster		19.19		
	Still River		23.19		
	Harvard (End of Main Track)		25.91		
X	Fitchburg Route Main Line Greenville Branch Hollis Branch Stony Brook Branch R—BillERICA	Ayer OTHER THAN MAIN TRACK	28.01		

The Direction Worcester to Ayer is Eastward (outward).

## WORCESTER ROUTE MAIN LINE

### SPECIAL INSTRUCTIONS

#### 14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

X—indicates rule modification

Location	Crossing	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Notes
Worcester	Exchange St.	Both	X			1
Worcester	Central St.	Both	X			1
Worcester	Thomas St.	Both	X			1
Worcester	School St.	Both	X			1
Worcester	Garden St.	Eastward	X			1
Lancaster	Neck Road (South Crossing)	Eastward	X			1
Lancaster	Bolton Road	Eastward	X			1
Lancaster	Neck Road (North Crossing)	Westward	X			1
Lancaster	Center Bridge Rd.	Westward	X			1

NOTE 1. Except in case of emergency.

## WORCESTER ROUTE MAIN LINE CONT.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

- X—indicates method of operation  
 G — Gates must be lowered.  
 S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.  
 A — Approach crossing prepared to stop unless signals are seen to be in operation.  
 SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.  
 CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.  
 CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Worcester	No. 1 &	Exchange St.			X				
	No. 2	Central St.			X				
Worcester	Sidings	Central St.					X		
Worcester	No. 1 & No. 2	Thomas St.			X				
		School St.			X				
Worcester	Sidings	School St.					X		
Worcester	No. 1 & No. 2	Garden St.			X				
Barber	former Gardner Branch	Nortons Private Crossing				X			1

NOTE 1. Rule 33 of General Special Instructions applies to this private crossing.

## 83. TRAIN REGISTERS

Greendale—Located at Worcester Yard Office

## 93. YARD LIMITS

Located as follows:

Location	Between	and
Greendale	Greendale	MP 4.5
Ayer	MP 25.7	Harvard

## 104. SWITCHES

Harvard—The normal position of the switch is when set for movements from single to no. 2 track.

Ayer—The normal position of the switch connecting the east wye and west wye is when lined for east wye.

All switches connecting to track No. 2 are normal when lined for track No. 2.

**WORCESTER ROUTE MAIN LINE CONT.**

**109. BULLETIN BOARDS**

Worcester— Freight Office  
 Ayer — Tower

**110. SPEED RESTRICTIONS**

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—Greendale and Harvard</b> .....		<b>40 40</b>
Thayer Passing over Main St. Bridge 17.91 .....		25 25

**211. CLEARANCE FORM A**

Ayer — All westward Worcester Route Main Line trains and engines must obtain Clearance Form A before departure.

**JOINT OPERATION**

Worcester—All trains and engines using tracks of Providence and Worcester Railroad, west of the viaduct at Worcester will be governed by Rules and Regulations of Providence and Worcester and all B&M employes operating in Providence and Worcester territory must be qualified as required by Providence and Worcester.

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS**

Maximum Weight in Car and Lading	Locomotives restricted (Single or Multiple)
263,000 lbs.	None



INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER STATION  
RADIO CHANNEL

CONNECTICUT RIVER ROUTE  
MAIN LINE  
SPRINGFIELD TO WHITE RIVER JCT.  
STATIONS

DISTANCE FROM  
SPRINGFIELD  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

INTERLOCKING	INTERLOCKING AND TRAIN ORDER STATION	RADIO CHANNEL	STATIONS	DISTANCE FROM SPRINGFIELD	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X			Springfield R—Billerica (ConRail)	0.00		
X			WA Interlocking R—Billerica			
			Round Hil	1.06		
			Yard 3	1.28		
			Moores	2.04		
			Chicopee (Chicopee Falls Branch)	3.43		
			Pattern	5.26		
			Westover Railhead	6.85		
			Willimansett	6.93		
			Riverside	7.28		
			Holyoke (ConRail)	7.92		
X			Holyoke North R—Billerica	9.45		
			Smith's Ferry	12.80		
			Mount Tom (Easthampton Branch)	14.72		
X			Northampton South R—Billerica	16.01	150	
X			Northampton R—Billerica (Wheelwright Branch)	17.93		
			Hatfield	20.82		
			North Hatfield	23.82		
			Whatley	26.16		
			South Deerfield	28.39		
X			Deerfield R—Billerica	32.70		
X			Deerfield Junction R—East Deerfield (East Deerfield Loop)	34.60		
X			Greenfield East R—Billerica (Fitchburg Route Main Line)	35.89	1	
			Greenfield	36.07		
X			Silver Street R—Billerica	37.72		
			Bernardston	42.64		
			Mount Hermon Gravel Pit	47.35		
X			East Northfield R—Billerica (C.V. Ry.)	49.67		
	P	C.V. Ry.	East Northfield	CV 110.6		
			Vernon	CV 115.7		
			Brattleboro	CV 120.7		
			Brattleboro (Fort Hill Branch)	60.32	90	
X			West River R—Billerica	61.38		



## CONN. RIVER ROUTE MAIN LINE CONT.

INTERLOCKING	INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	CONNECTICUT RIVER ROUTE MAIN LINE SPRINGFIELD TO WHITE RIVER JCT. STATIONS	DISTANCE FROM SPRINGFIELD	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X			Putney R—Billerica	68.79		
X			Putney North R—Billerica	70.69	163	
			Westminster	80.14		
X			Bellows Falls South R—Billerica	83.14		
X			Bellows Falls R—Billerica (No. Walpole Branch) (Green Mtn. Ry)	83.99		
X			Chapins R—Billerica	84.27		
X			North Walpole Interlocking R—Billerica	86.01	149	
			Springfield Station (Springfield Terminal)	92.26		
X			Claremont Junction South R—Billerica	99.16		
X			Claremont Junction R—Billerica (C&C Ry)	101.18	166	
			Balloch	105.66		
X			Windsor Interlocking R—Billerica	108.75		
		CV RWY.	Windsor	CV 0.7 109.11	32	
			Hartland	CV 5.1 113.48	85	
			Evarts	CV 9.9 118.24		
X			White River Junction Yard R—White River Jct.	CV 14.1 122.76		
	P	1,2	White River Jct. (C. V. Ry) (Berlin Route Main Line) (New Hampshire Route Main Line)	CV 14.8 123.19		

The direction Springfield to White River Jct. is Northward (outward).

NOTE 1. Interlocking limits extend from northward interlocking signals located south of Russell St. to southward interlocking signals located north the Arch. Interlocking controlled by west end train dispatchers.

NOTE 2. Train order office only.

**INTERLOCKING AND TRAIN ORDER OFFICES ATTENDED  
PART TIME:**

Station	Hours Attended
White River Jct.	0700 Hours until 1500 Hours Sunday

## CONN. RIVER ROUTE MAIN LINE SPECIAL INSTRUCTIONS

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossings must be stopped within fifty (50) feet and a member of crew protect.

A — Approach crossing prepared to stop unless protection signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Train and engines must approach crossing protection to stop unless protection is seen to be operating.

Location	Track	Crossing	Direction	G	S	A	SP	CC	CO	Notes
Moores	Brewery lead, Brightwood lead, and Powers-track	Wason Ave.	Both					X		
	Brewery lead	Plainfield St.	Both					X		1
Willimansett	Piel Bros. Track	North Chicopee Street	Both		X					
Westover Airbase		Dale St. Montgomery Street Granby Street North and South Highway	Both		X					
Holyoke	All Yard Tracks	All	Both		X					
	Race St.	Appleton St. & Cabot St.	Both		X					2
	Northward & Southward	Riverside	Both							3
Mt. Tom	Tri-City Container	State Road			X					



## CONN. RIVER ROUTE MAIN LINE CONT.

## 33. PUBLIC CROSSINGS CONT.

Location	Track	Crossing		G	S	A	SP	CC	CO	Notes
South Deerfield	Main	Elm St.							X	4
	Siding	Elm St.						X		
Bernardston	Main	Cross St.							X	
	Main	Merrifield Rd.							X	
Brattleboro	Passing Siding	Bridge Street	Both				X			
Claremont Jct.	C&C Rwy South Wye	Maple Ave.	Both		X					
Windsor (C.V.)	Passing Siding	Station Crossing	Southward		X					5,6
	Sidetracks	Everettlane	Both		X					6
	Sidetrack	River St.	Both					X		6

NOTE 1. Crossing may be protected by member of crew.

NOTE 2. Crew must operate the manually-controlled highway crossing signals.

NOTE 3. Riverside—protected by a crossing tender 0800 hours to 2000 hours, Monday thru Friday. After these hours crossing will be blocked. All trains and engines approaching crossing during the hours the crossing tender is on duty must do so prepared to stop unless crossing tender is seen to be in position to stop traffic.

NOTE 4. When making moves from Broadway Siding.

NOTE 5. Southward moves from passing track must be protected unless flasher is known to be in operation.

NOTE 6. Trains or engine must not exceed a speed of 5 M.P.H. while backing over any street or public crossing.

## 83. TRAIN REGISTERS

East Northfield—First class trains only as directed by train dispatcher White River Jct.—Maintained by operator during on duty period. All trains must register during period operator is not on duty.

## S-88 TRACKS TO BE USED IN MEETING OR PASSING TRAINS AT DESIGNATED POINTS

Brattleboro—Use former Northward maintrack between crossover south of station and West River.

## 93. YARD LIMITS

Located as follows:

Location	Between	and	Notes
East Northfield	East Northfield	CV MP	
Brattleboro	CV MP 118.8	MP 60.2	
Windsor (C.V.)	Windsor Interlocking	CV MP 1.7	
White River Jct.	CV 13.4	White River Jct. Station	

## 98a. TURNOUTS IN C.V. RWY TERRITORY

Rule 98a is modified in C.V. Rwy territory as follows: 10 miles per hour through any turnout.

## 103b. FARM CROSSINGS IN VERMONT

The requirements of this rule apply to all farm crossings in the state of Vermont.

## CONN. RIVER ROUTE MAIN LINE CONT.

## 104. NORMAL POSITION OF SWITCHES

Brattleboro—switch connecting Fort Hill Branch with passing siding is normal when lined for Fort Hill Branch.

