

SUNDAYS AND HOLIDAYS ONLY

NORTHWARD (OUTWARD) TRAINS — FIRST CLASS

2309	2911	2313	2915	2317	2321
1445	1635	1735	1935	2030	2215
1449	1639	1739	1939	2034	2219
1451	1641	1741	1941	2036	2221
.....
s1501	s1651	s1751	s1951	s2046	s2231
s1503	s1653	s1753	s1953	s2048	s2233
.....	e1656	.....	e1956	.....	.....
.....	A1659	.....	A1959	.....	.....
1505	.....	1755	.....	2050	2235
s1512	.....	s1802	.....	s2057	s2242
e1520	.....	e1810	.....	e2105	e2250
1525	.....	1815	.....	2110	2255
A1528	.....	A1818	.....	A2113	A2258

SOUTHWARD (INWARD) TRAINS — FIRST CLASS

2310	2912	2314	2916	2318	2322
1536	.....	1836	.....	2120	2305
1538	.....	1838	.....	2122	2307
f1543	.....	f1843	.....	f2127	f2312
s1551	.....	s1851	.....	s2135	s2320
1558	.....	1858	.....	2142	2327
.....	1705	.....	2005	.....	.....
.....	s1708	.....	s2008	.....	.....
s1601	s1711	s1901	s2011	s2145	s2330
s1603	s1713	s1903	s2013	s2147	s2332
.....
1613	1723	1913	2023	2157	2342
1615	1725	1915	2025	2159	2344
A1619	A1729	A1919	A2029	A2203	A2348

FITCHBURG ROUTE MAIN LINE

SUNDAYS AND HOLIDAYS ONLY

WESTWARD (OUTWARD) TRAINS — FIRST CLASS

STATIONS	2661	2601	2603	2605
Boston.....	0010	0830	1030	1230
Cambridge.....	v0019	v0839	v1039	v1239
West Cambridge.....	0021	0841	1041	1241
Belmont.....	f0023	f0843	f1043	f1243
Waverley.....	f0025	f0845	f1045	f1245
Clematis Brook.....	0026	0846	1046	1246
Beaver Brook.....	0028	0848	1048	1248
Waltham.....	s0030	s0850	s1050	s1250
Roberts.....	s0033	f0853	f1053	f1253
Kendal Green.....	e0037	e0857	e1057	e1257
Hastings.....				
Silver Hill.....				
Lincoln.....	s0045	s0905	s1105	s1305
Concord.....	s0053	s0913	s1113	s1313
West Concord.....	s0059	e0919	e1119	e1319
South Acton.....	a0105	a0925	a1125	a1325
West Acton.....				
Littleton.....				
Willows.....				
Ayer.....				

FITCHBURG ROUTE MAIN LINE

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SUNDAYS AND HOLIDAYS ONLY

(WESTWARD OUTWARD) TRAINS — FIRST CLASS

2607	2609	2611	2613	
1530	1730	1930	2210	.....
v1539	v1739	v1939	v2219	.....
1541	1741	1941	2221	.....
f1543	f1743	f1943	f2223	.....
f1545	f1745	f1945	f2225	.....
1546	1746	1946	2226	.....
1548	.....	1948	2233	.....
s1550	s1750	s1950	s2230	.....
f1553	f1753	f1953	s2233	.....
e1557	e1757	e1957	e2237	.....
.....
.....
s1605	s1805	s2005	s2245	.....
s1613	s1813	s2013	s2253	.....
e1619	e1819	e2019	s2259	.....
A1625	A1825	A2025	A2305	.....
.....
.....
.....
.....

FITCHBURG ROUTE MAIN LINE

SUNDAYS AND HOLIDAYS ONLY

EASTWARD (INWARD) TRAINS — FIRST CLASS

STATIONS	2690	2602	2604	2606	2608
Ayer.....					
Willows.....					
Littleton.....					
West Acton.....					
South Acton.....	0107	0931	1131	1331	1631
West Concord.....		f0936	f1136	f1336	f1636
Concord.....	f0116	s0940	s1140	s1340	s1640
Lincoln.....		s0946	s1146	s1346	s1646
Silver Hill.....					
Hastings.....					
Kendal Green.....		f0953	f1153	f1353	f1653
Roberts.....		f0956	f1156	f1356	f1656
Waltham.....	f0136	s1000	s1200	s1400	s1700
Beaver Brook.....	0138				
Clematis Brook.....	0139	1003	1203	1403	1703
Waverley.....		f1004	f1204	f1404	f1704
Belmont.....		f1006	f1206	f1406	f1706
West Cambridge.....	0143	1008	1208	1408	1708
Cambridge.....	0147	e1012	e1212	e1412	e1712
Boston.....	A0157	A1022	A1222	A1422	A1722

SUNDAYS AND HOLIDAYS ONLY

EASTWARD (INWARD) TRAINS — FIRST CLASS

2610 2612 2614

.....

1831 2031 2310
 f1836 f2036 f2315
 s1840 s2040 s2319
 s1846 s2046 s2325

.....

 f1853 f2053 f2332
 f1856 f2056 f2335

s1900 s2100 s2339

.....

 1903 2103 2342
 f1904 f2104 f2343

f1906 f2106 f2345
 1908 2108 2347
 e1912 e2112 e2351
 A1922 A2122 A0001

120 CONNECTICUT RIVER ROUTE MAIN LINE

**NORTHWARD
(OUTWARD) TRAINS
READ DOWN**

FIRST CLASS

**SOUTHWARD
(INWARD) TRAINS
READ UP**

<u>733</u> AMTRAK 60 DAILY	STATIONS	<u>732</u> AMTRAK 61 DAILY
0040	Springfield	A0310
0048	WA	0302
0107	Holyoke North	0235
	Northampton South	
f0120	Northampton	f0225
0142	Deerfield	0202
0148	Greenfield	0155
0154 ⁷³²	Silver Street	0152 ⁷³³
0210	East Northfield	0136
s0230	Brattleboro	s0120
0233	West River	0115
	Putney	
	Putney North	
s0300	Bellows Falls	s0045
	Chapins	
	North Walpole	
	Claremont Jct. South	
	Claremont Jct.	
0331	Windsor Interlocking	0014
0356	White River Jct. Yard	2358
A0400	White River Jct.	2355

No. 733 back from Station to PC yard, thence cross diamond to WA.

No. 732 run WA to PC yard, thence back to Springfield Station.

WORCESTER ROUTE MAIN LINE

WORCESTER AND AYER EASTWARD (OUTWARD) TRAINS

STATIONS	First Class	Third Class		
		8204	8102	
		Daily Rigby	Ex. Sat., Hol. Lowell	
Worcester		0700	1735	
Barber		0705	1740	
Greendale		0710	1745	
Clinton		0730	1805	
Ayer		A0755	A1830	

No. 8102 is Superior to No. 8203 Greendale to Ayer

WESTWARD (INWARD) TRAINS

	First Class	Third Class		
		8203		
		Daily Rigby		
Ayer		1900		
Clinton		1925		
Greendale		1945		
Barber		1950		
Worcester		A1955		

MECHANICVILLE AND CRESENT (JOINT TRACKAGE B&M AND D&H)

WESTWARD (OUTWARD) TRAINS READ DOWN	FIRST CLASS	STATIONS	EASTWARD (INWARD) TRAINS READ UP
35 D&H Daily			34 D&H Daily
1350		XO Tower	1531
1351		WY Cabin	1530
1352		Mechanicville West..	1527
1404		Crescent	1513

BERLIN ROUTE MAIN LINE

WHITE RIVER JUNCTION AND WELLS RIVER

**NORTHWARD
(OUTWARD) TRAINS
READ DOWN**

**SOUTHWARD
(INWARD) TRAINS
READ UP**

<u>Third Class</u>		<u>First Class</u>			<u>First Class</u>	<u>Third Class</u>
8917			STATIONS		8904	
<u>Daily</u>					<u>Daily</u>	
C.P.R.					C.P.R.	
.....	2000	.....	White River Jct......	.....	A1630	
.....	2025	.....	Kendall.....	.....	1605	
.....	2035	.....	Ely.....	.....	1555	
.....	2050	.....	Hooker Siding.....	.....	1540	
.....	A2100	.....	Wells River.....	.....	1530	

No. 8917 is superior to No. 8904 White River Jct. to Wells River. C.P. Train No. 904 will assume schedule of Third Class Train No. 8904 at Wells River. Times shown at White River Jct. for Third Class Schedules of Trains 8917-8904 apply at Nutt St.

No train or engine will leave White River Jct. without clearance Form A.

CHANGES IN RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT

FORMS OF TRAIN ORDERS—Form J. Second paragraph is changed to read:

"These orders will be addressed to the operator and acknowledged in the usual manner and will be delivered to conductors and enginemen of trains designated by the train dispatcher."

Third paragraph:

To be deleted entirely.

Rule 14(1) is changed in the **STATE OF NEW HAMPSHIRE** as follows:

Two (2) long, one (1) short, and one (1) long blast to be prolonged or repeated until crossing is occupied by engine or leading car; the first blast to be begun at the location of the whistle post, and the last blast to be completed as the engine, or leading car, reaches the crossing.

Rule 19 changed to read as follows:

The following signals will be displayed as markers to indicate the rear of the train:

When rear of train is equipped with fixed electric marker lamps showing red to the rear they must be lighted by day and by night except when clear of the main track marker lamps must display green to rear.

On engines, cars and cabooses not equipped with fixed electric marker lamps, one marker lamp either lighted by night or reflectorized showing red to the rear except when clear of the main track, a green marker lamp or a white light will be displayed.

A train not equipped to display the prescribed signals will display a red flag by day and a red light by night to indicate the rear of the train, except when clear of the main track a white light instead of a red light will be displayed.

Rule 35 changed to read as follows:

The following signals will be used by flagmen:

Day Signals—A red flag, Torpedoes and Fusees

Night Signals—A white light, Torpedoes and Fusees

Rule D-97. Second paragraph is changed to read:

"Operators will not clear trains as above mentioned without authority from the train dispatcher."

Rule 266. A train or engine may be given exclusive occupancy of a track. Before permission is given the operator must obtain permission from the train dispatcher. If the working limits do not extend to a home interlocking signal controlled by the operator they will be designated by a station sign, mile post or automatic block signal number.

The operator must:

- (a) Before granting permission, place all signal levers governing movements into the working limits in stop position and attach lever markers. While lever markers are attached no signal will be cleared for a movement into the working limits except to allow the train or engine to enter its working limits.
- (b) Notify train employee as to clock time during which the track may be occupied and designate working limits. Train employee must repeat this information and state his name before permission is granted. Train employee must report to the operator when train or engine is clear of the working limits or work is completed. If clock time expires before train or engine clears working limits, train employee must provide flag protection immediately. The time limit may be extended on request and conditions permit.

266 continued

(c) Operator must record time and working limits granted, train employees name and time track is released.

Rule 269. After: In case of signal failure or emergency add "or to permit a train or engine to enter its working limits as prescribed by Rule 266."

Rule 270. Change first paragraph to read as follows:

Except when permitting an engine to return to its train, a switcher or helper engine to go onto a train, or some such short, local move, or under the provisions of Rule 266, when conditions are fully known, and the move to be made is already fully protected, operator must not authorize a train or engine to pass a home interlocking signal displaying "stop" indication when that signal governs movements on a neutral track until:

Rule 270 (b). Omit words "Chief Dispatcher."

Rule 271a. Add "within the working limits" first paragraph.

Add new paragraph —

"A train or engine working on exclusive use permission must not go beyond working limits except on a home interlocking signal indication or on permission of operator."

Rule 513. Second paragraph, delete the wording:

"if communication is available."

Rule 665 Added:

At unattended interlockings, before a train or engine enters on or fouls a main track, or crosses from one main track to another, a member of crew must obtain permission from Train Dispatcher or Operator before operating switches or electric unlocks.

Rule 700. Is changed in part as follows:

2nd paragraph — change twelve to ten

3rd paragraph — change fourteen to twelve

Rule 719 (a).

To avoid misunderstandings, messages must be prefaced by identification of station calling and answering, for example:

"B&M MP-2 calling PM-1." Train PM-1 should answer, "PM-1 to MP-2, go ahead."

"B&M MP-2 caboose calling engine." "MP-2 engine, go ahead."

"B&M Ayer tower calling MB-6." "This is MB-6, go ahead."

Rule 719 (b).

When radio is used in connection with switching movements, continuity in communications must be maintained between the engine and trainmen. Such messages must be reasonable and proper in time between transmissions; each transmission should be acknowledged and the time between messages must not exceed 10 seconds. Times in excess of 10 seconds will be construed as a loss in communications, and the movement must be stopped immediately. (See Operating Rule 12 (i)).

Rule 721 (a).

The word "Train Order" will be transmitted by the train dispatcher (or operator) as an indication that a train order will follow. All other transmissions will then cease until the order is completed and acknowledged.

Rule 722. Delete.

Rule 723.

Radio may be used by the train dispatcher (or operator) in the transmission of train orders. Conversation between head and rear end of train relative to fulfillment of train orders in their possession is permitted. Rules covering train orders transmitted by telephone apply to those orders transmitted by radio.

Rule 724. Delete.

Rule 724 (a).

Radio Channel Usage:

Channel 1 is used on all through service under the control of the train dispatcher.

Channel 2 is used in territory under the control of a yardmas-

724(a) continued

ter or operator within the limits of approach signals of interlocking stations. It is also used in yard switching operations.

Trains will remain on Channel 1 until approaching the Yard Limit Board, at which time, trains will change to Channel 2 and inform the operator/yardmaster of their presence. Locations of Channel 2 stations are shown in the last page of the current timetable.

(Rule 724 (a) will become effective upon Bulletin Order.)

Rule 727 — Change wording "Chief Train Dispatcher" to Superintendent — Operations.

Rule 731 — Change wording "Chief Train Dispatcher" to Superintendent — Operations.

Rule 735 — Change wording "Chief Train Dispatcher" to Superintendent — Operations.

Rule 736 — Change wording "Chief Train Dispatcher" to Superintendent — Operations.

Rule 742 — Change wording "Chief Train Dispatcher" to Assistant Chief Train Dispatcher on duty.

Rules 760 and 761 — Change wording "Chief Train Dispatcher" and "Telegraph" to Assistant Chief Train Dispatcher on duty and to telephone.

Rule 780 — Change wording "Chief Train Dispatcher" to Assistant Chief Train Dispatcher on duty.

Rule 791 — Change wording "Chief Train Dispatcher" to Assistant Chief Train Dispatcher on duty.

Rule 790. Change second sentence to read as follows:

They will obey the orders of the Assistant Superintendent, Trainmasters, Road Foreman of Engines and of the Yardmasters within yard limits, and will be governed by the directions of Station Masters and Station Agents in doing work at stations.