## 104a. LOCATION OF SPRING SWITCHES

Location	Switch connects	Normal Position	Note
Holyoke North	End of double track	Single to Southward track	1
Deerfield	End of double track	Single to Northward track	1
Greenfield East	End of double track	Single to Northward track	1
Silver Street	End of double track	Single to Southward track	1
Putney	South end of siding and main track	Main track	2

NOTE 1. Within interlocking

NOTE 2. Rule 274 applies

## 109. BULLETIN BOARDS

## Location

Springfield— Passenger Station, Yard 3— Yard Office  
 Holyoke— Freight Office  
 East Deerfield— Yard Office  
 Engine House  
 Brattleboro— Train Order Office  
 White River Jct.— Passenger Station— C.V. Yard Office

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—Springfield and Holyoke</b> .....	<b>Northward</b> .....	<b>30 30</b>
<b>Maximum—Holyoke and Springfield</b> .....	<b>Southward</b> .....	<b>40 40</b>
Passenger station and WA Interlocking .....		10 10
WA Interlocking and Wason Ave. ...	Northward .....	20 20
Plainfield St., over crossing, MP 2.4 .....		30 30
Over crossings at Coburn Road, Dale St., Montgomery St., Granby Road and North—South Road .....	Westover Air Base Track .....	10 10
<b>Maximum—Holyoke and MP 16</b> .....		<b>40 40</b>
Between MP 7 and MP 8 Holyoke North, passing over spring switch .....		30 30
Curve, MP 10.1 to MP 10.6 .....		30
<b>Maximum—MP 16 and Mileage 23.5</b> .....		<b>55 40</b>
MP 16 and MP 18 .....		20 20

## CONN. RIVER ROUTE MAIN LINE CONT.

## 110. SPEED RESTRICTIONS CONT.

Between	Tracks (Includes All Main Tracks Unless (Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—Mileage 23.5 and Mileage 28.5</b> .....		40 40
<b>Maximum—Mileage 28.5 and Mileage 32.5</b> .....		55 40
<b>Maximum—Mileage 32.5 and Silver Street</b> .....		30 30
Deerfield Jct. and Deerfield .....	Southward .....	25 25
<b>Maximum—Silver Street and East Northfield</b> .....		55 40
East Northfield, Both CV Ry. connections .....		20 20
<b>Maximum—East North- field and Brattleboro (CV Trackage)</b> .....		50 40
Brattleboro, South wye switch and station .....		25 20
Brattleboro, through crossover south of station .....		10 10
<b>Maximum—Brattleboro and West River</b> .....		40 40
Brattleboro, between "XC" Post 900 feet south of Bridge St. and the crossing Northward trains only .....		20 20
Brattleboro, Bridge St. and MP 60.5 north- ward trains only .....		35 25
Brattleboro, between MP 60.5 and "XC" Post 1000 feet north of Bridge St. crossing southward trains .....		35 25
Brattleboro, between "XC" Post 1000 feet north of Bridge St. crossing and the crossing southward trains .....		20 20
<b>Maximum— West River and Claremont Jct.</b> .....		50 40
West River, through interlocking .....		30 30
Between XC Post and Brudies crossing at mileage 62.7 .....		40 40
Putney, through spring switch .....		30 30
Bellows Falls, South end of tunnel and Chapins .....		10 10



## CONN. RIVER ROUTE MAIN LINE CONT.

## 110. SPEED RESTRICTIONS CONT.

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Bellows Falls, Green Mountain connection southwest of diamond .....		10 10
Claremont Jct. wye tracks .....		5 5
Bellows Falls, Green Mountain connection south of diamond .....		10 10
Claremont Jct. wye tracks .....		5 5
<b>Maximum—Claremont Jct. and Windsor .....</b>		<b>40 40</b>
Windsor, River St. crossing when head end of train passes over crossing .....		15 15
Windsor, Everett Lane crossing (one-fifth mile north of station) Northward trains only .....		33 33
<b>Maximum—Windsor and White River Jct. ....</b>		<b>50 40</b>
Hartland, curve imme- diately north of Bridge 4.44 .....		30 30
White River Jct., all yard tracks .....		10 10
White River Jct., over Nutt St. crossing on B&M yard track .....		5 5

## D-151 DESIGNATION AND USE OF TWO OR MORE MAIN TRACKS

Two Tracks	
Between	and
WA Interlocking Deerfield North End Greenfield East Interlocking	Holyoke North South End Greenfield East Interlocking Silver Street

## 211. CLEARANCE FORM A

White River Jct. and White River Jct. Yard—All trains and engines originating at White River Jct. or White River Jct. Yard, must obtain Clearance Form A before departing.

## 221. TRAIN ORDER SIGNALS

Brattleboro—A red flag by day or a red light by night displayed on bracket on C.V. office building will be considered a train order signal for northward and southward trains.

## CONN. RIVER ROUTE MAIN LINE CONT.

LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL, OR CAB INDICATOR RULES ARE IN EFFECT:—

X—INDICATES RULES IN EFFECT.

Column 1—(251) Rules for movement of trains in the same direction by block signals, rules 251-255, inclusive.

Column 2—(ABS) Automatic Block Signal System rules 503-516, inclusive.

Column 3—(CTC—Directional Track) Centralized Traffic Control System Rules 265-274, inclusive.

Column 4—(CTC—Neutral Track) Centralized Traffic Control System Rules 265-274, inclusive.

Between and Track			1	2	3	4	5	6
See column description Code			251-255	ABS	CTC Directional Track	CTC Neutral Track		Notes
			WA Interlocking	Holyoke North	Northward & Southward	X	X	
Holyoke North	Deerfield	Single		X		X		
Deerfield	Silver Street	Northward & Southward	X	X				
Silver Street	East Northfield	Single		X		X		
East Northfield	End of Block 2.12 miles North	Single		X				
Brattleboro	West River	Single		X				
West River	Windsor Inter'kg	Single		X		X		
Windsor Interl'kg	End of signal territory about 800 ft. South of Nutt St. W.R. Jct.	Single		X				

## CONN. RIVER ROUTE MAIN LINE CONT.

## 273c. SIDINGS NOT TO BE USED TO CLEAR MAIN TRACK

Location	Track
Mt. Tom	Tri City Container
Northampton	Hampshire Lumber
Whately	House
North Hatfield	House
South Deerfield	House
Bernardston	Bernardston Feed Mohawk Plastics
Brattleboro (Hill)	Dennis Jameson Suburban Gas Book Press Boise Cascade
Westminster	Community Grain
Bellows Falls South	Mountain Paper Halls Siding White Mountain Paper
Bellows Falls	House
Claremont Jct.	Joy Mfg. Tampax

## 515. RULE 515 MODIFIED

Rule 515 is not applicable in CTC Territory (See rule 672) on Connecticut River Main Line.

## JOINT OPERATION

## SPRINGFIELD—AMTRAK

Boston and Maine train or engine movements to yard 1 will be governed by Amtrak Towerman at Spring. All moves intending to cross-over at Pecowisic must obtain permission from operator at Spring and comply fully with rule 513.

All movements must not exceed 10 miles per hour.

## SPRINGFIELD—CONRAIL

All train and engine movements on Conrail tracks No. 1 and 2 between Springfield Station (CP 98) and Athol Jct. (CP 96) will be made under CTC rules under direction of Conrail Dispatcher at Springfield. Movements east of the interlocking at CP 96 will be made under provisions of Conrail rule 503 which is stated below.

503. A train having passed beyond the limits of a block must not re-enter that block without a train order authorizing it to do so.

While shifting at an interlocking, movements may be made beyond the home signal by permission of the operator and under flag protection. Operator must not give permission for such movement when a train has been authorized to move from the next block station or interlocking in the direction of the point where the movement beyond the home signal is to be made.

When permission has been given for a movement beyond the home signal, the operator at that point and the operator in charge of the next block station or interlocking must know that it has been made before admitting another train to a block either at or between their stations to move in the direction of the point where such movement is being made.

All movements must not exceed 10 miles per hour.

## BELLOWS FALLS—GREEN MOUNTAIN RAILROAD

Trackage between Green Mountain Railroad Engine House, Walpole and Yard Limit board located 3,000 feet north of the Patch Track is joint trackage and Boston and Maine Rules apply.

Boston and Maine trains and engines are not to go beyond Yard Limit board located 3,000 feet north of Patch Track.



## CONN. RIVER ROUTE MAIN LINE

## JOINT OPERATION CONT.

## WHITE RIVER JCT.—CENTRAL VERMONT RAILWAY

93. B&M Yard Limits between M.P. C.V. 13.4 and White River Jct. Station. B&M Rule 93 govern.

C.V. Yard Limits between White River Jct. Station and M.P. 18.5. Boston and Maine trains or engines using C.V. Yard Limits will be governed by C.V. Rule 93 and special instructions that are stated below:

Within yard limits the main track may be used clearing the time of first and second class trains at the next station where time is shown. Protection against third class, fourth class, extra trains and engines is not required.

Third class, fourth class, extra trains and engines must move within yard limits at restricted speed unless the main track is known to be clear.

NOTE: In ABS territory, indications permitting trains or engines to proceed do NOT relieve third class, fourth class, extra trains and engines from the requirement of moving at restricted speed, except that "Clear Signal" Rule 281 may be accepted as indication that the track is clear, but only to the next signal, or "Block End" sign.

Unless otherwise directed by special instructions, yellow lights must be displayed on yard limit signs from sunset to sunrise.

Except in ABS territory, approach signs will be placed one mile from yard limit signs.

By night, or in foggy or stormy weather, a light must be placed on both ends of unattended cars or dead engines obstructing the main track within yard limits.

## SPECIAL INSTRUCTIONS REGARDING RULE 93:

- (a) Yard limit signs may be reflectorized and when this is done they will not be equipped with a yellow light.
- (b) When it is not practicable to obtain the necessary information by other means, advice may be received by the Conductor or Engineman directly from the Train Dispatcher specifying actual arrivals and departures of first and second class trains. Such information must be copied in writing and repeated to the Train Dispatcher who will make a record in the train order book. Information concerning trains operating late must not be handled in this manner.
- (c) Paragraph one of Rule 93 is modified as follows:  
"The main track may be used within yard limits, CLEARING BY NOT LESS THAN FIVE MINUTES the leaving times of first and second class trains from the next station where their time is shown. Protection against third class, fourth class, extra trains and engines is not required."
- (d) In compliance with Subpart C 218-35(b)(2), Title 49 of the U.S. Code of Federal Regulations "Restricted Speed" as it applies to the second paragraph of Rule 93 is—  
"A speed that will permit stopping within one-half the range of vision, but not exceeding 20 miles per hour."

Nutt Street—Public crossing—Automatically protected. Trains or engines entering the main track from No. 2 track must not exceed 5 miles per hour until crossing occupied.

## YARDING TRAINS IN C.V. YARD

All trains yarding in C.V. yard will pull in on **south** end of track No. 2 Middle Yard and go thru to the **north** end. Return movement to be made as directed.

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Maximum weight in car and lading—263,000 lbs.

Locomotive restrictions—None

INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	EAST DEERFIELD LOOP DEERFIELD JUNCTION TO EAST DEERFIELD WEST STATIONS		DISTANCE FROM DEERFIELD JCT.	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
X		Deerfield Jct.	R—East Deerfield (Conn. River Route)	0.00		
X	X	2	East Deerfield West (WX Tower) (Fitchburg Route Main Line)	1.04		

The direction Deerfield Junction to East Deerfield is Northward (outward).

### EAST DEERFIELD LOOP SPECIAL INSTRUCTIONS

#### 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum Speed</b> .....		<b>10 10</b>
All trains and engines handling loaded hopper cars of carbon black .....		5 5

#### LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL, OR CAB INDICATOR RULES ARE IN EFFECT:

X—indicates rules in effect

Column 1—(251) rules for movement of trains in the same direction by Block Signal rules 251-255, inclusive.

Column 2—(ABS) Automatic Block Signal System rules 503-516, inclusive.

Column 3—(CTC-Directional Track) Centralized Traffic Control System rules 265-274, inclusive.

Column 4—(CTC-Neutral Track) Centralized Traffic Control System rules 265-274, inclusive.

Between and Track		1	2	3	4	5	
See column description code		251-255	ABS	CTC Directional Track	CTC Neutral Track		Notes
		East Deerfield	Deerfield Jct.	Single	X	X	

#### LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Deerfield Jct.-	263,000	None
East Deerfield West		



INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	CHICOPEE FALLS BRANCH CHICOPEE TO CHICOPEE FALLS STATIONS	DISTANCE FROM SPRINGFIELD	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
		Chicopee (Conn. River Route)	3.43		
		Chicopee Center	3.98		
		Oak Street	5.45		
		Chicopee Falls	5.74		

The direction Chicopee to Chicopee Falls is Eastward (Inward).

### CHICOPEE FALLS BRANCH SPECIAL INSTRUCTIONS

#### 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Train and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Chicopee Center	Main	Springfield St.		X					
Chicopee Falls	Vehicular and Pedestrian crossing to U.S. Rubber Company	Oak Street		X					

#### 93. YARD LIMITS

Are located as follows: Entire branch

#### LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Chicopee Jct.- Chicopee Falls	263,000	None



INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

**EASTHAMPTON BRANCH  
MOUNT TOM TO EASTHAMPTON  
STATIONS**

DISTANCE FROM  
SPRINGFIELD  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

		Mount Tom (Conn. River Route Main Line)	14.72		
		Hampton Mills	17.05		
		Easthampton (ConRail)	18.01		

The direction Mount Tom to Easthampton is Northward (outward).

**EASTHAMPTON BRANCH SPECIAL INSTRUCTIONS**

**33. PUBLIC CROSSINGS**

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Train and Engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Mount Tom	Main	Route 5		X					
Hampton Mills	Main	Ferry Street		X					
Easthampton	Main	Arthur Street		X					

**93. YARD LIMITS**

Are located as follows: Entire branch

**110. SPEED RESTRICTIONS**

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Mt. Tom Bridge 15.50 .....		10 10
Easthampton—500 Feet from each side of Public Crossing at Hampton Mills .....		4 4

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS**

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Easthampton Branch	220,000	1500-1577 incl. 1700-1755 incl. 200- 211 incl. 300- 317 incl.

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

WHEELWRIGHT BRANCH  
NORTHAMPTON TO WHEELWRIGHT  
STATIONS

DISTANCE FROM  
NORTHAMPTON  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		Northampton	R—Billerica (Conn. River Route Main Line)	0.00		
		Hadley		2.72		
		East Hadley		4.94		
		Amherst		7.00		
		Norwottuck		9.91		
		C.V. Ry.	Norwottuck	9.91		
			Belchertown	16.47		
			Canal Junction	18.23		
		Canal Junction		18.23		
		Bondsville		21.69		
		Forest Lake		24.99		
		Ma. Cent.	Forest Lake	24.99		
			Ware	29.50		
			Gilbertville	33.47		
			Creamery	26.20		
		Creamery	Other Than Main Track	36.20		
		Wheelwright		38.61		

The direction Northampton to Wheelwright is Eastward (inward).

WHEELWRIGHT BRANCH SPECIAL INSTRUCTIONS

33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Train and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Northampton	Main	Damon Road		X					
Hadley	Main	East Street		X					
Hadley	Main	Middle Street		X					
Hadley	Main	West Street		X					
Hadley	Main	Hatfield Street		X					
Norwottuck	Main	Norwottuck Rd. crossing		X					

## WHEELWRIGHT BRANCH CONT.

## 83. TRAIN REGISTER

Canal Jct. (C.V. Ry.)  
Norwottuck (C.V. Ry.)

## 93. YARD LIMITS

Are located as follows:

Location	Between	and	Notes
Northampton	Northampton	Norwottuck	
Canal Jct.	Canal Jct.	Forest Lake	

## 98. POSITIVE STOP POSTS

Northampton Conn. River Bridge.

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—Northampton and Norwottuck</b> .....		<b>10 10</b>
Northampton—Conn. River Bridge 102.96 Limited to Single Engine, Come to Full Stop, Proceed at .....		5 5
<b>Maximum—Canal Jct. and Forest Lake</b> .....		<b>10 10</b>
<b>Maximum—Creamery and Wheelwright</b> .....		<b>10 10</b>

## 505. AUTOMATIC BLOCK SYSTEM RULES

Automatic Block System rules in effect between "Signal Territory Starts" or "End of Signal Territory" and Northampton Interlocking.

**913. TWO ENGINES MUST NOT BE OPERATED COUPLED OVER ANY BRIDGE BETWEEN WARE AND NORTHAMPTON THAT IS FIFTY FEET OR MORE IN LENGTH.**



**WHEELWRIGHT BRANCH CONT.****JOINT OPERATION****B&M—MASS. CENTRAL  
BETWEEN CREAMERY AND FOREST LAKE**

On the Wheelwright Branch between Creamery and Forest Lake, Boston and Maine Corp. trains will operate over the Mass. Central track under the jurisdiction of Mass. Central, its timetables, rules and regulations.

Stop signs are installed at the above named points.

**B&M—C.V. RY  
BETWEEN NORWOTTUCK AND CANAL JCT.**

On the Wheelwright Branch between Norwottuck and Canal Jct., Boston & Maine Corp. trains will operate over the Central Vermont Railway track under the jurisdiction of the Central Vermont Railway, its timetable, rules and regulations.

Train orders pertaining to movement of trains between these points will be issued from the Train Dispatcher's Office at St. Albans, over the C.V. Ry, Train Dispatcher's signature.

All trains will register at Norwottuck and Canal Jct. unless otherwise directed.

**LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS**

<b>Territory</b>	<b>Maximum Weight in Car and Lading</b>	<b>Locomotives Restricted (Single or in Multiple)</b>
Northampton-Hadley	140,000	1500-1577 incl.
		1700-1755 incl.
		1200-1282 incl.
		800- 864 incl.
		200- 211 incl.
Hadley-Wheelwright	210,000	300- 317 incl.
		1500-1577 incl.
		1700-1755 incl.
		1200-1282 incl.
		800- 864 incl.
		200- 211 incl.
		300- 317 incl.

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

FORT HILL BRANCH  
BRATTLEBORO TO DOOLITTLE  
STATIONS

DISTANCE FROM  
SPRINGFIELD  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

	Brattleboro	(Conn. River Route) (Central Vermont)	60.32	
	Fort Hill		<del>59.85</del>	
	Dole Junction	(Ashuelot Branch)	51.90	
	Doolittle		50.87	

The direction Brattleboro to Doolittle is Southward (inward).

FORT HILL BRANCH SPECIAL INSTRUCTIONS

93. YARD LIMITS

Are located as follows:

Location	Between	and	Notes
Brattleboro	Brattleboro	MP 59.1	

104. NORMAL POSITION OF SWITCHES

Brattleboro—switch connecting Fort Hill Branch with passing siding is normal when lined for Fort Hill Branch.

110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Maximum		30 30

LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Fort Hill Branch	263,000	None

Station	Track	Class	Capacity
Brattleboro	Main	Passenger	10
Fort Hill	Main	Passenger	10
Dole Junction	Main	Passenger	10
Doolittle	Main	Passenger	10

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

ASHUELOT BRANCH  
DOLE JUNCTION TO JOSLIN  
STATIONS

DISTANCE FROM  
EAST NORTHFIELD  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

		Dole Junction (Fort Hill Branch)	2.28		
		Hinsdale	4.91		
		Cornville	7.28		
		Pisgah Switch	8.04		
		Ashuelot	8.41		
		Winchester	10.60		
		Forest Lake	12.69		
		Westport	15.99		
		West Swanzey	18.53		
		Swanzey	20.73		
		Keene	24.03		
		Joslin	26.09		

The direction Dole Junction to Joslin is Northward (outward).

ASHUELOT BRANCH SPECIAL INSTRUCTIONS

33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Ashuelot Branch	Main	All Crossings			X				
Keene	Main	Winchester St.		X					
Keene	All	School Street		X					
Keene	former Cheshire Branch	By Pass Crossing				X			



## ASHUELOT BRANCH CONT.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Keene	former Cheshire Branch	Island Street				X			1
Keene	Main	Main Street				X			
Keene	All	Water Street				X			
Keene	On Sidetrack Serving Donahue Beverage	Marlboro St.		X					

NOTE 1. For northward trains only.

## 93. YARD LIMITS

Are located as follows: Entire branch.

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
Winchester, First Public Crossing North of Station .....		5 5
New Curve, Mile Post 21.50 One Fourth Mile South of Keene .....		10 10
Keene Wye Tracks .....		5 5
Keene, Main Street .....		8 8

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Dole Jct.—Joslin	220,000	None

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

NORTH WALPOLE BRANCH  
BELLOWS FALLS TO  
NORTH WALPOLE  
STATIONS

DISTANCE FROM  
BELLOWS FALLS  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

X		Bellows Falls	R/Billerica (Green Mtn. Rwy) (Conn. River Route Main Line)	0.00		
		North Walpole		0.22		

The direction Bellows Falls to North Walpole is Eastward (inward).

**NORTH WALPOLE BRANCH CONT.**

**33. PUBLIC CROSSINGS**

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
North Walpole	Main	Bridge Street				X			

**93. YARD LIMITS**

Are located as follows: Entire branch

**LOCOMOTIVE RESTRICTIONS AND  
MAXIMUM CAR WEIGHTS**

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
North Walpole Branch	263,000	None

INTERLOCKING  
INTERLOCKING AND  
TRAIN ORDER OFFICE  
RADIO CHANNEL

BERLIN ROUTE MAIN LINE  
WHITE RIVER JCT. TO BERLIN  
STATIONS

DISTANCE FROM  
SPRINGFIELD  
APPROXIMATE CAR  
CAPACITY OF SIDING  
NOTE

INTERLOCKING	INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	STATION	DISTANCE FROM SPRINGFIELD	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
			White River Junction Yard Nutt Street (Begin Main Track) (C.V. Ry)	122.95		
	P	1,2	White River Jct. (Conn. River Route Main Line)	123.19		
			Wilder	125.02		
			Norwich	127.29		
			Kendall	132.18		
			Thetford	137.28		
			Northboro	139.49		
			Ely	141.80	78	
			Fairlee	144.61		
			Bradford	150.28		
			Hooker Siding	151.47	77	
			Newbury	158.39		
			Wells River (C.P.R.)	163.55		
			Woodsville	163.89 *93.60	Yard	
			Bath	*98.34		
			Ross Siding	*99.40		
			Lisbon	*103.81		
			Barrett	*109.26	35	
			Littleton	*114.32		
			Littleton Long Siding	*114.57	20	
			Aphorp	*115.46		
			Wing Road	*120.23	30	
			Whitefield Junction	*125.07		
			Whitefield (Mec. R.R.)	*125.62	15	
			Waumbek Junction (Groveton Branch)	*130.70		
			Jefferson	*133.22	20	
			Highlands	*135.01		
			Bowman	*139.94	25	
			Randolph	*144.08		
			Gorham	*148.62	25	
			End of Main Track	*152.68		
			Berlin (Berlin Mills Ry) } Other Than Main Track	*154.25	Yard	

The direction White River Junction to Berlin is Northward (outward).