Rule 897. Third paragraph changed to read as follows:

"On freight trains forward trainmen will ride in control cab of engine at front of train, except at such times as the rules may require them to be elsewhere in the performance of other duties and except that on multi-unit trains they may ride in one of the trailing units when two other qualified men are assigned to the leading unit. Conductors and enginemen will see that trainmen properly perform the duties prescribed herein."

ENGINEERING DEPARTMENT RULES AND RULES FOR THE OPERATION OF HY-RAIL, MOTOR, TRAILER, AND PUSH CARS, ETC.

Rule 1004g. Paragraph 4 changed to read:

Foreman, on receiving exclusive use of the track, will do everything possible to insure releasing track at the time designated by the Dispatcher. If Foreman is unable to clear the track before the designated time, he must obtain additional time from the Dispatcher or protect as prescribed by Rule 1004a.

Rule 1043. Delete: "where possible" in first sentence.

Rule 1046. Eliminate entirely.

Rule 1050. Changed to read:

"All cars and other track equipment shall clear all trains both scheduled and unscheduled ten (10) minutes in advance of the time the trains are due or expected. If cars or equipment cannot be removed as above, they must be handled as an obstruction (See Rule 1004a)."

Rules: 1118, 1120, 1122, 1123, 1130, 1132, 1134, 1135, 1137 and 1138
Substitute Roadmaster for Track Supervisor in the above rules

INSPECTION AND REPAIR CREW FOREMEN

Rule 1141. Inspection and Repair Crew Foremen report to and receive instructions from the Zone Director and the Assistant Zone Director. They will be governed by Rules for Section Foremen so far as they are applicable to their duties.

1141 continued

- (a) Inspection and Repair Crew Foremen are responsible for the proper inspection of tracks, roadbed, right-of-way, etc., on their assigned territory, and for the prompt reporting of defects to the Roadmaster or Track Supervisor and to the Section Foreman on whose section the defects are found.
- (b) They must go over their assigned territory as instructed by the Roadmaster with suitable tools, material and full flagging equipment, and make a thorough examination of track, crossings, bridges, culverts, fences, signals, wire lines, etc. Defects which they cannot correct themselves are to be reported at first opportunity. If conditions affect the safe passage of trains, appropriate emergency action must be taken promptly.
- (c) They shall test as assigned, all automatic highway crossing protection devices, and enter proper notations in book provided.
- (d) The following items are to be given special attention, and inspected as frequently as required by the Zone Director:
 1. Walking inspection of track, crossings, and connections
 2. Adjustment of switches, guard rails, etc.
 3. Picking up of scrap
 4. Checking of frost-shimming in winter

POWER BRAKE LAW

In accordance with the amended Power Brake Law effective August 1, 1972 the Boston and Maine and Penn Central have agreed to participate in operating Trains NY-10 and BM-7, Trains NY-20 and BM-17 on a run thru basis.

At locations where the crew of one carrier takes over control and operation of a run-through train or unit run-through train from the crew of another carrier, the receiving carrier shall inspect and test the train to determine that:

- (1) The cab of the locomotive contains a Form F.R.A.-F 6180-48 completed as required.
- (2) Brake pipe leakage does not exceed five (5) pounds per minute.
- (3) Brakes apply and release on the rear car from a twenty (20) pound service brake pipe pressure reduction.

If the cab of the locomotive does not contain a completed Form F.R.A. F-6180-48 the train must be inspected and tested prescribed by Power Brake Law before it proceeds.

AIR BRAKE RULES**Added: Air Brake Rule No. 50**

1. After train is stopped, make (or complete) a 25 lb. service brake pipe reduction.
2. When brake pipe exhaust ceases and whistle signal oo— given by engineer, the angle cock(s) may be closed where cut is to be made. **ANGLE COCK MUST NOT BE CLOSED UNTIL BRAKE PIPE REDUCTION IS COMPLETED AND BRAKE VALVE EXHAUST HAS STOPPED.**
3. After the cut made, the angle cock on the locomotive end of the car(s) left (either on main line or siding) **MUST** be **OPENED** and left completely **OPEN**.
4. When car(s) or locomotive units are left standing, they must be secured by hand brakes in compliance with Operating Rules Nos. 802 and 874 and Air Brake Rule No. 42.

Added: Air Brake Rule No. 51 — (P&F)

1. At no time, while waiting to proceed, will a train stand with the train brakes released.
2. Following a train brake test the train brakes must be re-applied with a full service brake pipe reduction unless it is known that the train can immediately proceed.

REVISION OF AIR BRAKE RULES

AIR BRAKE RULES 10 and 11 in January 1956 issue of Rules and Instructions governing the use and care of Air Brake Equip-

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ment and Air Signal Equipment are revised as follows:

Rule 10 Revised (Underscored portion)

Rule 11A Revised (Underscored portion)

RULE 10

TERMINAL TEST OF TRAINS WITH ENGINE AFTER BEING CHARGED AND TESTED WITH YARD PLANT (P and F)

After blowing out hose on engine and coupling engine to train, a test must be made as follows:

When the brake system on a freight train is charged to 65 lbs. as indicated by an accurate gauge at the rear end of the train, and on a passenger train when charged to not less than 90 lbs., and upon proper request or signal, a 15 lb. service reduction must be made. **Forty (40)** seconds after the freight train brake pipe exhaust ceases, the engineman will time the brake pipe leakage with his watch. The leakage, on either a freight or passenger train, timed for the duration of one minute, must not exceed 5 pounds, as indicated by the brake pipe gauge, after which the reduction must be increased to a total of 22 pounds. The Inspector or Trainman will note that the rear brakes of the train apply, then signal for a release, noting that the rear brakes release.

If the train is not complete except for the engine or the device is not used or connected as described in Rule 9, or if the train is not kept charged until engine is attached, then the test must be made as described in Rule 11.

RULE 11

TERMINAL TEST OF TRAINS CHARGED WITH ENGINE: (P and F)

A. Brake Equipment

If a train is not tested with the yard air plant it must be tested from the engine as follows:

After brake pipe on engine is blown out, and engine is coupled to train, and during the time that train is being charged, examine closely for defects, noting that air hoses are coupled properly; that angle and cutout cocks are in proper position; that the retaining valve handles are turned down and that all air pipes and connections are in suitable condition. During this examination, eliminate all audible air leaks and inspect foundation brake gear and hand brakes for defects.

After the above inspection has been completed and the air brake system on a freight train is charged to 65 lbs. as indicated by an accurate gauge at the rear end of the train, and on a passenger train when charged to not less than 90 lbs. and upon request or signal to apply brakes for test, the engineman must make a service brake pipe reduction of 15 lbs. **Forty (40)** seconds after the freight train brake pipe exhaust ceases the engineman will time the brake pipe leakage with his watch. The leakage, on either a freight or passenger train, timed for the duration of one minute, must not exceed 5 pounds, as indicated by the brake pipe gauge, after which the reduction must be increased to a total of 22 pounds.

Inspectors or Trainmen must then examine the train brakes to determine that all brakes have applied in service application on each car and engine; that the piston travel is correct (as shown by Rule 6); that the brake rigging does not bind or foul. When this examination has been completed, proper release signal must be given and, after releasing, each brake examined to see that it releases properly.

GENERAL SPECIAL INSTRUCTIONS

Special instructions referred to by letter or number relate to "Rules for the Government of the Operating Department" of corresponding letter or number.

2. WATCH INSPECTION

Watches that have been examined and certified to by a designated Watch Inspector must be used by Trainmasters, Train Dispatchers; Train Directors; Conductors; Train Baggage-men; Trainmen; Flagmen; General Yardmasters; Yardmasters and Assistants; Station Agents; Ticket Agents; Operators and Towermen; Yard Foremen and Helpers; Retarder Operators; Switchtenders; Ball Signalmen; Road Foremen; Fuel Supervisors; Enginemen; Track, Bridge and Building and Signal Supervisors and Assistants; Track Foremen and Assistant Track Foremen; Bridge and Building Foremen and Assistant B. and B. Foremen; Signal Construction Firemen; Leading Signalmen; Signalmen; Signal Maintainers; Hy-Rail and Motor Car Operators; and such other employees as may be designated by the head of their Department. Ticket agents at non-telegraph stations who have absolutely nothing to do with train operation will be relieved from complying with watch inspection rules.

See General Order 999 for requirements as to comparisons, inspection, cleaning, etc.

3. STANDARD CLOCKS

Boston,	Station Master's Office.
Boston,	Boston Engine Terminal Dispatcher's Office.
Boston,	Mystic Junction, Crew Dispatcher's Office.
Concord, N. H.	Yard Office.
East Deerfield,	Engine House and Yard Office.
East Fitchburg,	Engine House.
North Billerica,	Train Dispatcher's Office.
Manchester, N. H.,	Yard Office.
Nashua,	Yard Office.
Portland,	Tower X, Rigby Yard Office and Eng. Dispatcher's Office.
Salem, Mass.,	Freight Office.
Springfield, Mass.,	Penn Central Station Master's Office. Plainfield St. Yard Office and Engine House.
White River Jct.,	New Yard Office. Passenger Station

33. PUBLIC CROSSINGS

An upper quadrant yellow arm has been installed on whistle or ring post at all crossings where trains and engines are to stop and protect, or stop and proceed, as designated in Special Instructions.

GATE-PROTECTED CROSSINGS

At all gate-protected public highway crossings in the State of Massachusetts, the gates must be lowered for the passage of all rail movements over such crossings.

If it becomes necessary to operate special trains, snow plows, work trains, wreck trains, detoured trains, etc. over any line in Massachusetts, outside of the scheduled hours of protection as shown in this time table or in Bulletin Orders currently in effect, the regular assigned crossing watchman must be held on duty to cover such movements, or a so-called "traveling crossing-watchman" must be provided to protect such movements over part-time gate-protected public highway crossings.

AUTOMATIC CROSSING PROTECTION

At public crossings where more than one track crosses protected only by crossing protection operating automatically, a member of the crew must protect travel over all tracks while switching is being done.

At such protected public crossings, manually protect as follows:

When movements over public crossings are required to be protected by trainmen, they will protect as prescribed by Rule 962, except they will display a red flag by day.

When a siding is used over a highway crossing at which an automatic crossing signal functions only for main track operations, movements over crossing on siding must be protected.

Movements requiring protection by a member of the train crew on tracks over crossings with automatic signal protection for main line movements shall be protected as above unless

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the automatic signal is equipped with a manual control device, in which case highway traffic shall be controlled by use of the automatic signal instead of by use of flag, lantern or disk. Movement must not be made over crossing until signal has been operating for at least 20 seconds.

In two or more track territory, trains operating against the current of traffic must stop, protect as above, and then proceed at restricted speed over highway crossings protected by automatic signals which are not operative for reverse running. Crossings which are signaled for either direction operation will be listed in the Special Instructions.

When a train stops on a circuit that keeps an automatic crossing signal or bell operating or automatic crossing gate down, a member of crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption the standing train is the only one working the signal, when a train from the opposite direction might be approaching. See Rule 33a.

Certain highway crossings have "cut-out" devices in control box (painted yellow for ready identification) located at or in approach of crossing. These cut-outs must be operated as required to prevent unnecessary operation of automatic highway crossing protection. Instructions as to movements, and the operation of the cut-outs, are inside control box, and these instructions must be carefully observed when trains are switching or standing in the circuit.

Cut-out and manual operation boxes must be closed and locked after using.

Except when cutout is used, train crews will, so far as possible, avoid leaving their train or performing switching operations so as to cause automatic crossing signals to operate when train is not immediately to pass over the crossing.

In addition, at crossings protected by automatic gates, every effort must be made to avoid stopping unnecessarily in the approach operating circuit for the gates. Wherever possible, any required stop should be made with entire train beyond crossing. Work trains, or equipment, must not work within automatic gate approach-circuits unless it is known that arrangements have been made to manually protect crossing.

At crossings protected by automatic crossing signals of any kind, such protection at most locations does not cover reverse movements after train has passed over the crossing, but has not passed out of the operating circuit for reverse movements. Therefore, when necessary to make reverse movements after a train or engine passes over the crossing, the crossing must be protected by a member of the crew as flagman unless a crossing tender is on duty, or unless it is known that the crossing signals are in operation protecting the crossing.

Concrete posts similar to whistle posts, except to display $\frac{X}{C}$ instead of "W," are installed, to mark the start of the normal direction operating circuit for automatic highway crossing gates with flasher signals. In some instances these posts are also installed for automatic highway crossing flasher signals.

Where there are two or more protected crossings in close succession, and the operating point for the second crossing is located between the operating point for the first crossing and that crossing, each post will be marked with the number of its respective crossing, which number is shown at each crossing on crossing signal or apparatus housing.

33a. EMERGENCY CONTROL BOXES FOR AUTOMATIC GATES

Emergency control boxes have been installed, at crossings having automatic highway crossing gates with flasher signals. In

33a continued

double track territory, a separate box is provided for each main track.

Boxes are marked:

"EMERGENCY CONTROL EASTWARD TRACK"
"EMERGENCY CONTROL WESTWARD TRACK"

(or for northward track and southward track, as case may be.)

Boxes are usually located on a steel signal case near the crossing. Each box contains a plug contactor to be used when necessary to cut out the automatic protection for its respective track. Directions for use of plug contactor are contained in each box.

In the event of a train occupying the track circuits operating automatic highway crossing gates for an abnormally long time, such as might be caused by an accident, break-apart, hot box, or work train in circuit, etc., a member of train crew must immediately proceed to crossing and operate the emergency control plug for the track occupied by his train, in order to permit gates to clear and prevent unnecessary delay to highway traffic. Operation of this control will clear gates only for track occupied by the train and will not affect normal operation of crossing protection on any other protected track.

As soon as proper control plug has been moved into "GATES UP" position, member of crew may leave crossing to perform his normal duties.

When train is ready to proceed, the control plug must be returned to "NORMAL" position by the same member of crew that first operated it, and the control box must be closed and locked. Train must not pass over crossing until gates are down and flasher lights have been operating for at least 20 seconds.

S-72. SUPERIORITY OF TRAINS

Inward trains are superior to outward trains of the same class unless otherwise provided.

88. CAPACITY OF SIDINGS

Wherever shown, capacity of sidings is based on 55 feet per car plus 90 feet for one engine.

99. GENERAL INSTRUCTIONS REFERENCE HANDLING OF WORK TRAINS AND OBSERVANCE OF RULE 99 WHEN WORKING WITH WRECKERS AND WORK TRAIN EQUIPMENT WHICH MAY, OR CAN, FOUL TRACKS OTHER THAN THE ONE OCCUPIED BY THE EQUIPMENT.

Work Train Foreman is in charge of operation of cranes, or any other work equipment being used, and is responsible for knowing the Work Equipment Operator carries out his duties, and that equipment is not put in service until he has been advised by Conductor or Yard Foreman that required flag protection has been provided.