\*Mileage from Concord via former White Mountain Div.

INTERLOCKING AND TRAIN ORDER OFFICES UNATTENDED  
PART TIME:

Station  
White River Jct.

Hours Unattended  
0700 Hours  
until 1500 Hours Sunday



## BERLIN ROUTE MAIN LINE

## SPECIAL INSTRUCTIONS

## 14. ENGINE WHISTLE SIGNALS

Engine whistle signals are modified as follows:

X—indicates rule modification

Location	Street	Direction	Omit 14 (l)	Omit 14 (m)	Sound 14 (m)	Note
White River Jct.	Nutt St. on Lead Track	Both	X			
Whitefield	Carroll Road	Southward				1
	Littleton Road	Southward				2
Berlin	Hutchins St. on North and South WYE and tail track	Both			X	3

NOTE 1. Both Maine Central and Boston and Maine trains and engines will sound 14 (l) at whistle post just south of diamond.

NOTE 2. "R" post located just north of Carroll Road.

NOTE 3. Moves onto crossing from engine house will sound 14 (m) at least 50 feet from crossing.

## 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossings must be stopped within fifty (50) feet and a member of crew protect.

A — Approach crossing prepared to stop unless protection signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains and engines are using switches within the operating distances (XC Posts) of the crossing, trains and engines must approach crossing protection to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Woodsville	Main	Highland Street		X					
Woodsville	Main	Cobleigh's		X					
Woodsville	Main	Mill Street		X					
Woodsville	Main	Route 302				X			
Berlin	Main	Brown Burgess Crossing		X					
Berlin	Main	Hutchinson St.		X					
Blackmount	former Blackmount Branch	Depot St.		X					
Blackmount	former Blackmount Branch	Stone Shed		X					

## 83. TRAIN REGISTERS

White River Jct.—Maintained by operator during on duty time. All trains must register during period operator is not on duty.

Wells River—In addition, all southward trains and engines must receive verbal permission from Train Dispatcher before leaving.

New England phone located in box at South wye. Phone number of Dispatcher's office is: Area code 617-667-2710.

Whitefield—In addition, all trains and engines must receive verbal permission from Train Dispatcher before leaving.

Waumbek Jct.

**BERLIN ROUTE MAIN LINE CONT.****93. YARD LIMITS**

Located as follows:

Location	Between	and	Notes
White River Jct.	Nutt St.	MP 124.8	
Wells River-Woodsville	MP 161.7	MP C-95	
Littleton	MP C-113.4	MP C-115.5	
Whitefield	MP C-124.4	MP C-126.7	
Waumbek Jct.	MP C-130.2	MP C-131.2	

**98. RAILROAD CROSSING AT GRADE**

Trains must stop before passing over railroad crossings at grade as listed below. Stop posts indicating the points at which stops must be made are located at the required distance from crossing at the following points.

Whitefield (see instruction 696a.)

**103b. FARM CROSSINGS IN VERMONT**

The requirements of this rule apply to all farm crossings in the state of Vermont.

**104. SWITCHES**

Wells River—Normal position of the switch at the South Wye connecting Canadian Pacific Main Line with the Berlin Route Main Line is normal when set for movements to the Berlin Route Main Line.

**109. BULLETIN BOARDS**

Location

White River Jct.— Passenger Station  
C.V. Yard Office  
Berlin, N.H.— Freight Office  
Newport, Vt. (CP)— Yard Office  
Engine House

## BERLIN ROUTE MAIN LINE CONT.

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum White River</b>		
Jct. to MP 132.8		25 25
<b>Maximum MP 132.8</b>		
to Woodsville		40 40
Fairlee-Orford Crossing, ¼ Mile North, Northward only		30 30
Wells River, North Wye		10 10
Wells River, South Wye		15 15
Wells River, Main Track, Between South Wye Switch and North Switch of C.P. Ry. Siding		25
<b>Maximum—Woodsville and Berlin</b>		
Lisbon, Crossing Just South of Station		20
Lisbon, Between Railroad St. and Sawyer Hill Road (Nelsons) Crossing		15 15
Littleton- Bethlehem Station		20 20
Whitefield Jct. Curve to Whitefield Station		15 15
Whitefield, from North Switch of Passing Siding and McKean's Crossing		10 10
Whitefield, Carroll St. Crossing, North of Station		6 6
Whitefield, McKean's Crossing and Carroll Crossing		10 10
Randolph-Gorham, Between MP-B7-C148 One Half Mile South of Gorham, N.H. and MP-B.10-C145 One Mile North of Randolph, N.H.		20 20
Berlin, Between 500 Feet South of Mason St. and 500 Feet North of Coos Street crossing		15 15
Berlin, from South Switch of South Wye Track and Brown Company Crossing, Berlin North Yard		10 10
<b>OTHER SPEED RESTRICTIONS:</b>		
Yards: White River Jct.		10 10

## 211. CLEARANCE FORM A

White River Jct. Yard—All trains and engines originating at White River Jct. or White River Jct. Yard, must obtain Clearance Form A before departing.



## BERLIN ROUTE MAIN LINE CONT.

## 221. TRAIN ORDER SIGNALS

Berlin, N.H.—When there are train orders for southward (inward) trains leaving Berlin, N.H., operator will display Red Flag by Day or Red Light by Night on Bracket on Easterly side of Chemical Mill office as train order signal.

**LOCATIONS WHERE BLOCK SIGNAL, AUTOMATIC BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL OR CAB INDICATOR RULES ARE IN EFFECT.**

X—indicates rules in effect

Column 1—(251) Rules for movement of trains in the same direction by signals, rules 251-254, inclusive.

Column 2—(ABS) Automatic Block Signal System, rules 501-522, inclusive.

Column 3—(CTC-Directional Track) Centralized Traffic Control System Rules 265-278, inclusive.

Column 4—(CTC-Neutral Track) Centralized Traffic Control System Rules 265-278, inclusive.

Between and Track			1	2	3	4		
See column description code			251-254	ABS	CTC Directional Track	CTC Neutral Track		Notes
White River Jct.	CP signal 631A north of Wells River	Main		X				
Wells River	signal W937 Woodsville	South Wye		X				
Woodsville	Jct. switch at Wells River	North Wye		X				

## S-505. SPECIAL SIGNAL RULES

WELLS RIVER — Automatic routing signals displaying the following indications are in service:



Indication: Proceed through crossovers or turnouts at not exceeding slow speed, then resume normal speed.

Name: Slow-clear



Indication: Proceed through crossovers or turnouts at not exceeding slow speed, prepared to stop at next signal.

Name: Slow-approach



Indication: Stop, then proceed in accordance with Rule S-509 or D-509. (S-509 applies when entering single track from double track.)

Name: Stop and proceed

**BERLIN ROUTE MAIN LINE CONT.****513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS**

On or from sidings or branches

Location	Signal Number	Clearing Time
White River Jct. to Wells River Lower Yard	All signals governing on or from sidings	5 mins.
Wells River, North Wye	NY 1635	3 mins. 30 sec.
Wells River, South Wye	SY 1634	3 mins. 30 sec.
Wells River, South Wye	SW 938	1 min. 30 sec.
Wells River, North Wye	W 938	1 min. 30 sec.
Wells River, CP Siding	S 1636	5 min. 30 sec.

**AUTOMATIC ROUTING SIGNALS**

Location	Direction	Signal Number
Wells River Main Line	Northward	1633
Wells River, CP Main Line	Southward	1636
Wells River, CP Passing Siding	Southward	S1636
Woodsville	Southward & Northward	W937

**SPECIAL SIGNAL RULE****BALL SIGNALS—WHITEFIELD**

One ball or one red light will allow trains of the Boston and Maine 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 track. All trains and engines will stop 500 feet from Maine Central track.

**JOINT OPERATION****Whitefield and Fabyan—Maine Central R.R.**

Boston & Maine Corp. trains will operate over the Maine Central R.R. tracks between Whitefield and Fabyan under the jurisdiction of the Maine Central R.R., their timetable, rules and regulations.

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. General Superintendent.

All trains will register in Maine Central Book at Whitefield unless otherwise instructed.

**WHITEFIELD—MAIN CENTRAL R.R.**

Maine Central Railroad General Rule 93 is the same as Boston and Maine Corp. General Rule 93.

**Yard Limit Signs** on Maine Central Railroad at WHITEFIELD are located as follows: On easterly side (toward Portland) 1310 feet from diamond crossing and on westerly side (toward St. Johnsbury) 3504 feet from diamond crossing.

When necessary in the performance of their work, Boston and Maine Corp. trains and engines may use the Maine Central Railroad main track within yard limits at WHITEFIELD complying fully with Maine Central Railroad rule 93. Maine Central Railroad register book, in which all trains register, is located at WHITEFIELD in register cabin at diamond crossing. Current Maine Central timetable is located at this location.

**High Street Crossing** on Maine Central Railroad, Whitefield—Flasher signal cut-outs located in box on post to crossing. Instructions for use of cut-outs posted in box.

**Use of Boston & Maine main track by Maine Central R.R. trains and engines**

When necessary in performance of their work Maine Central trains and engines may use Boston and Maine track within yard limits, complying fully with Boston and Maine Rule 93.

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.



**BERLIN ROUTE MAIN LINE CONT.****JOINT OPERATION CONT.****WELLS RIVER—CANADIAN PACIFIC RAILWAY**

B&M trains or engines occupying C.P. main track within yard limits, which extend to C.P. mileage 62.4 (1.3 miles north of Wells River), will do so in full compliance with Uniform Code of Operating Rules, Rule 93 which is stated below. C.P. Register book is located in phone box at south wye switch.

93. Within yard limits the main track may be used clearing the time of first and second class trains at the next station where time is shown. Protection against third class, fourth class, extra trains and engines is not required.

Third class, fourth class, extra trains and engines must move within yard limits at restricted speed unless the main track is known to be clear.

NOTE: In ABS territory, indications permitting trains or engines to proceed do NOT relieve third class, fourth class, extra trains and engines from the requirement of moving at restricted speed, except that "Clear Signal" Rule 281 may be accepted as indication that the track is clear, but only to the next signal, or "Block End" sign.

Unless otherwise directed by special instruction, yellow lights must be displayed on yard limit signs from sunset to sunrise.

Except in ABS territory, approach signs will be placed one mile from yard limit signs.

By night, or in foggy or stormy weather, a light must be placed on both ends of unattended cars or dead engines obstructing the main track within yard limits.

C.P. Restricted speed is as follows: A speed that will permit stopping within one-half the range of vision.

Where ABS rules, interlocking rules or signal indications require movement at restricted speed, such movement must be made at a speed that will permit stopping within one-half the range of vision, also prepared to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceeding fifteen miles per hour.

**LOCOMOTIVE AND CAR RESTRICTIONS**

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
White River Jct.- Waumbek Jct.	263,000	None
Waumbek Jct.- Berlin	220,000 <sup>1</sup>	None
Woodsville-Blackmount	220,000	None

<sup>1</sup>Shipments weighing 263,000 lbs. moving in 52 feet 6 inch cars may be moved with a speed restriction of 15 MPH over bridge 148.81, at Gorham, N.H. (Moose Brook) must be followed by loads not exceeding 220,000 lbs.



INTERLOCKING INTERLOCKING AND TRAIN ORDER OFFICE	RADIO CHANNEL	GROVETON BRANCH WAUMBEEK JCT. TO GROVETON STATIONS	DISTANCE FROM PORTLAND	APPROXIMATE CAR CAPACITY OF SIDING	NOTE
		Waumbek Junction (Berlin Route)	101.91		
		Lancaster	111.36		
		Coos Junction	112.44 *137.23		
		Northumberland	*142.34		
		Groveton (G.T.)	*146.04		

The direction Waumbek Junction to Groveton is Northward (outward).

\*Mileage from Concord via former White Mountain Div.

### GROVETON BRANCH SPECIAL INSTRUCTIONS

#### 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within (50) feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing, train and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Northumberland	Main	Bakers Crossing		X					
Groveton	Main	Church St.		X					
	Main	Main Street		X					

#### 83. TRAIN REGISTER

Waumbek Jct.

#### 93. YARD LIMITS

Are located as follows:

Location	Between	and	Notes
Waumbek Junction	Waumbek Jct.	MP 103	
Lancaster	MC MP 110.2	MP 137.8	
Groveton	MP 145.5	Groveton	

## GROVETON BRANCH CONT.

## 110. SPEED RESTRICTIONS

Between	Tracks (Includes All Main Tracks Unless Otherwise Specified)	M.P.H. Pass. Frt.
<b>Maximum—Waumbek Jct. and North End of Crossover at Coos Jct. . . . .</b>		<b>10 10</b>
<b>Maximum—North End of Crossover at Coos Jct. and Groveton . . . . .</b>		<b>25 25</b>
Lancaster over all public grade crossings . . . . .		8 8
Groveton, West Street and Station . . . . .		8 8
Groveton, West Street and Station . . . . .		8 8

## JOINT OPERATION

## GROVETON—CANADIAN NATIONAL RAILWAY

There are no yard limits in effect on Canadian National Railway at Groveton. Use of their track by Boston and Maine trains and engines will be permitted only as authorized by train orders issued by the railway. A current C.N.R. timetable will be available in register box. Form "W" will be issued by C.N.R. if necessary to indicate that their scheduled trains have arrived or departed. Canadian National General Operating Rule No. 104 which is quoted below must be strictly observed.

"104. Except where switchtenders are stationed, conductors are responsible for the position of switches manually operated by them and members of their crew. Employees are not relieved of responsibility in properly handling switches. Switches must at all times be secured and those on main track, when not in use, must be kept locked. After a switch has been turned the points must be examined and the target or light observed to know that the switch is properly lined. Switches must be left in normal position after having been used. A main track switch must not be left open unless in charge of a member of the crew or a switchtender. When a train or engine is standing on any track waiting for a train the engine crew and trainman must, when practicable, see that the switches at the front of the engine are properly lined. A train or engine must not foul a track until switches connected with the movement are properly lined, or in the case of spring switches the conflicting route is seen to be clear."

## FREIGHT TRAIN OPERATION

**Groveton, New Hampshire**—Stretcher cars should be used on the trestle at Groveton Paper Company to keep locomotive off trestle.

## LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Territory	Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
Waumbek Jct.-	263,000	None
Groveton		

STATIONARY ENGINEERING  
IN THE AIR FORCE

Station	Engine	Power (Horsepower)	Weight (Lbs)
Station 1	Engine 1	100	100
Station 2	Engine 2	200	200
Station 3	Engine 3	300	300
Station 4	Engine 4	400	400
Station 5	Engine 5	500	500

PORT OPERATIONS  
GENERAL—GENERAL NATIONAL RAILWAY

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PORT OPERATIONS

Station	Engine	Power (Horsepower)	Weight (Lbs)
Station 1	Engine 1	100	100
Station 2	Engine 2	200	200
Station 3	Engine 3	300	300
Station 4	Engine 4	400	400
Station 5	Engine 5	500	500



## BOSTON YARD SPECIAL INSTRUCTIONS

### 13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS

When Tower "A," "X" or "H" whistles sound a series of short blasts, everything moving under signals at these points must come to a full stop at once, then proceed only in accordance with General Rule 13 (b).

### 33. PUBLIC CROSSINGS

Protection will be provided as follows:

X—indicates method of operation

G — Gates must be lowered.

S — All moves over crossing must be stopped within 50 feet of crossing and a member of crew protect.

A — Approach crossing prepared to stop unless signals are seen to be in operation.

SP — Where stop posts are located, trains or engines intending to pass over the crossing must come to a full stop and then consume 20 seconds from stop post to crossing after crossing protection has started to operate.

CC — Trains or engines intending to pass over crossing must stop within 50 feet of crossing and consume 20 seconds after protection has begun to operate before passing over crossing.

CO — Circuitry has been installed to automatically interrupt crossing protection when trains or engines are using switches within the operating distances (XC Posts) of the crossing. Trains and engines must approach crossing protection prepared to stop unless protection is seen to be operating.

Location	Track	Crossing	G	S	A	SP	CC	CO	Notes
Charles-town	Hoosac Docks	Warren Ave.		X					
	Hoosac Docks	Charles River Avenue		X					
	Hoosac Docks	Hoosac Pier No. 1		X					
	Mystic Wharf	Mass. Port (Private)				X			
	Yard 7 Piggyback Receiving	Crossing Piggyback Yard to KAT Yard over Track No. 1, tracks R-3, R-4, R-5, R-6 and KAT Yard track No. 13		X					
Somerville	Barrett Track	Boston Engine Terminal				X			
East Cambridge	All	East Street		X					
Charles-town		Yard 19 Austin Street						X	

### UNPROTECTED YARD CROSSINGS

There are numerous crossings over yard tracks at piers, freight houses, delivery tracks, etc., which are not provided with warning signals or human protection.

All movements of engines and cars over such crossings must be made under control and with all the care necessary to prevent accident.

**SPECIAL INSTRUCTIONS APPLYING IN BOSTON FREIGHT YARDS AND IN NORTH STATION AREA**

1. All passenger carrying trains into North Station must stop at least thirty (30) feet from bunter. Drafts and non-passenger carrying trains will pull up to the bunter.

2. Trains departing from North Station, after being inspected, and two minutes before leaving time, conductor will ring out train from box located in the train shed. Conductor, after ringing out train, must proceed to the head end of train in time to give starting motion to engineman, so that train can start on time.

3. All passenger trains leaving North Station, when properly manned, are to have all cars open for passengers at all times.

4. On all inbound trains at North Station, the door to the Engineman's compartment must not be opened or passengers allowed into the operating end of car and curtain kept drawn until train has come to a stop. Engine crew seats on Budd cars are to be removed and stored on arrival at North Station when not in use.

5. When trains, engines or drafts, standing in North Station are beyond first signal, engineman or man in charge must first obtain permission from "Tower A," to proceed to next signal.

6. Special care must be used in moving a train or draft in North Station while a train is discharging passengers on an adjoining track.

7. Conductors must see that doors on track side of all cars are closed while trains are entering, leaving, or standing in North Station.

On all trains ENTERING station, it shall be the duty of conductor and trainmen to be stationed on car platform.

8. Trains pulling ahead in North Station to make sure that cars to be left are uncoupled should move carefully and only enough to make sure draw-bars are unlocked, so that passengers boarding trains will not be inconvenienced.

Engineman receiving communicating signal or hand signal to pull ahead to cut off a car in North Station will not pull ahead to foul another track without the tower signal.

9. Engines must not be coupled to trains in North Station until passengers have alighted.

10. Enginemen must not couple onto cars in North Station until engine has come to a full stop and then only when proper hand signals have been given.

11. Slack must be taken to make sure coupling is made when coupling engine or cars to trains or drafts in North Station.

12. After passengers have left the train, train crew will go through cars and pick up articles left therein and turn same in promptly to Lost and Found Department at **North Station Ticket Office**, and obtain receipt for articles left.

13. Train crew on equipment laying over in North Station, will before leaving same, make sure that it is properly secured, and that all lights are turned off and that all traps and doors are closed.

14. Conductors on passenger trains will receive outward mail from and will deliver inward mail to Crew Dispatcher's Office, North Station.

15. Trainmen and yardmen before kicking or humping cars onto tracks where rider is necessary must test hand brakes to see that they are in proper working order.

16. Where illuminating gas or oil burning switch heaters, used to clear snow and ice from switches, are installed it is permissible for RDC or diesel locomotives to run over these heaters when burning in above territory; but enginemen operating trains or drafts propelled with RDC or diesel locomotives which stop with motor over these switches during period heaters are liable to be lighted will, if gas heaters are burning, turn off heater by closing valve located at each switch.

17. Tower X and Tower H must in every case obtain permission from Yardmaster before allowing any movement to enter Valley Track.



### MONSANTO CHEMICAL CO., EVERETT

A box located at the packing shed where switch list is obtained at Monsanto Chemical Company will contain four (4) respirators. This box will be equipped with a switch lock.

Before starting work, these respirators are to be removed from the box and put into the cab of the locomotive.

These respirators are to be used in the event of any emergency and will furnish the required protection. If an emergency occurs, it is important to put the respirator on at once and get out of the immediate area of trouble at once. Any defect noticed in these respirators must be reported at once to Train Dispatcher's office, so that corrective action may be taken.

At the completion of each work period, these respirators are to be returned to the box on the crossing shanty and be certain the box is locked.

### SWITCHES AT BOSTON ENGINE TERMINAL

Two-light horizontal type Switch Indicator, governing Inward (southward) movements, located to the right of "YO" Track about 120 ft. north of hand-throw switch connecting "Old Washer" Track with the "YO" Track. Indicator will indicate "Yellow" when switch is set for movement on "YO" Track, and will indicate "Red" when switch is not fully set for movement on "YO" Track.