It is the duty of Work Equipment Operator when equipment is to be put in service at any time to see that it is not unlocked and put in service without a definite understanding having been had with Work Train Foreman. When shutting down for short periods, or when clearing trains on adjacent tracks, cranes must have locking devices applied so that crane cannot swing. When quitting work for the day the crane must be properly secured and locked.

It is the duty of Conductor or Yard Foreman assigned to work equipment to notify the Work Train Foreman when required flag protection is provided before such equipment is placed in service. When shut-downs are to take place for short periods, or when clearing trains on adjacent tracks, a definite understanding between Conductor or Yard Foreman and Work Train Foreman (or with man designated by him to act for him in his necessary absence from the crane) must be had each time shut-down occurs, and Conductor or Yard Foreman must be advised crane is secured before flag protection is withdrawn.

99 continued

Conductor or Yard Foreman must when possible arrange the work with Work Train Foreman so as to clear up for scheduled trains, and for other trains about which he has advice, without delay to such trains.

Flagmen must go out in accordance with instructions of Conductor or Yard Foreman and in full compliance with Rule 99, placing torpedoes. They will permit no train or engine to pass until it is first stopped and fully advised as to the presence and location of work equipment, unless called in by whistle recall signal or on personal advice of Conductor or Yard Foreman that line is clear for safe passage.

They must definitely know the whistle recall signal was sounded by their equipment before withdrawing flag for passage of train or engine and must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

The above applies also in the handling of wreck cranes. On such equipment the Wreck Master is the man in charge.

99. PROTECTION OF LIGHT ENGINES AND RDC UNITS

When trains are overtaken by light engines without flagman, the flagman stopping engine will continue protecting until recalled and engineman of light engine must know that proper protection is afforded.

Light movements of RDC equipment between stations and designated track where such equipment originates or terminates will be relieved from complying with the provisions of Rule 99 in such territory, provided movement is wholly within CTC or interlocking territory.

Operators of interlocking plants will allow no following movement behind such light equipment until it is clear of the territory.

107. PROTECTION OF PASSENGERS

In two or more track territory Passenger and Fast Freight trains leaving terminals, entering two or more tracks at junctions, and passing terminals of short-run local passenger trains, will, when practicable, be notified of any overdue Local Passenger Trains moving in the opposite direction. Unless otherwise provided by Special Instructions or Bulletin Order, it will be the duty of Train Dispatchers to transmit this notice. This does not relieve enginemen from responsibility in compliance with General Rule 107.

In all cases where passenger trains are cut for crossings or other purposes, and there is liability of passengers boarding or leaving train, conductors and trainmen must see that guard chains or gates are in position to prevent people walking off end of cars.

Outside vestibule doors on cars in passenger trains will be kept closed on both sides of both through and local trains, except those doors that it is necessary to use to receive or discharge passengers.

When passenger trains stop at stations, cars must be kept clear of bridges to avoid liability of injury to passengers. This rule must also be observed at stations where there are other openings not properly protected for the safe delivery of passengers. Trains must in all cases stop to clear such bridge or opening.

Every possible effort must be made by freight enginemen on two or more tracks to avoid getting into station where passenger train is scheduled to stop, on the time of such passenger train, thus preventing passengers from crossing to opposite track to board their train.

In cases where this cannot be anticipated, passenger conduc-

107 continued

tors will not start their train until passengers are given an opportunity to get across to their train.

When two passenger trains on two or more tracks approach a station at the same time the outward train will hold back in entering the station between midnight and 12 noon, and the inward train will hold back between 12 noon and midnight between Boston and Reading, Beverly, Lawrence, Lowell, and Ayer.

Unauthorized and unscheduled stops of any train, either freight or passenger, for the purpose of entraining or detraining persons, either paying passenger or employes, must not be made except in emergency cases where the conductor, feeling that the conditions warrant, instructs that the stop be made.

In no case, and under no conditions, must any arrangement other than for a full and positive stop be made for the purpose of entraining or detraining any passenger, paying or employe, and no stop shall be made except on instructions, or in a real emergency, at any point other than a designated passenger station.

110. FREIGHT TRAIN SPEED

For any reason, if any freight train cannot maintain a speed of over 20 miles per hour immediate action must be taken to reduce speed to not exceed 10 miles per hour except on ascending grades. Stop should be made if necessary.

This is to minimize the possibility of derailments caused by harmonic rocking action which will result from track conditions because of unusual weather and critical speeds.

SPEED RESTRICTIONS — ENGINES

The maximum speed of various types of engines in various services is as follows: these limits do not authorize any operations at a speed in excess of that shown for the specific line in the Special Instructions:

DIESEL LOCOMOTIVES:**Maximum permitted Engine Speeds:**

Engines	M.P.H.	Engines	M.P.H.
110-119	35	1260-1281	45
800-865	45	1500-1519	65
1115-1132	45	1535-1545	65
1170-1188	45	1555-1577	65
1200-1213	45	1700-1755	65
1220-1231	45	4265-4268	65
		200-211	65

All Types (except 110-119).

Light or with caboose

40 M.P.H.

MOVEMENT OF DEAD LOCOMOTIVES

Locomotives are not to be picked up as box cars in a train at points other than Mechanicville, East Deerfield, Fitchburg, White River Jct., Springfield, Mass., Boston, Worcester and Rigby unless approval is obtained from the Office of the Superintendent of Operations who will give approval only after the Mechanical Dept. has released the locomotive to this office.

When dead locomotives are picked up at points where Mechanical Department personnel are not on duty, Conductors must know that the locomotive is properly prepared to be moved in their train.

If information cannot be obtained, locomotive must not be moved in train, and Office of the Superintendent of Operations notified so that arrangements can be made for Mechanical Dept. to do the necessary if readily available, or instruct Engineer to handle.

When operating conditions permit, dead locomotives should be handled on the head end of freight trains, not over 30 cars back. If necessary to handle on the rear end, they should be near caboose and Conductor and Engineman so advised. When handled on rear, Conductors must know brakes on dead locomotives are released before proceeding following any stop at points other than where car inspectors are employed and on duty.

110 continued

SPEED RESTRICTIONS — OTHER THAN ENGINES

Wreck Crane 3364. All trains handling Wreck Crane 3364 must not exceed a speed of 20 M.P.H.

Scale Test Car 3586 must be handled only in local freight trains, made up next ahead of caboose, maximum speed 30 M.P.H. This car must not be flat switched or humped, it must be shoved to rest at all times.

Locomotive Cranes — Railroad-owned locomotive cranes with boom attached may be moved in work trains at a maximum speed of 30 M.P.H.

Railroad owned locomotive cranes may be moved with boom attached and raised to clear boom car in revenue freight trains, and should be handled on rear of train with heavy end forward when possible at a maximum speed of 30 M.P.H.

Specially equipped cranes with snubbers and special horizontal boom swivel, with the rotating body locked and the boom free and resting in an idler with boom end trailing, may be operated on rear of freight or work trains at authorized freight train speed.

Conductor must have written notice from Engineering Department Work Equipment Operator or Supervisor, or from Foreman Car Inspector, that crane is properly secured and prepared for movement and will notify engineman when such equipment is in the train.

UNIT COAL TRAINS — Loaded unit coal trains are restricted to 35 M.P.H. between East Portal and Charlemont, between Shelburne Falls and West Deerfield, and between East Gardner and OX East Fitchburg (on both Eastward and Westward Tracks).

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. Movement on any track other than the Eastward Main Track may only be made as authorized by the Assistant Chief Train Dispatcher on duty.

HANDLING OF OVER-DIMENSION RAILROAD OWNED BULLDOZER

No. 583 bulldozer loaded on M-75 flat car is stationed at East Deerfield, Mass.

Dispatchers have been furnished specific restrictions applying to this piece of equipment. The general restrictions are as follows:

1. Must not pass any trains moving with clearance wires unless known to clear.
2. Slow speed through yards and passing cars on adjacent tracks.
3. If set out en route make sure of ample side clearances.

Dispatchers are responsible for advising crews of specific restrictions and item 1 of the general restrictions and conductors and enginemen are responsible for observation of items 2 and 3 of general restrictions and all other restrictions advised of by dispatcher.

HANDLING OF DEADHEAD CABOOSES

Deadhead cabooses must be handled on the rear in through freight trains next ahead of the service caboose.

400 - 412 OPERATION OF THROUGH TRAINS WITH LOCOMOTIVES NOT EQUIPPED WITH B&M CAB INDICATORS

Through trains, using foreign line locomotives (and B&M engines 200 to 211 inclusive) which are not equipped with B&M Cab Indicators on the head end, may proceed in either direction between Ayer and West Cambridge with the understanding that an absolute block in advance has been established by the Train Dispatcher. Interlocking signals at Ayer, Willows, West Concord, South Acton, Waltham, Clematis Brook, Hill Crossing

400-412 continued

and West Cambridge will govern the absolute blocks and engine-men will proceed on signal indication.

407.

LOCATION

DEPARTURE TEST LOOPS

ENGINE HOUSE TERRITORY: Boston, East Fitchburg, East Deerfield, Rigby.

BOSTON: Fitchburg Route outward main track approx. 700 feet west of Prison Point Bridge.

New Hampshire Route outward main track approx. 500 feet north of Prison Point Bridge.

SOUTH ACTON (MAYNARD BRANCH) at Home Signal on Maynard Branch.

WALTHAM NORTH: Central Mass. Branch at Signal CM 94 about 4000 ft. east of Waltham North Station.

AYER: On Greenville track at signal R-36.

SHIRLEY: On Eastward Main Track at Signal 392.

711. RAILROAD SURGEONS. All station agents, trainmen, or other employes, having occasion to call a physician or surgeon to attend a passenger, employe, or other person injured while in train or on premises of the railroad, will act promptly to notify the railroad surgeon. If not available and a local surgeon must be called, the railroad will be responsible only for such primary treatment as is necessary for the proper transportation of injured person to residence or hospital. In all cases where further treatment is required, the railroad's surgeon will take charge.

If the injured person is a trespasser, the railroad will take such action as may be humane for first aid and if any further attention is required and the injured person has no home or visible means, he should be turned over to the proper local authorities. If in such case hospital treatment is required, the hospital should be immediately notified that the railroad will not be responsible for expense.

The railroad will not be responsible for bills of any surgeons other than the railroad surgeons except as above, or such as are especially authorized by the Claim Department.

714. LOCOMOTIVE RADIO EQUIPMENT

Locomotive radio equipment is designed with transistor power conversion.

Because the radio power unit is connected into the locomotive battery circuit, extensive transistor damage will result if radio is not disconnected (radio main switch open) while starting diesel engine.

Whenever diesel engine has to be started, make sure RADIO MAIN SWITCH IS OPEN.

CONDUCTORS

791-793. Allowing an inexperienced trainman to cover the head end of a train alone when there is work to be done enroute, or allowing the head end trainman to work alone when there is switching to be performed, is not consistent with the intended application of Rules 791 and 793.

794. AMBER hand lanterns will be issued to Train Crews by the Wreckmaster in daytime as well as at night. Enginemen on Wreck Trains will not accept any hand signals unless given through use of AMBER hand lanterns by day as well as night.

810. Conductors of all First-Class trains will contact Train Dispatcher before leaving Ayer, Bedford, Ipswich, Newburyport, Reading, Rockport, South Acton, South Sudbury and Woburn. This contact to be made by calling Tower controlling locations on Railroad telephone. In locations where there is no control by a Tower, (Bedford, Reading and South Sudbury,) Train Dispatcher must be contacted direct either by Railroad or New England telephone. In event of telephone failure, Conductors are relieved from complying with these instructions.

813. Any blind person travelling in B&M commuter trains with a certificate issued by the Division of the Blind, said certificate will be honored for transportation, whether the person is with a guide, a guide-dog, or a cane. If accompanied by a guide, the guide must present valid transportation, however, no charge will be made for an accompanying guide-dog.

Conductors and trainmen seeing a blind person approaching to board a train will announce to him the destination of that train.

824. Toilet doors on all cars must be kept locked between Greenwood and Wakefield Jct., between Gloucester and Rockport.

843. Animals/Pets of any type are not permitted on passenger trains unless same are enclosed in animal/pet carriers, and must not be permitted out of this carrier while on board train.

860. Before leaving initial terminal, conductors of all freight trains must notify Train Dispatcher the on duty time of each member of their crew. If any member of crew deadheads from spare board point to the assignment prior to going on duty, time spent deadheading must also be reported.

867. Placing tank cars bearing inflammable placards for unloading — Cars placed for unloading must be placed on an insulated section of track. All private sidetracks used for such unloading are insulated. The insulated section can be located by the insulated joints and any car placed for unloading must be placed in the insulated section and in back of the insulated joints. If more than one car is to be placed, then the insulated section must be of sufficient length to hold two cars completely. Any car which will not fit entirely within the insulated section must be separated from any car placed within the insulated section before such car is unloaded.

ENGINEMEN

900. OPERATING INSTRUCTIONS — E-L LOCOMOTIVES

EL 2401 - 2415	Alco Century 424	2400 H.P.
EL 2451 - 2462	Alco Century 425	2500 H.P.
EL 2501 - 2527	GE U25B	2500 H.P.

These locomotives have a minimum continuous rated speed of 14 m.p.h. These units must not be operated below this speed with full horsepower or operated continuously in the red. Short-time ratings are not allowed. When these units are in a mixed consist with lower minimum speed units, they should lead and the train operated according to the load indicating meter. If not leading, the train should be operated by the speed recorder.

If the load indicating meter moved into the red or speed drops below 14 m.p.h., it is permissible to throttle back in an attempt to keep going without an overload. When an overload cannot be prevented, train must be stopped and doubled or help requested.

When these units are in a mixed locomotive consist with lower continuous rated units, the tonnage rating for the lower speed units must be that at which it can haul at 14 m.p.h. This tonnage rating for a GP-9 from East Deerfield to East Gardner would be 1,370 tons.

EL 2551 - 2586	EMD GP-35	2500 H.P.	12.0 M.P.H.
EL 3301 - 3306	GE U33C	3300 H.P.	10.5 M.P.H.
EL 3601 - 3634	EMD SD 45	3600 H.P.	11.00 M.P.H.
EL 801 - 803	EMD SD 45	3600 H.P.	11.00 M.P.H.

These locomotives have minimum continuous rated speeds as shown above. They must not be operated continuously with full horsepower in the red as shown by the load indicating meter or below the rated speeds. Short-time ratings are not permitted.

Tonnage ratings need not be reduced for B&M 1700-1755 or lower rated units which are in the consist.

If throttling back will not prevent an overload, the train must be stopped and doubled or help requested.

All of the above units have power matching controls which allow for mix-matching of units. The Alco 2401-2415 and 2451-2462

900 continued

units have a manual switch which must be set when the units are mixed with other type units. All others are automatically controlled.