Two-light horizontal type Switch Indicator, governing Inward (southward) movements, located to the right of the "Old Washer" Track about 120 ft. north of handthrow switch connecting "Old Washer" Track with "YO" Track. Indicator will indicate "Yellow" when switch is set for movement from "Old Washer" Track, and will indicate "Red" when switch is not fully set for movement from "Old Washer" Track.

Trains and engines accepting these indications must move in accordance with Rule 105.

All hand thrown switches west end Engine House Territory must be left lined for Engine House Lead after having been used.

### FREIGHT YARD 8, MYSTIC JUNCTION

**Hand Brakes**—The hand brakes on the south (East Cambridge) end of trains or drafts in receiving tracks, yard 8, must not be released until the engine pulling the cars from the hump end has the entire cut of cars being pulled in motion towards the hump, this to avoid possibility of pins being pulled some place in the cut and cars starting down the grade into yard 7 when the slack is taken to start the cut.

The yardman who releases the hand brakes must remain with cut until it is clear of Bridge 1.32.

### FOURTH IRON

**OUTWARD** (Northward) movements over the Fourth Iron may be made only by calling Tower X (Tel. No. 335) from Yard 8 Hump Office and receiving permission by phone from Train Director at Tower X.

All movements on "FOURTH IRON" will be made as prescribed by Rule 105.

### USE OF AIR ON DRAFTS

Air must be coupled and cut in on drafts moving to and from Mystic Wharf and Industrial Siding.

### MYSTIC WHARF—REVERE SUGAR

A two-light signal and warning horn has been installed on the arch at Revere Sugar. The signal will indicate a green or a red aspect. The signal must indicate green before switching the sidetrack.

The signal will be activated by Revere Sugar personnel only. This does not relieve crew from compliance with General Rule 877.





## SPEED TABLE

ELAPSED TIME PER MILE WHICH EQUALS A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR	Time per Mile	MILES PER HOUR
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.48	75.00	1.36	37.50	2.24	25.00	3.12	18.75
0.49	73.47	1.37	37.11	2.25	24.83	3.13	18.65
0.50	72.00	1.38	36.73	2.26	24.66	3.14	18.55
0.51	70.59	1.39	36.36	2.27	24.49	3.15	18.46
0.52	69.23	1.40	36.00	2.28	24.32	3.16	18.37
0.53	67.92	1.41	35.64	2.29	24.16	3.17	18.28
0.54	66.67	1.42	35.29	2.30	24.00	3.18	18.18
0.55	65.45	1.43	34.95	2.31	23.84	3.19	18.09
0.56	64.29	1.44	34.61	2.32	23.68	3.20	18.00
0.57	63.16	1.45	34.29	2.33	23.53	3.21	17.91
0.58	62.07	1.46	33.96	2.34	23.38	3.22	17.82
0.59	61.02	1.47	33.64	2.35	23.23	3.23	17.73
1.00	60.00	1.48	33.33	2.36	23.08	3.24	17.64
1.01	59.02	1.49	33.03	2.37	22.93	3.25	17.56
1.02	58.06	1.50	32.73	2.38	22.78	3.26	17.48
1.03	57.14	1.51	32.43	2.39	22.64	3.27	17.39
1.04	56.25	1.52	32.14	2.40	22.50	3.28	17.31
1.05	55.38	1.53	31.86	2.41	22.36	3.29	17.22
1.06	54.55	1.54	31.58	2.42	22.22	3.30	17.14
1.07	53.73	1.55	31.30	2.43	22.08	3.31	17.06
1.08	52.94	1.56	31.03	2.44	21.95	3.32	16.98
1.09	52.17	1.57	30.77	2.45	21.82	3.33	16.90
1.10	51.43	1.58	30.51	2.46	21.69	3.34	16.82
1.11	50.70	1.59	30.25	2.47	21.56	3.35	16.74
1.12	50.00	2.00	30.00	2.48	21.43	3.36	16.66
1.13	49.31	2.01	29.75	2.49	21.30	3.37	16.59
1.14	48.65	2.02	29.50	2.50	21.17	3.38	16.61
1.15	48.00	2.03	29.27	2.51	21.05	3.39	16.43
1.16	47.37	2.04	29.03	2.52	20.93	3.40	16.36
1.17	46.74	2.05	28.80	2.53	20.81	3.41	16.29
1.18	46.15	2.06	28.57	2.54	20.69	3.42	16.22
1.19	45.57	2.07	28.34	2.55	20.57	3.43	16.14
1.20	45.00	2.08	28.12	2.56	20.45	3.44	16.07
1.21	44.44	2.09	27.91	2.57	20.34	3.45	16.00
1.22	43.90	2.10	27.69	2.58	20.22	3.46	15.93
1.23	43.37	2.11	27.48	2.59	20.11	3.47	15.86
1.24	42.86	2.12	27.27	3.00	20.00	3.48	15.79
1.25	42.35	2.13	27.09	3.01	19.89	3.49	15.72
1.26	41.86	2.14	26.87	3.02	19.78	3.50	15.65
1.27	41.38	2.15	26.67	3.03	19.67	3.51	15.58
1.28	40.91	2.16	26.47	3.04	19.56	3.52	15.51
1.29	40.45	2.17	26.28	3.05	19.46	3.53	15.45
1.30	40.00	2.18	26.09	3.06	19.35	3.54	15.38
1.31	39.56	2.19	25.90	3.07	19.25	3.55	15.32
1.32	39.13	2.20	25.71	3.08	19.15	3.56	15.25
1.33	38.71	2.21	25.53	3.09	19.05	3.57	15.19
1.34	38.29	2.22	25.35	3.10	18.95	3.58	15.12
1.35	37.89	2.23	25.17	3.11	18.85	4.00	15.00

F.G. FOTTA

Vice President and General Manager—Commuter Service

E. E. HOWLAND

Superintendent—Commuter Service

**Chief Trainmasters**R.P. Bazin  
K.B. Chadwick**Trainmasters**R.L. Carter  
R.A. Currier  
J.A. Morse  
J.F. NugentJ.J. Santa Maria  
L.H. Stephenson, Jr.  
D.N. Stone  
R.A. Silk

F.P. Trowbridge

**Asst. Trainmasters**R.F. Dupuis  
A.F. Venditti  
R.M. Powers



## S.B. CULLIFORD

Vice President and General Manager—Transportation

## G.F. GALLAGHER

General Superintendent—Transportation

R.E. HILL

J.E. GBUR

Superintendent—Transportation      Director of Transportation Planning

R.E. MILLER

A.W. BOHNWAGNER

Asst. Superintendent—  
TransportationAsst. Supt. Motive Power  
and Fuel Utilization

R.W. HAMOR

T.I. BAGLEY

Rules Examiner

Superintendent—Training

T.R. FOSTER

**Trainmasters**

Asst. Rules Examiner

R.C. Amo

M.D. Twombly

## W.V. FUREY

General Superintendent—Freight

## E.R. TOWLE

Superintendent—Freight, Boston Division

**Trainmasters**

W.J. Bostwick

K.B. Russell

L.T. Fay

D.T. Silk

L.J. Gingras

J.J. Urbanski

## J.T. WALSH

Superintendent—Freight, New England Division

**Trainmasters**

E.D. Croteau

B.S. Nelson

R.M. Leavitt

W.M. Twombly

## B.A. CARDWELL

Superintendent—Operations

Assistant Superintendents—Operations

L.L. Ferguson

R.J. Martin

C.P. Osborne

J.S. Gallant

H. C. Morse

**Assistant Chief Train Dispatchers**

W.F. Brown

P.S. Johnson

F.C. Hunter

L.J. McGee

**Train Dispatchers**

L.A. Adams

S. Hansbury

D.S. Robinson

D.A. Biskerski

D.G. Hills

W.Scott

E.W. Coughlin

W.D. Hills

C.H. Senftleben

T.F. Coughlin

E.L. Lachapelle

W.J. Thompson

E.J. Clough

J.P. McGill

H.K. Wetherbee, Jr.

W.J. Hall

F.R. Marcoux

E.F. Wing

A.G. Hawkes

R.J. Parenteau

**Extra Train Dispatchers**

V. Salemme

R.M. Willey

R.J. Paleschi

## TRAIN DISPATCHERS TERRITORY

<u>Train Dispatcher</u>	<u>Territory</u>
Conn. River	Springfield to Berlin All related branches
West End	East Deerfield to Rotterdam Jct. Bennington Branch
East End	Willows to Rigby Lowell Jct. to Wilmington Jct. No. Chelmsford to White River Jct. Worcester Route Main Line All related branches
Gardner	Willows to East Deerfield All related branches
Boston—East	Boston to Newburyport Boston to Wilmington Jct. All related branches
Boston—West	New Hampshire Route Main Line (Boston—Lowell) All related branches Fitchburg Route Main Line (Boston—Willows) All related branches







Manchester to Goffstown .....	2142	2046	1800	1720	1640	1550	.....	.....	.....	1030	980	770	730
Nashua to Milford .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	.....	.....
Milford to Wilton .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1100	1000	.....	.....
Wilton to Greenfield .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	350	.....	.....
Greenfield to Hillsboro .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	.....	.....
Boston to Portland .....	3728	3410	3133	2866	2820	2580	1900	1800	2150	2040	1490	1410	1390
Worcester to Ayer .....	2776	2618	2333	2200	2100	1980	1500	1420	1650	1560	1170	1110	1070
Ayer to Lowell .....	5076	4918	4266	4133	3840	3720	2000	1900	2230	2120	1690	1600	1570
Lowell to Portland .....	3728	3590	3133	3000	2820	2700	1900	1800	2150	2040	1490	1410	1390
Portland to Boston .....	3728	3410	3133	2866	2820	2580	1900	1800	2150	2040	1490	1410	1390
Portland to Ayer .....	3728	3410	3133	2866	2820	2580	1900	1800	2150	2040	1490	1410	1390
Ayer to Worcester .....	2380	2220	2000	1866	1800	1680	1440	1370	1600	1510	1150	1090	1000
Boston to Portsmouth .....	.....	.....	.....	.....	2610	2490	.....	.....	.....	.....	1430	1360	1310
Portsmouth to Boston .....	.....	.....	.....	.....	2610	2490	.....	.....	.....	.....	1430	1360	1310
Boston to Wilmington Junction .....	3633	3548	3053	2906	2750	2610	2100	2000	2300	2180	1720	1630	1580
Wilmington Junction to Boston .....	3633	3458	3053	2906	2750	2610	2100	2000	2300	2180	1720	1630	1580
Ayer to Portland .....	3728	3570	3133	3000	2820	2700	1900	1800	2150	2020	1490	1410	1390
Boston to Salem .....	3886	3680	3266	3093	2940	2800	2450	2320	2750	2610	1910	1810	1770
Salem to Boston .....	3886	3680	3266	3093	2940	2800	2450	2320	2750	2610	1910	1810	1770
Ayer to Clinton .....	2934	2791	2466	2346	2220	2110	1980	1880	2350	2230	1450	1380	1340