OPERATING - INSTRUCTIONS - B&M LOCOMOTIVES

In order to provide protection against traction motor damage which can be caused through overheating as a result of exceeding traction motor short time ratings, the following amperage ratings and minimum speeds are to govern operation of trains. Listed units must be operated in accordance with this table.

AMPERAGE AND SPEED SHORT TIME RATINGS

	Continuous	1 Hour	1/2 Hour	1/4 Hour
1555-1577 (	825 amps 11 mph	900a 10 mph	925a 9.5 mph	950a 9 mph
4265-4268 (
1700-1755	900 amps 11.9 mph	925a 11.5 mph	970a 10.7 mph	1065a 9.2 mph
200-211	1050 amps 10.5 mph	1075a 10.1 mph	1100a 9.7 mph	1150a 8.9 mph

When units are in a mixed consist, the highest short time or continuous rated speed and lowest amperage for any unit in the mix is to govern train operation. Some units presently have short time rating plates near the meter which indicate the limitations as listed in the above table. Other units will be equipped later. When all units in the consist are alike and do have rating plates, they must be operated accordingly.

Upon reaching the limitations set, if throttling back will not prevent an overload, the train must be stopped and doubled or help requested.

EMERGENCY FUEL SHUTOFF VALVE — RDC Equipment

This valve is located under the center of the fuel tank and has five cables connected to the valve stem lever. Four of these cables have pull rings for tripping (shutting off supply to engines) the lever mechanism which holds valve open. Pull rings for these four cables are located one in each vestibule at floor level on engineer's side, and one each side of the car outside near the fuel sight glass.

The fifth cable has a pull ring which is located at the center of the car on the right side and is the only one which will reset (open valve) mechanism when it has been tripped.

By observing the action of the valve stem when the reset cable is pulled it should be noted that the stem pulls up out of the valve body and the reset level positions itself and holds stem in open valve position.

902. SEATS ON LOCOMOTIVES AND RDC EQUIPMENT

Particular attention must be given to the condition of seat posts and seats and if any condition exists which deems same to be unsafe for use it should be reported and removed from unit, and then returned to engine house for replacement.

LOCOMOTIVE INSPECTION

Enginemen reporting on duty are relieved of locomotive inspection at Boston Engine Terminal, East Deerfield Engine House, Mechanicville Engine House, and Rigby Engine House. Before leaving it must be known that hand brakes are released and the brakes applied and released properly.

At intermediate or crew change points, the enginemen reporting for duty are relieved of locomotive inspection except where notification (verbal or work report) that an item of servicing or repairs is required. Before leaving, the proper brake test must be made.

903. EQUIPMENT LEFT AT LAYOVER POINT

When leaving Budd car or diesel locomotive for layovers it must be known that the hand brakes properly secure the unit or units.

In order to insure that the hand brakes are holding, the following test is to be made:

After hand brakes have been set up tight, release the air brakes and test under reasonably sufficient power making sure hand brakes are holding. Then re-apply air brakes and follow

903 continued

the usual procedure for leaving units.

913. Locomotives are restricted from standing on drawspans of all drawbridges. Trains (Except RDC equipment) and engines stopping at Drawbridges for any reason will arrange to stop so locomotive is clear of drawspan.

DYNAMIC BRAKING

Dynamic braking is prohibited between Boston and Mechanicville on all trains.

921.

BACK-UP MOVEMENTS

To minimize the possibility of jack-knifing when train or a cut of cars are backed up or when locomotives are used as pushers, the engineman will be governed by the following:

Maximum Amperage Rating With—

3 Units Working	800 amps
4 Units Working	600 amps
5 Units Working	500 amps
6 Units or More Working	350 amps

NOTE:

When locomotive units are used as a pusher behind the caoose, all units except one must be isolated.

OPERATION OF LIGHT DIESEL ENGINES

When making movements with double-end multiple units, engineer must be in the leading cab except when making a switching move accompanied by a trainman controlling.

When making back-up movements with a single-end unit engineer must see where he is heading at all times. If the engineer thinks it advisable, he may require a member of crew to go to the leading end of the engine, use the signal system of the engine to communicate with the engineer, and, in case of necessity, use the air brake valve to stop the move.

COUPLING OR UNCOUPLING MULTIPLE UNITS

When coupling and/or uncoupling multiple units (RDC or Locomotive), and no Mechanical Department employee is available, Engineer and not any other member of the train or engine crew will make and/or break electrical and other connections.

When dropping or picking up units at any intermediate point when no Mechanical or Car Department employee is on duty, it is the duty of the Engineer proceeding beyond to connect or disconnect the jumper cables between units, and make sure they are properly hung or stored in the unit dropped. It is also the duty of the Engineer proceeding beyond in leading unit to make necessary movement to couple and/or uncouple these units.

929. The door to the operating compartment on Budd trains must be closed and curtain drawn at all times. Unauthorized persons, including conductors and trainmen except in the immediate discharge of their duties, are not allowed to ride in this compartment. On trains arriving at North Station, the door must not be opened or passengers allowed into the operating end until the train has come to a stop.

OPERATION OF RAIL DIESEL CARS

Single unit rail diesel cars are permitted to operate over all lines where permitted by engine limitations and must approach all crossings equipped with automatic protection prepared to stop unless protection is seen to be working. Multiple operation of rail diesel cars is unrestricted in territory where permitted by engine limitations.

ENGINEERING DEPARTMENT

1004g. When the provisions of Rule 1004g are complied with, flag protection under Rule 1004a is not required in the following territories:

In any territory operating under automatic block signal system rules and/or centralized traffic control system rules.

SPECIAL INSTRUCTIONS

In all cases where a personal or property accident, however slight, occurs, or the normal movement of traffic is interfered with, report at once and direct to Train Dispatcher's office by telephone and make full written report promptly on prescribed forms and forward to Superintendent.

All personal injuries must be reported by telephone to Train Dispatcher at North Billerica.

It will be the responsibility of the injured employee (if he remains on duty) to contact the Train Dispatcher promptly. It will be the responsibility of other crewmen on duty with the injured employee to notify Train Dispatcher if injured employee cannot do so.

The telephone report does not take the place of personal injury report Form 2601, which must be completed and forwarded as soon as possible after the incident.

14. ENGINE WHISTLE SIGNALS

Public crossing signal 14 (1) is not to be sounded for the crossings or in the territory as listed below except in cases of emergency:

FITCHBURG ROUTE MAIN LINE

Between Boston-Silver Hill (Main Line) — all.

WESTERN ROUTE MAIN LINE

Between Boston and Willow Street, Reading Highlands, inclusive.

Within city limits of Lawrence.

EASTERN ROUTE MAIN LINE

Between Boston and Salem. (Except all movements in both directions over Monsanto Crossing in Everett.)

NEW HAMPSHIRE ROUTE MAIN LINE

Between Boston and New Hampshire State Line all public crossings, and at Manchester, N. H. all crossings between passenger station and Amoskeag Bridge (56.92) both outward and inward, except outward trains not making a station stop will sound 14 (1) for GRANITE STREET.

NEWBURYPORT BRANCH

Between Wakefield Junction and Lowell Street.

SAUGUS BRANCH

Everett Jct. and West Lynn via Saugus.

MEDFORD BRANCH

Medford Jct. and Spring St.

WATERTOWN BRANCH

All crossings.

Crossings:

Location	Street	Direction
FITCHBURG ROUTE MAIN LINE		
Lincoln	Great Road (1st east)	Both
Lincoln	Old Sudbury Road (2nd east)	Both
Lincoln	Tower Road (3rd east)	Both
Lincoln	Lincoln Road (station crossing)	Both
Concord	Sudbury Road (1st east)	Both
Concord	Belknap (1st west)	Both
West Concord	Baker Ave. (1st east)	Both
West Concord	Commonwealth Ave. (1st west)	Both
West Concord	Conant (2nd west)	Both
West Acton	Arlington (1st west)	Both
West Acton	Mass. Ave. (1st east)	Both
Shirley	Phoenix (1st east)	Inward
Shirley	Main (1st west)	Both
Shirley	Center (2nd west)	Outward
Orange	West Mill (1st east)	Both
Greylock	Protection Ave.	Inward
Greylock	Phelps Ave.	Outward
Blackinton	Ashton Ave.	Inward
Blackinton	Galvin Road	Outward

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Location	Street	Direction
WESTERN ROUTE MAIN LINE		
Ballardvale	Andover	Both
Andover	Essex	Both
North Andover	Sutton	Both
Exeter	Front	Inward
"	Main	Both
"	Salem	Outward
Dover	Central Ave.	Outward
"	Third and Chestnut	Inward
North Berwick	Main	Both
Biddeford	Main	Both
Old Orchard Beach	Union Ave.	Inward
" " "	Atlantic Ave.	#Both
" " "	Old Orchard	#Both
" " "	Walnut Ave.	Outward
#Oct. 1 to May 1 inc., sound 14 (m)		
	At Old Orchard	Northward
	At Atlantic Ave.	Southward

EASTERN ROUTE MAIN LINE

Beverly	Congress	Inward
"	Elliott	Both
"	Balch	Both
"	Kittridge	Both
North Beverly	Dodge	Both
" "	Private crossing 2100 feet west of station	Both
Hamilton and Wenham	Larch Row	Both
" " "	Main	Both
" " "	Asbury	Both
Ipswich	Topsfield Road	Inward
"	Washington	Both
"	Mineral	Both
"	Liberty	Both
"	Linebrook Road	Both

WORCESTER ROUTE MAIN LINE

Worcester	Exchange	Both
"	Central	Both
"	Thomas	Both
"	School	Both
"	Garden	Outward
Lancaster	Neck Road (South Crossing)	Outward
"	Bolton Road	Outward
"	Neck Road (North Crossing)	Inward
"	Center Bridge Road	Inward

NEWBURYPORT BRANCH

West Peabody	Lake	Inward
" "	Winona	Outward
Danvers	Pickering	Inward
"	Charter	Both
"	Maple	Both
"	Oak	Both
"	Poplar	Both
"	Chestnut	Outward

DANVERS BRANCH

Salem, Mass.	Flint	Inward
" "	Grove	Both
Peabody	Howley	Inward
"	Caller	Both
"	Wallis	Both
"	Central	Outward
Danversport	Purchase	Outward
Danvers	Elm	Both
"	Cherry	Outward
"	Collins	Both
"	Pine	Both
"	Holden	Both
"	Pickering	Both

FORMER SOUTH READING BRANCH

Peabody	Franklin	Inward
"	Church	Both
"	Lowell	Both

SALEM BRANCH

West Peabody	Newbury	Inward
" "	Lowell	Outward

MARBLEHEAD BRANCH

Salem	Canal	Both
Loring Ave. Station	Loring Ave.	Both

14 continued

Location	Street	Direction
GLOUCESTER BRANCH		
Beverly	Elliott	Both
"	Cabot	Both
Montserrat	Spring	Both
"	Essex	Both
"	Paradise Road	Outward
Prides	Hale (east of station)	Both
"	East Thissel	Both
"	West Thissel	Both
	OUTWARD trains sound whistle 14 (m.)	
Beverly Farms	West (at station)	Both
"	West, Lee's Crossing east of station	Both
"	Beach	Both
Manchester, Mass.	Beach	Both
"	Sea	Both
Gloucester	Washington	Both

WOBURN BRANCH

South of Woburn, all public crossings.

STONEHAM BRANCH

OUTWARD TRAINS:

INWARD TRAINS:

Central	Gould
Washington	Pleasant
Hill	Central
Cottage	Williams
Lindenwood Road	Lindenwood Road
Main	Cottage
Central	Albany
Pomeworth	Washington
Gould	

LEXINGTON BRANCH

Between Fens and North Lexington station EXCEPT WILL BE SOUNDED by

OUTWARD trains for:

Mill, Arlington
Linwood, Arlington
Bow, Lexington

And by INWARD trains for:

Revere, North Lexington
Bow, Lexington
Mill, Arlington
Linwood at Lake St., Arlington

CENTRAL MASS. BRANCH

Clematis Brook	Beaver	Both
Waltham North	Lyman, Lexington and Bacon	Both
Waltham Highlands	Hammond Street and Prospect Hill Ave.	Both
Wayland	Concord (2nd east)	Outward
Wayland	Sudbury Road (1st east)	Outward
Wayland	Concord (2nd east)	Inward
Wayland	Millbrook Road (3rd east)	Inward
Wayland	Manning, Church Felton, Lincoln, Warner and Central Streets	Outward
Hudson	Warner, Lincoln, Felton, Pope and Church	Inward

On Central Mass. Branch, trains in both directions will sound 14(m) approaching private crossing leading to Esso Tank Farm, 1.5 miles west of Waltham Highlands station.

WILMINGTON JCT. BRANCH

OUTWARD, Clark St.

INWARD, Main St.

NASHUA (Old Worcester Line)

Seventh St. to Crown St., Inclusive, Outward and Inward.

OMIT SIGNAL 14(m)

FITCHBURG ROUTE MAIN LINE

Boston and Waltham

Approaching junctions and on the Watertown Branch.

NEW HAMPSHIRE ROUTE MAIN LINE

BOSTON AND CONCORD

South of Wilmington.

Exception: All trains and engines sound 14(m) for private crossing at New Boston Street, South Wilmington.

LEXINGTON BRANCH

WEST CAMBRIDGE AND LEXINGTON

South of North Lexington. Exceptions: All trains and engines will sound 14(m) for private crossing about 2,160 feet south of Lake Street Station.

OTHER EXCEPTIONS

WHITE MOUNTAIN BRANCH

LACONIA-LAKEPORT, N. H.—Crossing whistle requirements are modified through the city of Laconia, N. H. as follows:

OUTWARD
 Messer Street (upper) — 14(l) at post 900 feet south.
 Elm Street, Lakeport. — 14(l) at sign 500 feet south.

INWARD
 Elm Street, Lakeport. — 14(l) at post 825 feet north.
 Messer Street (upper). — 14(l) at post 990 feet north.
 Messer Street (Lower). — 14(m) 825 feet north will answer for
 Main and Pleasant Streets.

SPECIAL:**FITCHBURG ROUTE MAIN LINE****West Concord**

Outward trains will sound 14 (m) at Baker Ave.
 (1st east).

Inward trains will sound 14 (m) at Conant St.
 (2nd west.)

Hoosick, N. Y.

"One Long" whistle sign has been erected at
 private crossing at Haswell's Ledge at Mileage
 161.55 West of Hoosick on single track for both
 directions.

NEW HAMPSHIRE ROUTE MAIN LINE**Westboro**

Whistling for private crossing serving the Twin
 State Sand and Gravel Co., Inc. at Westboro
 is required only between 0700 and 1700 hours.

WESTERN ROUTE MAIN LINE**East Kingston**

All trains and engines will sound one long
 whistle (14m) for Kensington Road crossing
 just north of station and must not exceed
 three (3) seconds duration.