Salem to Danvers .....	2871	2728	2413	2293	2170	2060	1570	1490	1900	1800	1350	1280	1070	1010
Danvers to Salem .....	2410	2284	2026	1920	1820	1730	1350	1280	1650	1570	1140	1080	950	900
Salisbury to Amesbury .....	2871	2728	2413	2280	.....	.....	.....	.....	.....	.....	1720	6130	1700	1610
Amesbury to Salisbury .....	2458	2332	2066	1960	.....	.....	.....	.....	.....	.....	1450	1370	1400	1300
Rollinsford to Somersworth .....	2856	2713	2400	2280	2160	2050	1500	1420	2000	1900	1350	1280	1050	1000
Somersworth to Sanbornville .....	2300	2172	1933	1826	1750	1660	1120	1060	1650	1570	1030	980	750	710
Sanbornville to Mt. Whittier .....	1649	1451	1386	1220	1250	1190	920	870	1100	1040	750	710	650	620
Mt. Whittier to Sanbornville .....	2380	2300	2000	1933	1800	1710	1250	1190	1700	1610	1100	1040	840	800
Sanbornville to Rochester .....	3490	3299	2933	2773	2350	2230	2000	1900	2100	2000	1900	1800	1900	1800
Rochester to Somersworth .....	2633	2490	2213	2093	2000	1900	1570	1490	1750	1660	1250	1180	1070	1010
Somersworth to Rollinsford .....	3886	3648	3266	3066	2940	2800	2940	2800	2940	2800	2400	2280	2400	2280
Boston to East Fitchburg .....	2963	2856	2490	2400	2245	2160	1200	1140	1800	1710	850	810	770	730
East Fitchburg to East Deerfield .....	1773	1624	1490	1365	1345	1230	900	850	1050	1000	650	620	530	500
East Deerfield to North Adams .....	2171	2100	1825	1765	1645	1590	1000	940	1120	1060	600	570	570	540
North Adams to Mechanicville .....	3599	3492	3025	2935	2400	2280	1800	1710	2000	1900	1560	1480	1510	1430
Mechanicville to Rotterdam .....	3885	3730	3265	3135	2940	2820	1800	1710	1700	1610	1090	1030	810	770
Rotterdam to Rotterdam Junction .....	2963	2776	2490	2335	2220	2100	1200	1140	1450	1380	920	870	670	640

**TONNAGE RATING PER UNIT**

	1220-1231		1200-1213		1170-1188		1115-1132							
	300-317	1500-1545	1200-1213	800-807	1170-1188	800-807	1170-1188	1115-1132						
	200-211	1700-1755	1260-1274	863-864	1170-1188	863-864	1170-1188	1115-1132						
		4265-4268	1280-1283											
	A or B													
	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced						
Rotterdam to Mechanicville . . . . .	4236	4075	3560	3425	3200	3080	2400	2280	1750	1660	1400	1330	1330	1260
Mechanicville to East Portal . . . . .	2927	2814	2460	2365	2215	2130	1600	1520	1650	1570	1000	950	730	690
East Portal to East Deerfield . . . . .	4016	3885	3375	3265	3035	2940	2200	2080	2350	2230	1370	1310	900	850
East Deerfield to East Fitchburg . . . . .	2130	2064	1790	1735	1615	1560	1000	950	1200	1140	650	620	580	550
East Fitchburg to Boston . . . . .	3766	3647	3165	3065	2850	2760	1650	1570	1720	1630	1350	1280	1300	1230
East Fitchburg to Ayer . . . . .	5075	4825	4265	4055	3840	3640	2000	1900	2030	1920	1600	1520	1650	1560
Ayer to Boston . . . . .	3766	3647	3165	3065	2850	2760	1650	1570	1720	1630	1350	1280	1300	1030

East Fitchburg to Lowell	5075	4825	4265	4055	3840	3640	2000	1900	2030	1920	1690	1600	1650	1570
Winchendon to Jaffrey											800	760	600	570
Jaffrey to Winchendon											700	670	500	470
White River Junction to East Deerfield	3242	2969	2725	2495	2360	2240	1500	1420	1950	1850	1050	1000	1280	1210
East Deerfield to Springfield	3171	3016	22665	22535	22400	22280	1600	1520	1750	1660	1200	1140	1120	1060
Greenfield to Springfield	4438	4248	3730	3600	3360	3240	2200	2090	2550	2420	1800	1710	1720	1630
Springfield to East Deerfield	4200	4046	3530	3400	3180	3060	2010	1910	2180	2070	1750	1660	1420	1350
East Deerfield to White River Junction	3242	2969	2725	2495	2365	2244	1500	1420	1950	1850	1050	1000	1280	1210
Springfield to White River Junction	3242	2969	2725	2495	2360	2240	1500	1420	1950	1850	1050	1000	1280	1210
Hudson to Marlboro											600	570	550	520
Marlboro to Hudson											1370	1300	1370	1300
Ayer to Hollis	2570	2445	2160	2055	1950	1850	1270	1210	1800	1710	1050	1000	840	800



## TONNAGE RATING PER UNIT

	1220-1231		1200-1213		800-807		1170-1188		1115-1132	
	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced
Ayer to Greenville	.....	.....	1120	1060	.....	.....	750	710	580	550
Hollis to Ayer	2570	2445	2160	2055	1950	1850	1270	1210	1800	1710
Greenville to Ayer	.....	.....	1950	1850	.....	.....	1050	1000	840	800
Hoosick Junction to White Creek	1856	1761	1560	1480	1400	1330	1000	950	1400	1330
White Creek to Hoosick Junction	4730	4492	3975	3775	3500	3320	3000	2850	3000	2850
Brattleboro to Keene	2237	2124	1880	1785	1700	1610	1100	1040	1450	1380
Keene to Brattleboro	3302	3123	2775	2625	2500	2380	2000	1900	2250	2140
Boston to Berlin	.....	.....	①1582	1505	③1330	③1265	③1200	③1140	⑤1200	⑤1140
Berlin to Boston	1695	1600	1425	1345	1280	1210	1100	1040	1150	1090
Wheelwright to Northampton	.....	.....	.....	.....	.....	.....	.....	.....	700	670

A or B







# WRECKING CRANES PERMITTED

Cranes may be operated only in territory shown with hood and stack removed and in compliance with freight train speeds and any additional restrictions listed.

	UNRESTRICTED	O	250	200	120
	RESTRICTED	R	Ton	Ton	Ton
	CANNOT MOVE	X	3366	3365	3364
Boston—Rigby . . . . .			R1	R1	0
Boston—Northey Point, Salem . . . . .			0	0	0
Northey Point—Newburyport . . . . .			X	X	0
Worcester—Lowell Jct. . . . .			0	0	0
East Boston Branch . . . . .			X	X	0
Medford Jct.—Park St. . . . .			X	X	0
Wakefield Jct.—West Peabody . . . . .			X	X	0
West Peabody—Topsfield . . . . .			X	X	0
Salem—Peabody . . . . .			R15	R15	0
Peabody—Danvers . . . . .			X	X	0
West Peabody—South Middleton . . . . .			X	X	0
Peabody Side Tracks, Proctors . . . . .			X	X	X
Former Georgetown Branch . . . . .			X	X	0
Manchester and Lawrence Branch . . . . .			X	X	R2
Machine Shop Branch . . . . .			X	X	0
Lawrence Mill Tracks . . . . .			X	X	0
Former Merrimac Branch . . . . .			X	X	0
Portsmouth—Epping . . . . .			X	X	0
Epping—Manchester . . . . .			X	X	X
Portsmouth—Newington . . . . .			X	X	0
Kittery Navy Yard Branch . . . . .			X	X	0
Gonic-Rochester-Farmington . . . . .			X	X	0
Dover-Sawyer . . . . .			X	X	0
Everett Jct.—West Lynn via Saugus . . . . .			X	X	0
Salem-Loring Ave . . . . .			X	X	0
Beverly-Rockport . . . . .			X	X	0
Amesbury Branch . . . . .			X	X	0
Wakefield Jct.—Topsfield . . . . .			X	X	X
Rollinsford-Hayes . . . . .			R15	R15	0
Hayes-Mt. Whittier . . . . .			X	X	0
Boston and White River Jct. . . . .			R4	R4	0
Concord and Plymouth . . . . .			X	X	0
Mystic Jct. and Mystic Wharf . . . . .			0	0	0
Plymouth and Lincoln . . . . .			X	X	0
Winchester and Woburn . . . . .			R5	R5	0
Montvale and Stoneham . . . . .			X	X	0
West Cambridge and Bedford . . . . .			X	X	0
Wilmington and Wilmington Jct. . . . .			0	0	0
Franklin Falls and Tilton . . . . .			X	X	X
Lowell, Dutton St. and Boott Mills . . . . .			X	X	0
Nashua Union Station and Yard Limit (Hillsboro Branch) . . . . .			R6	R6	0
Nashua Yard Limit and South Lyndeboro (Hillsboro Branch) . . . . .			X	X	0
Nashua Yard Limit and South Lyndeboro . . . . .			X	X	0
South Lyndeboro and Hillsboro . . . . .			X	X	X
Manchester and West Manchester . . . . .			X	X	R7
West Manchester and Goffstown . . . . .			X	X	X
Boston and Rotterdam Jct. . . . .			R8	R8	0
West Cambridge to Union Market . . . . .			0	0	0
Union Market and West Watertown . . . . .			X	X	0
Waltham and Bemis . . . . .			X	X	0
South Acton and Maynard . . . . .			X	X	0
Marlboro Branch . . . . .			X	X	R11
Ayer and Greenville . . . . .			X	X	R12
Ayer and Hollis . . . . .			R9	R9	0
South Ashburnham and Winchendon . . . . .			0	0	0
Gardner and Heywood . . . . .			0	0	0

SPEED OF ALL TRAINS HANDLING WRECK CRANE 3364 IS RESTRICTED TO 20 MPH

	UNRESTRICTED	O	250	200	120
	RESTRICTED	R	Ton	Ton	Ton
	CANNOT MOVE	X	3366	3365	3364
Winchendon and Jaffrey			X	X	0
East Deerfield Wye			0	0	0
East Deerfield to Turner Falls			X	X	X
"Connection to Yard 2" and Hoosac Tunnel Docks (not allowed on pile structures)			0	0	0
Hoosick Junction and North Bennington			0	0	0
Springfield and White River Jct.			R10	R10	0
Chicopee and Chicopee Falls			X	0	0
Mt. Tom and Easthampton			X	X	0
Dole Jct. and Ashuelot			X	X	X
Ashuelot and Keene			X	X	X
Clematis Brook and Berlin			X	X	0
Wheelwright and Hadley			X	X	R13
Hadley and Northampton			X	X	X
Somerville Jct. and Hill Crossing			0	0	0
East Northfield and Brattleboro (C.V. Ry.)			0	0	0
White River Jct. and Berlin			R14	R14	0
Lancaster and Groveton			X	X	0