Rockingham

Avoid unnecessary whistling and hold neces-
 sary whistling to a minimum.

Dover

Avoid unnecessary whistling during night.
 Make sounds of shortest duration possible.

BERLIN ROUTE MAIN LINE**WHITEFIELD, N. H., INWARD.****Carroll Road**

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

Littleton Road

Bell warning "R" post located just north of
 Carroll Road.

BERLIN, N. H.

"One Long" whistle sign erected to protect
 Hutchins St. crossing in NORTH YARD: On
 North and South Legs of wye 400 feet from
 crossing and on East tail of wye 300 feet from
 crossing. Moves onto crossing from engine
 house territory will sound one long whistle at
 least 50 feet from crossing.

LEXINGTON BRANCH

All Southward trains will sound whistle signal
 14 (m) approaching playground areas between
 5:15 p.m. and 6:15 p.m. at the following loca-
 tions.

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.

NEWBURYPORT BRANCH**Wakefield Center**

All trains and engines will sound one long whistle (14m) for private crossing about 2400 feet east of station.

33

PUBLIC CROSSINGS

- (G) Gates must be lowered in accordance with General Special Instructions.
 (S) All moves over crossings must be stopped within fifty (50) feet of crossing and a member of crew protect.
 (A) Approach Crossing prepared to stop unless crossing 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.

FITCHBURG ROUTE MAIN LINE**Cambridge**

(SP) Park and Sherman Streets. On 3rd and 4th irons.

Waltham

(A) Elm Street

(A) Moody Street

Moody Street Crossing will not be blocked under any circumstances.

Through trains and trains making station stops of less than two minutes will operate the crossing protection normally.

Trains making station stops will stop short of the yellow tie at the leaving end of the station.

Westward trains stopping at the station for more than two minutes will cause "Stop" indication to be displayed on R16, Westward Home Signal, and crossing protection at Moody Street to be released. When departing the station after protection has been released, they will occupy the track between Westward Home Signal, R16, and the yellow tie approximately 75 feet in advance. Crossing protection will be activated at Moody Street and appropriate indication for movement displayed on Westward Home Signal.

Eastward trains stopping at the station for more than two minutes will release crossing protection at Elm Street. When departing after protection has been released, train will occupy the track between the crossing and the yellow tie approximately 75 feet in advance of the crossing. Crossing protection will be activated and train may proceed after automatic gates have reached full horizontal position.

Trains having been held by "Stop" home signals and shifting movements will approach Elm and Moody Streets at 5 MPH.

Switch to **Savage Track** is equipped with automatic cutout of crossing protection.

Crossing-tender will be on duty at Moody Street to handle emergency gate operations between 0700 and 2300 hours Monday through Saturday, except Holidays. Train Director, Waltham Tower, will have emergency controls for both Elm and Moody Streets.

33 continued

Concord, Mass.

(SP) Belknap St. On siding.

West Concord

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.

Commonwealth Avenue. All trains or engines on the westward wye track must stop before passing over the crossing and move slowly onto the operating section consuming 20 seconds after the crossing protection becomes operative before passing over crossing.

Conant Street crossing must be protected by member of crew on all movements on siding—track circuit extend 65 feet each side. Leave no cars in circuit.

Shirley (Mitchelville Crossing)

Eastward trains standing or switching between a point 200 feet west of Hospital Track switch and a point 1200 feet east of this switch will use "cut out."

Eastward trains stopping west of signal 380 for any appreciable duration of time will use "cut out." This "cut out" is in addition to and entirely independent of "cut out" located at Hospital Track switch.

Fitchburg

(S) Sheldon St. on side track serving Independent Lock Co.

Orange

(S) Crews switching on spur track serving Potter's Elevator and Storehouse will protect crossing while making any moves over that crossing.

Mechanicville

(S) North Main Street crossings of West Virginia Pulp & Paper Co's. west track and east track. A member of train crew must operate the manually-controlled flashing light highway crossing signals.

WESTERN ROUTE MAIN LINE

Wyoming

(G) West Wyoming Avenue.

Hours of Crossing Watchman shown in Bulletin Order.

Outward trains scheduled to stop, with eight cars or less, will stop clear of West Wyoming Avenue. Inward trains scheduled to stop will clear West Wyoming Avenue.

Melrose

(G) West Emerson St.

Hours of Crossing Watchman shown in Bulletin Order.

Outward trains scheduled to stop, with six cars or less, will stop to clear West Emerson Street Crossing. Inward trains scheduled to stop will clear West Emerson Street Crossing. Outward trains may pull in while inward train is standing at station but must stop before reaching West Emerson Street Crossing. Inward trains will not pull in while outward train is standing at station but must stop before crossing West Emerson Street Crossing and not pull in until outward train is clear of station.

Melrose Highlands

(G) Franklin Street.

Hours of Crossing Watchman shown in Bulletin Order.

Westward trains scheduled to stop will stop so that leading car in train will be clear and east of Franklin Street Crossing.

Greenwood

(G) Forest Street.

Hours of Crossing Watchman shown in Bulletin Order.

At above crossings watchman will remain on duty until passage of last regular train.

Wakefield

Westward trains scheduled to stop will stop so that leading car in

Reading

(S) Woburn Street.

Station crosswalk. Rule 33 of General Special Instructions applies to this pedestrian crossing.

33 continued

Reading Highlands to Wilmington Jct.

- | | |
|-------------------|----------------------|
| (A) Willow Street | (A) Concord Street |
| (A) Grove Street | (A) Middlesex Avenue |
| (A) Woburn Street | (A) Salem Street |

Ballardvale

Northward trains will clear crossing with rear car when making station stop account electric gates.

Lawrence

Outward trains from Andover Street Yard will see that Andover Street Crossing is not unnecessarily blocked. Trains must not start to haul over Andover Street Crossing until they are sure that they have the proper signals and can clear crossing quickly.

- | | |
|---|-------------------|
| (S) South Broadway, Lowell Hill. | } Yard
Tracks. |
| (S) Beacon Street, Lowell Hill. | |
| (S) Merrimac Street, At Passenger Station | |
| (S) Union Street, North Canal. | |
| (S) Central Bridge, North Canal. | |

North Andover

- (S) Main Street .04 mile north — Machine Shop Branch.
(S) Elm Street .01 mile north — Machine Shop Station.

Bradford

- (Former Georgetown Branch)
(S) Appleton's Crossing 5000 feet north

Newton Jct.

- (Former Merrimac Branch)
(S) Whittier's Crossing north of Station.
(S) Main Street north of Old Newton Station.
(S) Whittier's Crossing 0.6 mile north of Old Newton Station.

Madbury

- (S) Madbury Road, Rte. 155 (On Pit Track Lead)
A member of train crew must operate the manually controlled flashing light highway crossing signals.

Dover

- | | |
|------------------------|-----------------------------|
| (Former Dover Branch) | |
| (S) Washington Street. | (S) Central Avenue — Former |
| (S) Folsom Street. | Lakeport Branch track. |
| (S) Fisher Street. | (S) Fourth Street. |

North Berwick

Stops must be made to clear Main Street Crossing.

SOUTHWARD trains on either track with work to do at North Berwick will stop and leave train sufficient distance north of $\frac{X}{C}$ post north of Jenkins Bridge so that entire train will be north of post when ready to proceed to operate gates at Main Street for southward move.

- | | |
|--------------------------------|--------------------------------------|
| (S) Main Street. | } Speed not
to exceed
5 M.P.H. |
| Delivery track on South side. | |
| (S) Wells Street. | |
| North on former Eastern Route. | |

Biddeford

In making stop, Northward trains on either Northward or Southward tracks will stop to clear $\frac{X}{C}$ post, about 200 feet north of overhead bridge just east of Biddeford station, start of crossing circuits for Main Street Crossing, Saco.

Shifting movements over Lincoln Street and Elm Street leading to Pepperell Manufacturing Company, member of the crew protect crossing and speed not to exceed 6 M.P.H.

- | | |
|--|--------------------------------------|
| (S) Main Street — Former Eastern Route. | } Speed not
to exceed
5 M.P.H. |
| (S) Lincoln Street — Former Eastern Route. | |
| (S) Bradley Street — Former Eastern Route. | |
| (S) North Street — Former Eastern Route. | |

Tannery Crossing, no cars should be placed closer than fifty (50) feet of crossing.

- (S) Gooch Street — York Mfg. Co. track.

Old Orchard Beach

In making stop, NORTHWARD trains on either NORTHWARD or SOUTHWARD tracks will stop to clear post $\frac{X}{C}$ just south of Old Orchard Street Crossing, start of crossing circuit for Walnut Avenue Crossing. SOUTHWARD trains on either NORTHWARD or SOUTHWARD tracks making stop at Old Orchard Beach must stop to clear Old Orchard Street.

EASTERN ROUTE MAIN LINE**Chelsea**

- (G) Everett Ave.
(G) Spruce St.
(G) Arlington & Sixth Sts.
Hours of Crossing Watchman shown in Bulletin Order.

33 continued

Forbes

(S) Forbes Litho Co. Plant and operate bell on garage.

Revere — East Boston Branch.

(S) Addison Street.

(S) Railroad Avenue.

(S) State Highway, Maverick Mills 4 m.p.h.

Swampscott

(S) Danvers Road, Lynn and Stone Co. track, 4 m.p.h., flagman protects but when not seen, train crew must protect.

Beverly

(S) Cabot Street, Gulf Refining Co. track, 10 m.p.h.

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.

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.

Ipswich

(SP) Washington Street. For eastward trains.

Newburyport

(SP) Parker Street.

(S) Washington Street.

NEW HAMPSHIRE ROUTE MAIN LINE**West Medford**

All northward trains scheduled to stop will stop so that rear car is clear of High Street.

Winchester Highlands

(S) Holton Street — Track serving Industrial Park.

South Wilmington

(S) New Boston Street, 4 M.P.H. Sidetrack in yard of Usen Canning Co.

(S) Woburn Street — Sidetrack serving 25 Industrial Way.

Wilmington

When either of the two switches leading from the main track between Main Street and Clark Street are reversed, the southward operating distance for Main Street Crossing protection is automatically cut out up to a point about 350 feet south of Clark Street Crossing, also when either of these switches is reversed, the Northward Home Interlocking Signal at Clark Street is set at STOP and the northward operating distance for Clark Street Crossing protection is automatically cut out up to a point about 50 feet south of Northward Home Interlocking Signal. Trains desiring to pass the Northward Home Interlocking Signal onto or over Clark Street during switching moves, or after switching has been completed, must, if signal is at STOP, occupy the track section between a point about 50 feet south of the signal and the signal. This will start Clark Street Crossing protection operating and after a time interval of 20 seconds, northward home interlocking signal will clear, providing no conflicting signal is clear at Wilmington Junction and the proper track circuits are clear between Wilmington Junction and Clark Street. If this signal does not clear, permission to pass must be obtained from train Director at Lowell Tower.

Billerica Shop

Trains, engines, cranes and any power-driven equipment will stop and a member of crew will protect before crossing over main crossing in Billerica Shop yard. Crews will proceed with caution when approaching sidewalk at Power Plant and cinder path at Storehouse.

North Chelmsford

Wotton Road private crossing. Rule 33 of General Special Instructions applies to this private crossing. Southward Freight trains stopped at Home Signal at North Chelmsford will stop north of and clear of this crossing. Northward trains performing work at Southwell's will leave train south of and clear of this crossing.

Nashua

Bridge St. Between the hours of 0700 and 0830 daily, except Sundays, all train and engine movements must approach this crossing prepared to stop clear.

33 continued

Manchester(SP) Byron Street, on the Southward siding.
(SP) Byron St. on the northward siding.

All Crossings between Concord, N.H. and White River Jct., Vt. are designated as (A) Crossings. Approach Crossing prepared to stop unless Crossing Protection signals are seen to be in operation.

Penacook

(A) Sewalls Falls Road

Franklin

(A) Kimballs Crossing

(A) Mathews Crossing

Potter Place

(A) Former State Rd. — Pedestrian Crossing

Danbury

(A) Bristol Road

Pattee

(A) Burkes Crossing

(A) Blackwater Crossing

Lebanon

(A) Baker's Crossing

(A) Spencer St.

(A) Amsden's Crossing — Bank St.

(A) Jones Crossing — Mascoma St.

BERLIN ROUTE MAIN LINE**Thetford**

(S) Public Delivery Track, Bridge Road Crossing.

Woodsville

(S) Highland Street

(S) Mill Street

(S) Cobleigh's Crossing

(SP) Route 302

Blackmount

(S) Depot Street

Groveton

(S) Church Street

(S) Stone Shed Crossing

(S) Main Street

Whitefield

(S) Carroll Road

Northumberland

(S) Bakers Crossing

Berlin

(S) Brown Co.

Burgess Crossing

(S) Hutchinson St.

CONNECTICUT RIVER ROUTE MAIN LINE**Brightwood**

"The automatic crossing protection at Wason Avenue will start to operate at a point approximately 50 ft. north and south of the crossing for movements on the Brewery Lead, the Brightwood yard switching lead and the Powers track. Trains or engines intending to pass over the crossing in either direction on these tracks must stop within 50 ft. of the crossing and wait until gates are down and flashers have operated 20 seconds before passing over crossing.

Flasher circuit on the Brewery Lead Sidetrack over Plainfield Street extends only about 65 feet on each side of crossing and trains or engines using this track must consume 20 seconds from this point to crossing after flasher signals have started to operate, or protect crossing by member of crew. Leave no cars in circuit.

Willimansett

(S) North Chicopee St. on Piel's Bros. Co. track.

Holyoke

(S) Public crossings on yard tracks not regularly protected.

(S) Race St. track, Appleton St. and Cabot St. A member of the crew must operate the manually-controlled highway crossing traffic signals.

Riverside Crossing, located at south end of Piggy Back Yard protected by crossing tender between 0800 and 2000 hours, Mondays thru Fridays. After these hours, crossing is blocked off with chains.

Brattleboro

(SP) Bridge St. — Movements on Passing Track.

33 continued

Claremont Jct., N. H.

- (S) Maple Ave. on south leg of wye on Claremont and Concord Ry. Co. Any southward movement from south end of middle track, intending to pass over Depot St. crossing, must consume at least 20 seconds between clearance point on middle track and the crossing.

Depot Street Crossing. Northward trains of such length that they will not fit between crossing and Northward home signal, will stop south of crossing and use cut out for crossing. If trains do not receive Northward signal promptly member of crew will call Train Dispatcher from Telephone box located on station building.

Cut out for crossing on Passing Siding will release immediately when button is pushed. Cut out for Northward trains on Main Track will release after plugs have been changed and a wait of five minutes.

Windsor (C. V. RY.)

Station crossing north of station. All movements on side track over this crossing must be protected by member of crew until crossing is fully occupied.