- R1 10 MPH under Bridge No. 13.59 Reading Highlands on Westward Track.  
25 MPH over Bridge No. 51.62 Exeter.  
20 MPH over Bridge No. 64.38 Madbury.
- R2 10 MPH over Bridge No. 20.39 Londonderry and No. 0.48 Lawrence.
- R4 30 MPH over Bridge No. 32.46 Tyngsboro.
- R5 Cannot go under Bridge No. 8.61.
- R6 10 MPH over Bridge No. 45.61 W. N. & P.
- R7 10 MPH over Bridge No. 0.33 West Manchester.
- R8 Can operate Tower H to West Cambridge 10 MPH on westward main line only.  
Cannot operate West Cambridge to Tower H on eastward main line.  
10 MPH between Bridge No. 2.50 Somerville and Bridge No. 3.96 West Cambridge.  
15 MPH over Bridge No. 6.44 Belmont.  
25 MPH over Bridge No. 82.04 Athol on tracks 1 and 4.  
15 MPH through Hoosac Tunnel.
- R9 Not over Nashua River Bridge No. 36.46.
- R10 15 MPH over Bridge No. 0.55 Springfield. Keep off timber spans.  
Cannot go on Central Mass. track on Bridge No. 17.15 Northampton.
- R11 15 MPH over Bridge No. 33.79 Hudson.
- R12 10 MPH over Bridge No. 36.14, Bridge No. 36.21 Ayer, Bridge No. 37.96 Squannacook Jct., Bridge No. 44.13, Bridge No. 44.17 Townsend Harbor.  
Cannot operate Townsend to Greenville.
- R13 Cannot operate Hadley to Ware.  
Can operate Ware to Wheelwright.
- R14 10 MPH over Bridge No. 93.74 Woodsville.  
10 MPH over Bridge No. 143.06 Appalachia.  
10 MPH over Bridge No. 144.13 Randolph.  
15 MPH over Bridge No. 148.81 Gorham.  
15 MPH over Bridge No. 154.49 Berlin.
- R15 5 MPH over all Bridges.



**POSITION IN TRAIN OF  
PLACARDED CARS  
CONTAINING HAZARDOUS  
MATERIALS**

**1165A. Hazardous  
Materials Chart.**  
Code - "X" indicates  
applicable restriction

RESTRICTIONS		Cars placarded Explosive 'A'	Cars placarded Poison Gas	Cars placarded Radioactive	Leaded tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W	Cars placarded Combustible	Empty tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W-Poison Gas	Loaded cars other than tank cars placarded Dangerous-Corrosive-Flammable-Solid-Oxidizer-Organic Peroxide-Chlorine-Flammable Gas-Non-Flammable Gas-Poison-Oxygen-Flammable Solid W-Flammable-Explosive 'B'
	Must not be nearer than the sixth car from the engine or occupied caboose	X	X		X			
	When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose	X	X		X			
M U S T N O T B E N E X T T O	Engine	X	X	X	X		X	
	Loaded flat car (1)	X	X		(2) X			
	Open top car (3)	X	X		X			
	Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	X	X		X			
	Car containing lighted heaters, stoves or lantern	X	X		X			
	Occupied car	(4) X	(4) X		X			
	Occupied caboose	(4) X	(4) X	X	X		X	
	Explosives 'A'		X	X	X			X
	Poison Gas	X	X		X			X
	Radioactive	X	X		X			X
	Undeveloped film			X				
	Any loaded placarded car (other than combustible)	X	X	X				

**\*\*\*NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.**

- (1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.
- (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.
- (3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- (4) A rail car placarded "EXPLOSIVES 'A' or POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES 'A' placards."



**SAFETY RULE OF THE DAY  
APPLYING TO  
OPERATING DEPARTMENT ONLY**

Date	November	December	January	February	March
1	S-19	S-16	S-15	The 3 E's	S1-5
2	S-57	S-43	F-20	S-16	S-65
3	Rule 26	S-61	S-39	S-51	S-112
4	S-70	S-81	S-16	S-107	S-44
5	S-2	S-75	S-83	S-17	S-124
6	F-2	S-88	S-46	S-62	S-1
7	S-134	S-15	S-51	S-74	F-15
8	S-145	S-97	F-11	S-15	S-136
9	S-3	S-40	S-76	S-87	S-92
10	S-23	Rule 877	S-4	S-66	S-125
11	S-36	S-52	S-26	S-78	S-5
12	S-6	S-120	S-67	S-111	S-70
13	S-27	S-12	S-49	S-37	S-117
14	S-58	S-45	S-85	S-8	S-79
15	F-20	S-69	S-14	S-118	Rule 26
16	S-77	S-126	S-59	S-114	S-81
17	F-11	S-47	S-56	S-1	S-2
18	S-64	S-42	S-84	S-100	S-134
19	S-53	S-60	S-105	S-102	S-50
20	S-25	S-24	S-54	S-95	S-123
21	S-79	S-101	S-68	S-41	S-108
22	S-5	F-1	S-109	S-20	S-36
23	S-38	S-108	S-104	S-116	S-28
24	S-86	S-99	S-11	S-121	S-48
25	S-55	S-73	S-113	F-11	S-126
26	S-18	S-103	S-106	S-145	S-38
27	S-82	S-124	S-117	S-122	S-63
28	F-24	S-72	S-115	F-20	S-121
29	S-65	S-96	S-94	—	S-109
30	S-44	S-80	S-119	—	S-43
31	—	F-15	S-98	—	S-88

## Safety Rule of the Day.

April	May	June	July	August	September	October
S-71	S-52	S-80	F-25	S-81	S-78	S-40
S-115	S-63	S-49	S-115	S-4	S-30	F-24
S-12	S-84	S-56	S-6	S-94	S-61	S-72
F-1	S-54	S-102	S-121	F-25	S-71	S-42
S-119	S-96	S-11	Rule 26	S-62	S-39	S-50
S-86	Rule 877	S-106	S-2	S-97	S-59	S-25
S-3	S-103	S-83	S-122	S-38	S-55	F-1
S-58	S-47	S-145	S-24	S-123	S-19	F-2
S-104	S-67	S-113	S-119	S-5	S-99	F-3
S-10	S-94	S-71	S-88	S-85	S-60	S-28
S-82	S-68	S-111	S-104	S-1	S-73	S-58
S-57	S-99	S-23	S-123	S-120	S-10	S-87
S-6	S-45	S-114	S-75	S-113	S-64	S-47
S-53	S-18	S-136	S-125	S-122	S-18	F-15
S-72	S-98	The 3 E's	S-118	S-43	S-27	S-37
S-55	S-107	S-77	S-134	S-107	S-110	S-20
S-4	S-25	S-116	S-3	S-17	S-56	S-68
S-101	S-19	S-59	S-48	S-36	S-112	S-74
S-69	S-78	S-82	S-124	S-45	S-66	S-95
S-97	F-3	S-73	S-69	S-79	S-26	Rule 877
S-105	S-76	S-108	S-41	S-53	S-46	S-67
S-8	S-27	S-118	S-126	S-63	S-14	S-70
S-62	S-60	F-2	S-12	S-8	S-103	S-65
S-26	S-74	S-112	S-117	S-84	S-48	S-44
S-40	S-66	S-42	S-109	S-52	S-98	S-76
S-17	S-30	S-100	S-86	S-105	S-92	The 3 E's
S-46	S-64	S-37	S-116	S-49	S-57	S-125
S-14	F-24	S-83	S-20	S-106	S-96	S-136
S-61	S-10	S-87	S-95	S-54	S-11	S-30
S-85	S-39	S-28	S-101	S-111	S-80	S-50
—	S-41	—	S-114	S-102	—	F-3

# ACCIDENT PREVENTION

—Through—

**E**ducation in Safety

**E**limination of Hazards

**E**limination of Unsafe Acts

The Three “E”s

## A. Education in Safety

1. Acquire thorough knowledge of **Rules for Prevention of Personal Accidents** and, where applicable, **Rules for the Government of the Operating Department**. If you are not sure of the proper application of a Safety Rule—ask.
2. Attend monthly safety meeting conducted by “first level” supervisor.
3. Attend semi-annual safety meeting conducted by “second level” supervisor with assistance from Safety Department.
4. All Supervisors—Instruct employees in safe work habits and proper application of the Rules.

## B. Elimination of Hazards

1. Maintain the highest standard of order and cleanliness.
2. Correct unsafe conditions in the property, plant, equipment and tools.
3. Report promptly to proper official any conditions that cannot be corrected locally.
4. Acquaint others of known hazards that cannot be promptly corrected to prevent personal injury.



### **C. Elimination of Unsafe Acts**

1. Compliance with **Rules for Prevention of Personal Accidents** and, where applicable, **Rules for the Government of the Operating Department**, as well as other rules, special notices, circulars, etc., pertaining to accident prevention.
2. Utilize available personal protective equipment to avoid injury.
3. All Employees—**Talk and Think Safety.** Work safely.
4. All Supervisors—Observe and correct unsafe acts and violations—assure adherence to the Rules.

#### **If Accident Occurs**

1. Obtain prompt medical attention.
2. Report all accidents promptly.

## LIST OF RAILROAD SURGEONS

Dr. R. K. Leet, Director—Medical Services  
101 River Road, Weston, MA 02193  
(617) 899-7300

Location	Doctor	Telephone
Brattleboro, Vt. 05301	P.H. Wheeler	254-5122
Concord, N.H.	P. Shaw	225-6850
Conway, N.H.	C.E. Smith	447-5921
Dover, N.H., 65 Belnap St., 03820	T.J. Smith	742-3866
Franklin, N.H., 368 Central	R.J. Morin	934-4100
Greenfield, Mass., 97 Franklin St.	J. Nieckoski	773-8795
Mechanicville, N.Y., 217 No. Second	H. Bieringer, Jr.	664-4185
Mechanicville, N.Y., 222 No. Second	B. Mastrianni	664-4711
No. Adams, Mass., 98 Summer St.	E.P. Larkin	663-9440
Northampton, Mass., 190 Nonotuck St., Florence, Mass.	J.M. Parsons	584-2599
Portland, Maine, 111 Wescott Rd.	A.L. D'Andrea	774-8180
Portsmouth, N.H., 1 Richards Ave.	R. Attenborough	436-1393
Saco, Maine, 260 Main St.	P. Crowley	284-7721
Springfield, Mass., 51 Park Ave., W. Springfield, Mass.	H.D. Willcutts	733-6911
Wells River, Vt., Wells River Clinic	H.M. Rowe	757-2325
White River Jct., Vt., Main St.	S.L. Garipay	295-7883
White River Jct., Vt.	R.A. Whitney	295-3770
Woodsville, N.H., Monroe Clinic, Monroe, N.H.	M.R. Kendall	638-2857









**SAFETY**  
*is of the First Importance*  
**in the**  
*Discharge of Duty*

**BOSTON AND MAINE CORPORATION - TIMETABLE AND OPERATING RULES**