Southward movements from passing track must be protected unless flasher is known to be in operation.

Windsor

When cars are pushed by an engine a trainman must take a conspicuous position on front of leading car.

- (S) Trains or engines must not be backed or switched over unprotected public crossings unless protected by a member of the crew.

Trains will not exceed speed of 5 miles per hour while backing over any street or public crossing which is unprotected by gates or watchman.

- (S) Any movement whether switching, or otherwise on the side tracks over Everett Lane crossing must be protected by a member of the crew.

HAMPTON BRANCH**Breakfast Hill**

- (SP) Sodom Road.

Emery

- (SP) Barberry Lane.

Portsmouth

- (S) Vaughan Street.
(SP) Maplewood Ave.

- (S) Market Street.

- (S) Green Street.

- (S) Gosling Road, located about 900 ft. south of switch to Socony Plant.

- (S) Bartlett Street. Yard

- (S) State Road Crossing. Navy Yard Branch.

Pine Street. Navy Yard Branch, 6 M.P.H. Stop not required.

- (S) Navy Yard Crossing. Navy Yard Branch.

NEWINGTON BRANCH**Newington Air Base Track**

- (A) Old Dover-Portsmouth Road

- (A) Spaulding Turnpike — both Northbound and Southbound

EAST BOSTON BRANCH**Revere**

- (S) Addison St. (Belle Steel Co.)

SAUGUS BRANCH**West Everett**

- (S) Private Crossing Serving General Electric Co. Positive stop posts are located 50 ft. east and west of crossing for movements over crossing on side track. Rule 33 of General Special Instructions applies to this private crossing.

Linden

- (SP) Beach Street.

- (SP) Lynn Street.

- (S) Clapp Street.
(Private Crossing)

Franklin Park

- (S) Salem Street.

33 continued

Saugus Branch continued

Bell Rock

(S) Medford Street.

Malden (E)(S) Main Street.
(S) Ferry Street.**Faulkner**(S) Franklin Street.
(S) Bryant Street.
(SP) Faulkner Street.
(SP) Cross Street.**Maplewood**

(S) Maplewood Street.

Broadway

(S) Broadway.

Lynn Common(S) Cottage Street.
(S) Spencer Street.
(S) Western Avenue.
(S) Summer Street.**Salem**

(SP) Canal Street. For eastward trains.

Loring Avenue

(S) Crossing at Station.

MARBLEHEAD BRANCH**Grove Street**(S) Flint Street.
(S) Grove Street.**Peabody**(S) Howley Street.
(S) Caller Street.
(S) Central Street.
(S) Wallis Street.**Peabody**(S) Central Square
(S) Church Street
(S) Franklin Street**FORMER SOUTH READING BRANCH**(S) Allen's Lane
(S) Summit Street**SALEM BRANCH****Peabody**(S) Crowninshield Street.
(S) Crowninshield Street, A. C.
Lawrence Leather Co. Siding.
(S) Endicott Street.**Phelps Mills**(S) Russell Street.
(S) Lowell Street. (Kennedy).**West Peabody**

(A) Newburyport Turnpike. A member of crew must operate manually controlled highway crossing signals.

South Middleton(S) Russell Street.
(S) Boston Street.**STONY BROOK BRANCH****Willows**

The private crossing serving the San-Vel Corporation located about 2500 feet east of the Willows Interlocking is protected with automatic flashing light.

Whenever it becomes necessary to leave cars on the Eastward track within the eastward operating point, 1200 ft west of the crossing or the westward operating point, 1475 east of the crossing, a member of train crew must operate the appropriate manual cut-out located on steel case at the crossing, to prevent unnecessary operation of crossing protection.

Cars must not be left standing between sign reading "Clearance Point for Crossing" and the crossing.

LOWELL BRANCH**Lowell**

Meadowcroft Crossing must not be blocked. Conductors must report to Superintendent any case where this crossing is blocked.

Wamesit(Old Southern Div. Track)
(S) Avery Chemical Co. Crossing. Old Southern Div. Track.**Lowell Jct.**

(SP) Shawsheen St. Movement over the crossing on the passing siding.

Cliftondale(S) Essex Street.
(S) School Street.**Pleasant Hill**

(S) Adams Avenue.

Saugus(S) Denver Street.
(S) Central Street.**East Saugus**

(S) Boston Street.

Raddin(S) Summer Street.
(S) Ashland Street.**Danversport**

(S) Purchase Street.

Danvers(S) Elm Street.
(S) Cherry Street.
(S) Driveway on Wye.

33 continued

GARDNER BRANCH**Barber**

(SP) Norton's Private Crossing. Rule 33 of General Special Instructions applies to this private crossing.

NEWBURYPORT BRANCH**Wakefield Jct.**

(SP) North Ave. — For eastward trains.
(SP) Richardson St. — For westward trains.

Wakefield Ctr.

(S) Water Street.
(S) New Salem Street.
(S) Salem Street.

Lowell Street

(S) Crossing at Station.
(S) Private crossing 700 feet west of Route 128 overhead bridge.

Lynnfield Ctr.

(S) Summer Street.

West Peabody

(A) Lake Street.
(S) Winona Street.
(S) Pine Street.
(S) Newburyport Trnkp.
A member of a crew must operate the manually-controlled highway crossing signals.
(SP) Lowell Street.

Collins Street

(S) Crossing at Station.
(S) Prince St.

Danvers

(S) Pickering Street.
(S) Charter Street.
(S) Maple Street.
(S) Adams Street Siding to Hygrade-Sylvania plant, 4 M.P.H.

Putnamville

(S) Crossing at Station.
(S) Wenham Road (2nd crossing east of old station location Route 97)

Tapleyville

(S) Holton Street.
(S) Pine Street.

Topsfield

(S) High Street (Route 97).
(S) Newburyport Turnpike. A member of crew must operate manually-controlled highway crossing signals.
(S) Maple Street (just west of Pyrofax switch).
(S) Summer Street (first west of station).
(S) Main Street (first east of station).

M and L BRANCH**Lawrence**

(S) Merrimac Street.
(SP) Broadway.
(SP) Water Street.
(S) Essex Street.
(S) Haverhill St.

Methuen

(S) Union Street. South of Station.
(SP) Spicket River Crossing
(S) Hampshire Road

Rockingham Park

(SP) Kelley's Crossing, located about 1½ miles south of Rockingham Park and Interstate Route 93 Crossings.
(SP) Clough's Crossing.

Salem, N. H.

(S) Main Street. Crossing at Station.
(S) Gage's (Old Rockingham Road)
One-half mile north of Salem N.H. Station.

Canobie Lake

(S) Crossing just north of Station.

Windham

(S) Three crossings known as "Stickney's," 0.2 mile, 0.5 mile and .07 mile north of Station.

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33 continued

Derry

- (S) South Avenue.
- (S) Broadway. Crossing at Station.
- (S) Rollins Street.

Londonderry

- (S) Sanborn Road (Duke's Crossing) just south of Route 28.
- (SP) Route 28.
- (S) Plummers (Palmers)

Manchester, N. H.

- (S) So. Willow St. Connector.
- A member of train crew must operate the manually controlled flashing light highway crossing signals.
- Positive Stop Posts are located 50 feet north and south of the crossing on the east side of the track.
- Trains or engines intending to pass over the crossing must consume 20 seconds from Stop Post to crossing after flashers have started to operate.
- (S) Beech Street.
- (S) Gold Street.
- (S) Sargent Road.

MERRIMAC BRANCH

- (S) Route #108 (Main St.)
- (S) Whittier St.

CONWAY BRANCH

Rochester

- (S) Winter Street.

Hayes

- (S) Highway Crossing on Spaulding's Track.
- (S) State Highway on Spaulding's Track between Hayes and Milton.

Milton

- No cars to be placed closer than fifty (50) feet of crossing.

Sanbornville

- (S) Main Street.

Burleyville

- (S) Private Crossing located 560 feet north of Mile Post B-106 about 3.3 Miles north of Burleyville Station.

Mountainview

- (S) Moultonville Road.

GONIC, AND FARMINGTON BRANCH

Gonic

- (S) Railroad Ave.
- (SP) Spaulding Turnpike.

Rochester

- (S) Upham Street.
- (S) Main Street.
- (S) Winter Street.
- (SP) Spaulding Turnpike.
- (S) Portland Street.
- (S) Wakefield Street.

Farmington

- (S) Route 11, .07 mile south of Farmington.
- (S) Crossing on sidetrack serving Davidson Rubber Co.

33 continued

GLOUCESTER BRANCH**Beverly**

(G) Cabot St.

Hours of Crossing Watchman shown in Bulletin Order.

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 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.

Beverly Farms

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.

Manchester, Mass.**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.

Beach Street

A STOP Post is located on Eastward 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.

Gloucester

Positive STOP posts are located about 250 feet west and 50 feet east of Washington St. Crossing. All trains or engines intending to pass over this crossing in either direction must come to a full stop and then consume at least 20 seconds between the STOP post and the crossing.

WESTWARD TRAINS making station stop must stop clear of STOP post to prevent unnecessary operation of flashers.

EASTWARD TRAINS consisting of 7 cars or less must stop with rear end to clear Washington Street. In making stop, make sure engine does not extend beyond the $\frac{X}{C}$ post, start of crossing circuit for Maplewood Avenue Crossing.

If for any reason it is necessary to foul $\frac{X}{C}$ post, member of crew operate cut out for Maplewood Avenue, Willow and Cedar Streets located on signal case opposite $\frac{X}{C}$ post.

Relative to operation of automatic highway crossing flasher signals at Maplewood Avenue Crossing and at Willow and Cedar Street Crossing and at Willow and Cedar Street Crossing, Gloucester:

When switching is required at The Merchants Box Co. siding located 250 feet east of Cedar Street Crossing, movements must be made as follows:

1. Do not switch siding on westward movement from Rockport. Switch siding only on an eastward movement from Gloucester.
2. For eastward movement approaching Cleveland Street, the crossing protection at Cleveland Street Crossing will operate until the switch to the siding is reversed.
3. After train or engine gets into clear on the siding, the derail and switch must be lined back normal.
4. When ready to pull out of siding, the reversing of the switch will start the automatic flashers operating at Cedar, Willow and Maplewood Crossings.
5. Train must not pass over crossings for at least 20 seconds after switch is reversed in order to allow time for flashers to operate.

AMESBURY BRANCH**Salisbury**

(SP) Cushing Street.
(S) Rocky Hill Road.

(S) Collins Street.

Salisbury Point

(SP) Rocky Hill Road.
(SP) Fowler's Crossing. (Elm Street)
(SP) Rabbitt Road

PORTSMOUTH BRANCH

Effective at once all crossings protected by automatic crossing protection between Page Street, Manchester, N.H. and Portsmouth, N.H. are designated as "A" crossings. Approach crossings prepared to stop unless crossing protection signals are seen to be in operation.

Greenland

(S) Crossing south end of station.

Raymond

(S) Crossing north end of station.

Epping

(S) Two crossings just south of station.

East Manchester, N. H.

(S) Massabesic Street

Manchester, N. H.

(S) Freight House Crossing just south of tower. Taylor Street. Bell. Stop not required.

(SP) Belmont Street. For Southward trains.

(S) Somerville Street.

(S) Valley Street.

(S) Valley Street Private crossing serving Seaman's Supply.

(S) Wilson Street.

Hayward Street. Flasher and bell. Stop not required.

(S) Silver Street.

(S) Maple Street.

(SP) Beech Street.

(SP) Union Street. For Northward trains.

(SP) Willow Street. For Southward trains.

FREMONT BRANCH**Epping**

(SP) Route 101 Crossing.

STONEHILL BRANCH**Concord, N. H.**

(S) New England Box Co., Private Crossing. Rule 33 of General Special Instructions applies to this Private Crossing.

(S) Prison Crossing (State Road). A member of crew must operate the manually-controlled highway crossing signals.

WHITE MOUNTAIN BRANCH**Tilton**

Carter's Private Crossing. Rule 33 of General Special Instructions applies to this private crossing.

(S) Main Street. Member of crew must operate the manually-controlled traffic signals.

Lakeport

(S) Black Brook Crossing (Lakeport Branch).

WOBURN BRANCH**Woburn-Fowle St.**

All trains or engines on the side track must stop before passing over the crossing and move slowly onto short operating section consuming 20 seconds after the crossing protection becomes operative before passing over crossing.

Woburn — Green St.

A Stop Post for southward trains on southward track is located about 80 ft. north of Green St. All trains or engines intending to pass over the crossing must consume 20 seconds from Stop Post to crossing after crossing protection has started to operate.

All southward trains or engines on the northward track must stop before passing over the crossing and move slowly onto short operating section north of crossing consuming 20 seconds after the crossing protection becomes operative before passing over crossing.

33 continued

North Woburn Jct.

(SP) Eames St. Crossing

STONEHAM BRANCH

Grape Street

(S) Central Street.
(SP) Washington Street.

Oakland

(SP) Albany Street.
(SP) Hill Street.

Lindenwood

(S) Montvale Avenue.
(SP) Cottage Street. For Northward trains.
(SP) Lindenwood Street. For Southward trains.

Farm Hill

(S) Williams Street.
(SP) Main Street. For Northward trains.
(SP) Central Street. For Southward trains.

Stoneham

(S) Pomeworth Street.
(S) Pleasant Street.
(S) Gould Street.
(S) Maple Street.

LEXINGTON BRANCH

West Cambridge

(A) Rindge Avenue.

Lake Street

(S) Lake Street.

Linwood Street

(SP) Linwood Street.

Arlington

(S) Massachusetts Avenue, Swan Place and New Mystic St.
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.

(A) Water Street.
(A) Mill Street.

East Lexington

(A) Bow Street.
(A) Fottler Avenue.

33 continued

Lexington

- (S) Woburn Street.
- (A) Fletcher Avenue.
- (A) Edison Way Extension — Northward Trains.
- (SP) Edison Way Extension — Southward Trains.
- (SP) Meriam Street — Northward Trains.
- (A) Meriam Street — Southward Trains.
- (A) Hancock Street.
- (A) Revere Street — Account of switching movements, there is a special circuit for wigwag at Revere Street and trains approaching from the South and having switching to do at Lexington Lumber Co. will proceed north so that the rear end will be wholly over Revere Street Crossing; then back up and do their switching at Lexington Lumber Co. and, before proceeding north, back entire train south until engine is south of ringing section for Revere Street and proceed north without stopping.

North Lexington

- (S) Bedford Street.
- (A) Access Road #1 (Hartwell Ave.)
- (A) Summer Street.

Bedford

- (S) South Street. (Former Reformatory Branch)

BILLERICA BRANCH**Billerica**

- (S) River Street.

Bennett Hall

- (S) Main Street.
- (S) Floyd Street.
- (S) Salem Street.
- (S) High Street.
- (S) Rogers Street.

HILL CROSSING FREIGHT CUT-OFF**North Cambridge (Gates)**

- (S) Cameron Ave. (On siding.)
- (G) Cameron Ave.
- (G) Massachusetts Ave.
- Hours of Crossing Watchman shown in Bulletin Order.

WATERTOWN BRANCH

- (S) All crossings.

Union Market

- (S) Arlington St., Nichols Ave. A member of crew must operate the manually-controlled highway crossing traffic signals.
- (S) School St. A member of crew must operate the manually-controlled highway crossing traffic signals.

BEMIS BRANCH**Bemis**

- (S) Seyon St.
- (S) Private grade crossing serving Quincy Market Cold Storage and Warehouse Co., about 1400 feet west of Bridge St.
- (S) Pleasant St.

CENTRAL MASS. BRANCH**Clematis Brook**

- (S) Beaver St. On sidetracks serving Walter E. Fernald State School and the Shell Oil Plant.

Sudbury (Wayside Inn)

- (S) Dutton Road.

Hudson

- (S) Cox Crossing.
- (S) Manning St.
- (S) Church St.
- (S) Pope St.
- (S) Felton St.
- (S) Pleasant St.
- (S) Lincoln St.
- (S) Warner St.
- (S) Cottage St.
- (S) Central St.

33 continued

South Bolton

Route 62 — All trains and engines in either direction must come to a stop with lead trucks on a circuited section of track, which is 50 feet either side of crossing and wait 20 seconds after protection starts to operate before passing over crossing.

Berlin

Highland St. — All trains and engines in either direction must come to a stop with lead trucks on a circuited section of track, which is 50 feet either side of crossing and wait 20 seconds after protection starts to operate before passing over crossing.

(S) Sugar Hill Road.

MAYNARD BRANCH**Maynard**

(S) Concord St.
(S) Acton Road.
(S) Summer St.

(S) Main St.
(S) Sudbury St.

MARLBORO BRANCH**Gleason Jct.**

(S) Main St. (¼ mile west).
(SP) Washington St.

Marlboro

(S) Ash St. when passing over National Battery side track.

Hudson

(S) Cox Crossing.
(S) Grove St. (east of station).
(S) Broad St. (west of station).

(S) Hudson St.
(S) Lincoln St.

HILLSBORO BRANCH**Nashua Union Station**

East Hollis St. — Positive Stop Posts are located 50 feet North and South of the crossing. Trains or engines intending to pass over the crossing must consume 20 seconds from Stop Post to crossing after crossing protection has started to operate. During the hours the Crossing Watchman is on duty, trains or engines may pass over the crossing without stopping at Stop Posts if it has been determined that Watchman has operated the crossing protection for at least 20 seconds.

(S) Temple St.

Nashua

(S) Industrial Parking Area Crossings (2)
(S) Main Street.
(S) Front Street.
(S) Charles Street.
(A) Broad Street

Wilton

(A) Horace Greeley Highway.
(S) Highland Street.
(A) Stone Mill Crossing.

Bennington

(S) Hancock Turnpike.

Milford

(S) Nashua Street.
(S) South Street.
(S) Union Street.
(S) Cottage Street.
(S) West Street.
(A) Richardson Road, 1.93 miles north of Milford.
(A) Jones' Crossing, 2.86 miles north of Milford.

Hillsboro

(S) Woolen Mills (private).
(S) Bridge Street.
(S) Depot Street.

GOFFSTOWN BRANCH**West Manchester**

(S) Main Street.

Goffstown

(S) Main Street.

Grasmere

(S) Georges (Rte. 114)
(S) Dan Little (Rte. 114)

GREENVILLE BRANCH

- | | |
|----------------------|------------------------|
| Ayer | Townsend Harbor |
| (S) Cemetery Road | (S) Warren Road |
| (S) State Road | |
| West Groton | Townsend |
| (S) Shirley St. | (S) Elm St. |
| West Townsend | |
| (S) Main St. | |

HOLLIS BRANCH

- | | |
|--|----------------|
| Ayer | (S) Chair Shop |
| (S) Main St. | |
| (S) Tannery St. on side track serving International Purchasing Co. | |
| Groton | |
| (S) Broadmeadow Road (first east). | |
| Pepperell | |
| (S) Groton St. (first east). | |
| (S) Lowell Road (first west). | |
| (S) River St. (2.06 miles west of station). | |
| (S) Mill crossing. | |

CHESHIRE BRANCH

- (A) Applies to all Crossings.

- South Ashburnham**
(SP) Center Street

- Winchendon**
(SP) Central St.
(A) Jackson Ave. — Cheshire Branch
(SP) Jackson Ave. — Peterboro Branch

For movements over the crossing in either direction on siding, the hand-throw derail located just east of crossing must be operated reverse and movement must not be made over the crossing for at least 20 seconds after reversing derail.

Keene, N. H.

- (S) Marlboro St., on sidetrack serving B. F. Timme & Son.
(SP) Water St. Flasher circuits on passing siding and old Nashua main tracks at Water Street extend only about 65 feet each side of crossing and trains or engines using these tracks will consume 20 seconds from this point to crossing after flasher signals have started to work, or protect crossing by members of crew. Leave no cars in circuit.
(SP) Main St.
No train or engine shall be backed over Main Street without keeping man in suitable position at rear, or in advance of rear end of train or engine, to give any needed warning.
(SP) Island St. For westward trains.
(SP) By-Pass Crossing
(S) School St.

33 continued

North Walpole

(SP) Bridge St.

WATERVILLE BRANCH**Winchendon**

- (S) Route 12
- (S) Spring Street
- (S) High Street
- (S) Depot Street

GARDNER BRANCH**Gardner**

- (S) State Road on Pierces side track.
- (S) Kendall's Crossing.
- (S) North Main St.
- (A) West Broadway and Sawin's Crossing, Outward freights having work to do at Gardner will leave rear of train a sufficient distance west of sign board indicating west end of flasher signal track circuit for West Broadway so that when returning to rear with pick up, train will clear this sign, and if flashers fail to work, a member of crew will protect crossing until entire train has cleared crossing. Such moves will be made at restricted speed while crossing West Broadway, and Sawin's Crossing.

Princeton

- (A) Ball Hill Rd.

Holden

- (A) Paines
- (A) Brattle Street
- (A) Holden Street

Heywood

- (S) Central St.
- (S) Park St.

PETERBORO BRANCH**West Rindge, N. H.**

- (A) Main St.
- (A) Contoocook Valley Road.

Jaffrey, N. H.

- (S) Main St. and Squantum Road.

TURNERS FALLS BRANCH**Montague City**

- (S) Greenfield Road.

CHICOPEE FALLS BRANCH**Chicopee Center**

- (S) Springfield St.

Chicopee Falls

- (S) Oak St. vehicular crossing and foot passenger crossing to United States Rubber Co.

EASTHAMPTON BRANCH**Mt. Tom**

- (S) State Road on Easthampton Branch and track leading to Sulphite Mill.

33 continued

Hampton Mills

(S) Ferry St.

Easthampton

(S) Arthur St.

WHEELWRIGHT BRANCH**Northampton**

(S) Damon Road (south end new Coolidge Bridge over Conn. River).

Hadley

- (S) East St. and Middle St. (east of station).
- (S) West St. and Hatfield St. (west of station).
- (S) Norwottuck Road Crossing (located ¼ mile south of connection of B.&M. and C. V. Ry.)

RAIL HEAD AND WESTOVER AIR BASE

- (A) Dale St.
- (A) Montgomery Street
- (A) Granby Road
- (A) North and South Highway

ASHUELOT BRANCH

- (A) Applies to All Crossings.

Keene

- (S) Winchester St.
- (S) School St.

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS**FITCHBURG ROUTE MAIN LINE**

Boston to Rotterdam All crossings.

Hoosick Falls, N. Y.

While shifting moves being made over all crossings Highway traffic must be protected by a member of train crew.

POWNAL RACE TRACK

All trains will reduce speed to not exceeding 30 M.P.H. approaching Crossings at Pownal, race track.

WESTERN ROUTE MAIN LINE

Boston to Reading All crossings.
 No. Wilmington to P. T. Tower One. All crossings.

EASTERN ROUTE MAIN LINE

Everett to North Beverly All crossings.

CONNECTICUT RIVER ROUTE MAIN LINE

Brightwood Plainfield St. (second north).
 Brightwood Wason Ave. (First north).
 Holyoke Whiting's Crossing.
 Brattleboro Bridge St.

NEW HAMPSHIRE MAIN LINE

West Medford Canal Street.
 Wilmington Sweetheart Plastics, Inc. (Private Crossing)
 Nashua Crown St.
 East Hollis St.
 Bridge St.
 Manchester Byron Street.
 Granite Street.
 West Central Street.
 Stark Street.
 Dow Street.

33 continued

WORCESTER ROUTE MAIN LINE

Worcester Exchange Street.
Central Street.
Thomas Street.
School Street.
Garden Street.
New Bond Street.
Burncoat Street.

GLOUCESTER BRANCH

Montserrat Spring Street.
Essex Street.
Paradise Road.
Prides Hale Street.
East Thissell Street.
Beverly Farms West Street (Station Crossing).
Beach Street.
West Street (Lee's Crossing).
Manchester, Mass. Beach Street.
Sea Street.

LOWELL BRANCH

Lowell Meadowcroft Street

WOBURN BRANCH

Woburn Fowle Street.
Green Street.

S-72. Exception to Rule S-72: Outward first-class trains are superior to inward first-class trains between **Wilson** and **Rockport**.

83.

TRAIN REGISTER

Canal Jct. Norwottuck	Waumbek Jct. Groveton
East Northfield — First class trains only	Bedford
West River — First class trains only	Boston-First class Lexington Branch trains only
Claremont Jct. — for Windsor Interlocking, all southward trains register unless other wise directed by Train Dispatcher.	Ipswich — First class trains only operating between Ipswich and Newburyport.
White River Jct. Yard — Main- tained by Operator during on duty period. All trains must register during period Operator is not on duty. No operator on duty 0300 and 0800, 1200 and 1300, 1700 and 1900 hours week- days and between 0700 and 1500 hours on Saturdays and Sundays.	Newburyport — First class trains only.
Wells River	Rockport
Whitefield	Wilson — located in Drawtenders cabin at Gloucester Draw.
	Rochester
	Worcester-Inward Third class trains only.

SOUTH ACTON. Crews terminating at or leaving main line through interlocking will advise Train Director at Waltham when entire track is clear of main track.

S-83

East Northfield. All northward trains and engines of the Central Vermont Railway must receive verbal permission from the Boston and Maine train dispatcher before leaving East Northfield. New England dial phone is located in phone box at Signal RD26 to be used only when Dispatcher's circuit is inoperative. Phone number of Dispatcher's office is: Area code 617-667-2710.

Wells River. All inward trains and engines must receive verbal permission from Train Dispatcher before leaving Wells River. New England dial phone is located in phone box at South Wye switch to be used only when Dispatcher's circuit is inoperative. Phone number of Dispatcher's office is Area Code 617-667-2710.

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

CONNECTICUT RIVER MAIN LINE

Brattleboro. Use former Northward main track between trailing point crossover south of station and West River.

HAMPTON BRANCH

Hampton. Long Siding East of Passenger Station.

CONWAY BRANCH

Somerset. Use long siding (formerly the Conway Branch track) between switch just north of Depot Street and Somersworth station.

Rochester. Use passing track north of Summer Street.

Union. Use long siding south of the passenger station.

Sanbornville. Use Wolfboro Branch immediately back of station.

WHITE MOUNTAIN BRANCH

Tilton, N. H. Long siding south of freight station.

Lakeport — Between switch opposite passenger station and crossover north of bridge.

NEW HAMPSHIRE ROUTE

South Lowell Siding extends from southerly switch to sign just north of Concord River Bridge (23.79).

93. YARDS. LIMITS DEFINED BY YARD LIMIT BOARDS
(Rules 93, 93a and 93b are not effective within the limits of CTC Territory.)

FITCHBURG ROUTE MAIN LINE

Boston and Hill Crossing

WESTERN ROUTE MAIN LINE

Haverhill Yard limit includes former Georgetown Branch to switch 500 feet east of Haverhill Paper Mill.

Newton Junction Yard limit on Merrimac Branch includes the tracks between Newton Junction and Merrimac.

Dover Yard limit on former Dover Branch includes the tracks from Dover to Sawyers.

CONNECTICUT RIVER ROUTE

Brattleboro. Includes trackage between South End of Yard and trailing point crossover south of Brattleboro Station.

CONWAY BRANCH

Rochester Yard limit includes the track to Farmington and Gonic.

Portsmouth Yard limit includes the tracks to Kittery Junction, Newington Branch.

Kittery Navy Yard, yard limit, includes the tracks between Kittery Junction and Kittery Navy Yard.

PORTSMOUTH BRANCH

Manchester and Emery

Epping yard limit on former Nashua line includes the Fremont Branch.

F & T Branch: Switch at Tilton to end of track at Franklin Falls.

MAYNARD BRANCH

South Acton — Yard limit on Maynard Branch includes tracks between South Acton and Maynard.

STONEHAM BRANCH

Montvale — Yard limits on Stoneham Branch includes tracks between Montvale and Stoneham.

93 continued

SAUGUS BRANCH

Everett Jct.—Yard limits on Saugus Branch includes tracks between Everett Jct. and West Lynn.

MEDFORD BRANCH

Medford Jct.—Yard limits on Medford Branch includes tracks between Medford Jct. and Spring Street.

WATERTOWN BRANCH

Yard limits include tracks between West Cambridge and West Watertown.

BEMIS BRANCH

Yard limits include tracks between Waltham and Bemis.

DANVERS BRANCH

From Danvers to Salem.

SALEM BRANCH

West Peabody and South Middleton.

NEWBURYPORT BRANCH

Yard limits on the Newburyport Branch includes tracks between Danvers and Wakefield Jct., Danvers and Topsfield.

HAMPTON BRANCH

Emery and Salisbury

AMESBURY BRANCH

Salisbury and Amesbury

MARBLEHEAD BRANCH

From Castle Hill and end of track at Loring Ave.

BILLERICA BRANCH

North Billerica and end of track at Billerica Center.

HILLSBORO BRANCH

Milford and Hillsboro.

GOFFSTOWN BRANCH

Goffstown Branch Yard limits include track between Manchester and Goffstown.

MANCHESTER AND LAWRENCE BRANCH

Manchester and Londonderry

BLACKMOUNT BRANCH

Woodsville and end of track at Blackmount.

HOLLIS BRANCH

Hollis Branch Yard limits include track between Ayer and Hollis.

GREENVILLE BRANCH

Greenville Branch Yard Limits include track between Ayer and Greenville.

WHEELWRIGHT BRANCH

Northampton and Norwottuck, Canal Jct. and Forest Lake, Creamery and Wheelwright.

FORT HILL BRANCH

Brattleboro and Doolittle

GARDNER BRANCH

Entire Gardner Branch between Barber and Heywood is designated Yard Limits.

ASHUELOT BRANCH

Dole Jct. and Keene.

PETERBORO BRANCH

Winchendon and Jaffrey

CHESHIRE BRANCH

South Ashburnham and Winchendon Keene and Joslin. Bellows Falls and North Walpole.

Note to Rule 93 is in effect in the following Yard Limits: —

FITCHBURG MAIN LINE

Boston to Mechanicville:

Boston
 Concord, Mass.
 West Concord, Mass.
 Ayer, No. Leominster, So. Ashburnham, Athol, Orange, Erving,
 Millers Falls, No. Adams, Williamstown, No. Pownal, Hoosick
 Falls, Schaghticoke, Mechanicville.

Western Route Main Line: Boston (Boston Yard Limits extend to Wakefield Jct.), Lawrence, Haverhill.

Eastern Route Main Line: All yards between Boston and Newburyport, inclusive.

WORCESTER MAIN LINE

Worcester, Ayer

NEW HAMPSHIRE MAIN LINE

Boston Yard Limits Extend to Grove St., Bridge, North of West Medford

Walnut Hill

Mishwaum

North Woburn Jct. (South of Interlocking)

South Wilmington

Wilmington (North of Interlocking)

Billerica Shop Switch

North Billerica

**Lowell

Nashua

Manchester (Boston-Concord, N. H. line only).

**Lowell Yard limits extend between southerly yard limit post located .88 mile south of South Lowell station and northerly yard limit post located north end of North Chelmsford station platform (New Hampshire Route main line side of station); but Rules 93, 93a and 93b are not effective within the limits of CTC Territory.

CONNECTICUT RIVER ROUTE MAINE LINE

Holyoke

Greenfield — Deerfield

Mt. Tom

Windsor

Northampton

White River Jct. (Between south yard limit sign and Automatic Signal C. V. 142 only)

BERLIN ROUTE MAIN LINE

White River Jct. and Wells River:

White River Jct. between North Yard Limit Sign and Automatic Signal 1238 only.

Wells River, between South Yard Limit Sign and southward automatic routing signal 1636 located at south end of Canadian Pacific Railway passing siding.

Wells River and Woodsville:

South wye and north wye to automatic routing signal W937 at Woodsville end of Connecticut River Bridge.

93a. FITCHBURG ROUTE MAIN LINE**Mechanicville**

Westward movements out of the west end of Hill Yard at Saratoga Ave. will only be made after communicating with and receiving permission from "XO" Tower, by crew of train or engine which is ready to depart. Rule 93A applies.

Crews approaching Saratoga Ave. when interlocking signal shows stop indication will stop to clear XC Post and call Yardmaster or "XO" Tower. Outward trains terminating at Mechanicville who have not received yarding instructions previous to arrival will call either the Yardmaster or "XO" Tower by radio or telephone to receive yarding instructions.

D-93. CONNECTICUT RIVER ROUTE MAIN LINE**Springfield — Chicopee**

Under the provisions of Rule D-93, movements against the current of traffic may be made between WA Interlocking at Springfield, Mass. and Chicopee under the direction of Train Dispatcher at North Billerica.

98. RAILROAD CROSSINGS AT GRADE

All 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 the required distance from crossing at the following points.

NEWBURYPORT and SALEM BRANCHES

West Peabody.

Nashua, N. H. — Former Worcester Line (W.N.&P.)

POSITIVE STOP POSTS

Brattleboro — Bridge St. — For Reverse Movements Only.

Northampton (Conn. River Bridge) (Wheelwright Branch) All trains.

Winchendon (Jackson Ave., Peterboro Branch) All trains.

Whitefield.

Waumbek Junction.

DRAWBRIDGE STOP POSTS.**Portsmouth-Kittery Drawbridge**

100 feet west of eastward Drawbridge Signal.

100 feet east of westward Drawbridge Signal.

98a.

Speed must not exceed 10 M. P. H. through any turn-out in C. V. Ry. territory.

99.

First class trains operating with a single RDC unit manned by conductor and engineman operating in non-signal territory between West Cambridge and Bedford and between Ipswich and Newburyport are relieved from the provisions of Rule 99.

Lite engine movements manned by engineman and flagman and first class trains consisting of single RDC unit manned by conductor and engineman operating in automatic block signal territory which require flag protection will comply fully with Rule 99. If necessary, engineman to secure motive power and go to telephone for assistance while conductor and/or flagman provides proper protection as prescribed by Rule 99.

99 continued

Exception: Light engines moving between Tower "H" and West Cambridge, between Tower "A" interlocking and Winter Hill interlocking and between Tower "X" interlocking and Lynn are relieved from complying with the provisions of Rules 93 and 99.

Light engines moving with the current of traffic in the territory between Lawrence interlocking and Haverhill interlocking are relieved from complying with the provisions of Rules 93 and 99.

When trains or engines are operating under automatic block system or centralized traffic control (C.T.C.) rules in territory where **first class trains are not operated**, protection against following trains or engines on the same track is not required.

103b.

No train or engine will obstruct any farm crossing in State of Vermont for a longer period than five consecutive minutes, and conductors will be particular to uncouple their trains and clear the crossings if they find it necessary to remain longer.

104.

SWITCHES.**WESTERN ROUTE MAIN LINE**

Reading— Switch to the Highlands track will be lined and locked for movements to the Highlands track.

Bradford— Conductors of all trains before using crossover switches must get in communication with operator and ascertain location of freight trains in both directions.

FITCHBURG-WORCESTER ROUTES MAIN LINE

Ayer (Hill Yard)— Trains or engines using trailing point main line crossover just west of Ayer, west end of yard interlocking, must before using communicate with and receive permission from Train Director at Ayer Tower. Rule 93a applies.

NEW HAMPSHIRE ROUTE MAIN LINE

Billerica Shop. The so-called "Bootleg" track in back of the Shop is designated as a running track and all hand-thrown switches leading from this track must be properly lined and locked.

White River Jct. Normal position of South Wye Switch will be set for South Wye.

The normal position for the switch located at the North end of crossover at the North end of the Connecticut River Bridge which allows movements to Westboro Engine House is one position and to Main Track in opposite position, will be set for the Main Track.

Normal Position of Spring switch at White River Jct. will be from "Berlin Route Main Line" to lead to B & M yard.

White River Jct. Crossover.

At White River Jct. B & M freight yard, crossover to C. V. Railway main line, approximately 1200 ft. south of remote control switch.

No movements to be made from yard to main line without first obtaining permission from operator at B. & M. yard office.

104 continued

BERLIN ROUTE MAIN LINE

Woodsville

Former main track between Old Passenger Station and Highland Street is relocated to Mountain Track. All switches must be left lined and locked for main track movements. Yard speed will apply to all train and engine movements between the north switch of crossover located between Highland and Mill Street crossings and wye switch at Woodsville end of Connecticut River bridge. North wye track between Woodsville and Wells River is considered a yard track.

Switches in joint section between Fabyan, Coos Jct. and Whitefield are equipped with Maine Central and Boston and Maine locks.

CONNECTICUT RIVER ROUTE MAIN LINE

Brattleboro

Normal position of crossover at Junction of Fort Hill Branch and main track is for movements from single track to Northward main track.

GLOUCESTER BRANCH

Rockport — Indication on switch leading to station track will show green when switch is set for the track next to the station and red when set for the adjacent or second track from the station.

DANVERS BRANCH

Danvers — The normal position of the Danvers Branch switch to the Newburyport Branch is for movements to and from the Danvers Branch.

NEWBURYPORT BRANCH

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 runaround track will be left lined for the runaround track.

HAMPTON BRANCH

Emery — Normal position of switch is for Manchester-Portsmouth Branch moves.

LEXINGTON BRANCH

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.

Dead track — Lake St., Arlington
 Arlington Yard — Arlington
 Buttrick track — Arlington
 Atlantic Roofing Co. — Arlington Heights
 North end of Runaround — Arlington Heights
 Arlington Lumber Co. — Arlington Heights
 Lexington Lumber Co. — Lexington
 North Lexington Public Delivery — North Lexington
 Bedford Airport Track — Bedford

WHITE MOUNTAIN BRANCH

North Woodstock—The normal position of "we" switch between **North Woodstock** and **Lincoln** is set for north "we."

104c. KEENE, NEW HAMPSHIRE (Former Cheshire Branch)

Exception to Rule 104c. The normal position for switch connecting the East Leg of Wye and former Cheshire Branch main track at Keene, New Hampshire, will be set for the East Leg of Wye.

SPRING SWITCHES**WESTERN ROUTE MAIN LINE**

Foley Street, Somerville—Normal position of spring switch is for westward moves on westward track.

Oak Grove—Normal position of spring switch is for eastward moves on eastward track.

Melrose Highlands. Westerly switch of the crossover is a spring switch whose normal position is lined for Westward Main Track movements.

Reading. Normal position of spring switch is for westward moves on westward track.

NEW HAMPSHIRE ROUTE MAIN LINE

Concord, N. H. Normal position of spring switch is for Southward moves. Rule 105 applies.

Westboro, N. H. Normal position of spring switch on south track is for Ash Pit Track.

WORCESTER ROUTE MAIN LINE

Greendale. Normal position of spring switch is for movements from Single Track to Westward Main Track.

Harvard. Normal position of spring switch is for movements from Single Track to Eastward Main Track.

**SPRING SWITCHES HAVING AUTOMATIC
SIGNALS AT SIDINGS OR BRANCHES.
(Rules 513a, 513c, 520 APPLY)**

WESTERN ROUTE MAIN LINE

Haverhill—South end of Island Track.

WORCESTER ROUTE MAIN LINE

Ayer—Westerly end of Harvard Lead.

**SPRING SWITCHES HAVING AUTOMATIC
SIGNALS AT END OF DOUBLE TRACK.
(Rules 513b and 513c APPLY.)**

GLOUCESTER BRANCH

Wilson—Eastward movements from westward track.

SPRING SWITCHES HAVING INTERLOCKING SIGNALS.**WESTERN ROUTE MAIN LINE**

Newfields—South End of Siding

(Rule 670 APPLIES.)

104c continued

EASTERN ROUTE MAIN LINE

- Everett Jct.** — At end of double track on Saugus Branch.
- Pickman Park** — At west end of Pickman Park siding. Westward movements must comply with Rules 663 and 663b.
- Salem** — At end of double track, Danvers Branch.
- Northey Point** — At end of double track.
- North Beverly** — At end of double track.

NEW HAMPSHIRE ROUTE MAIN LINE

- Nashua South** — At end of double track.
- Tie Plant.** At end of double track.
- South Manchester.** At end of double track.
- South Manchester.** At end of southward passing siding.
- Amoskeag.** At end of double track.

FITCHBURG ROUTE MAIN LINE

East Fitchburg FG — Switch connecting the westerly end of engine house tracks No. 2 and No. 3: Normal position is for track No. 2.

- Holyoke North** — At end of double track.
- Deerfield** — At end of double track.
- Silver Street** — At end of double track.
- Arch Interlocking** — At end of double track.
- Putney** — At South end of passing siding.
- Hoosick** — At end of double track.
- Burnt Hills** — At end of double track.
- Rotterdam** — At end of double track.

105.

NEW HAMPSHIRE ROUTE MAIN LINE

White River Jct. — Westboro

The North end of Main Track Concord to White River Jct. Line is at "Yard Limit" sign south of Connecticut River Bridge at Westboro, N.H. All trains and engines between this point and White River Jct. must move in compliance with General Operating Rule No. 105.

Whistling for on and off brakes is not necessary. Movement on lead over Nutt Street crossing does not require whistle signal 14-L.

Concord, N. H. Movements over entire length of the "Suncook Loop" track in either direction must be made under provisions of Rule 105. All southward movements onto this track will get permission from the Train Dispatcher at North Billerica before entering track. Movements on the former New Hampshire Route Main Track between Bow and Concord will be made under the Provisions of Rule 105. All Southward movements leaving Concord will obtain permission from the Train Dispatcher at North Billerica.

Stonehill Branch extends between Concord, N. H. and the location of "Yard Limit" sign, approximately 600 feet west of switch leading to the Swenson Granite Co., is operated as a yard track under the provisions of General Rule 105.

Middlesex. Track No. 3 from Middlesex to North Chelmsford, movements in either direction must be made under provisions of Rule 105.

North Woburn Jct.

Former southward main track between North Woburn Jct. and 1300 feet south of Eames St. Crossing, on Former Woburn Loop.

WESTERN ROUTE MAIN LINE

Reading. From Ash Street to Reading Highlands. All movements are to be made under provisions of General Rule 105. Schedule time of trains shown at Reading for information only.

105 continued

WORCESTER ROUTE MAIN LINE**WORCESTER YARD**

The former Eastward and Westward main tracks between the Viaduct and end of double track at the spring switch at Greendale are designated as follows.

Eastward track — as Track No. 1

Westward track — as Track No. 2

All train and engine movements on Tracks Nos. 1 and 2 are to be made under the provisions of Rule 105.

Automatic block signal A-30 located at Barbers is designated as an automatic holding signal. All Westward train and engine movements receiving Red indication on this signal will stop clear of New Bond Street crossing and call Yardmaster for instructions.

CENTRAL MASS. BRANCH

Gleason Jct. Track between Gleason Jct. and Marlboro and between Gleason Jct. and Berlin is designated as "other than main track" and all train and engine movements in this territory are to be made under the provisions of General Rule 105.

GLOUCESTER BRANCH

Rockport. Track between Westward automatic signal G350 at Loop and Rockport Station is designated as "other than main track." All train and engine movements in this territory are to be made under provisions of General Rule 105. Schedule times of trains shown at Rockport for information only.

105. TRACK RESTRICTIONS**FITCHBURG ROUTE MAIN LINE**

East Fitchburg "FG" — Fitchburg Tower — Track No. 4 movements may be made in either direction under provisions of Rule 105.

WESTERN ROUTE MAIN LINE**Medford Jct.**

The Boulevard track is a yard track and its use is governed by Rule 105.

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. Piggyback flat cars are restricted on the Agway track.

Biddeford. Road engines DF, DP and RDC must not use the freight house track and tracks leading therefrom, including beef house.

NEW HAMPSHIRE ROUTE MAIN LINE**West Medford, Mass.**

Container Corp. have flashing safety lights on their platform. Indications:

Red: Tracks are being worked by railroad crews.

Green: Tracks are **not** being worked by railroad crew. OK to load cars.

Conductors on trains switching this plant will notify shipping office before work is started and when it is completed, so they can change indications on flashing safety lights.

Bow, N. H. Crews setting off cars at Public Service Co., of New Hampshire must not leave cars to block crossing located about 125 feet south of derail. Engines are not permitted to operate through the dumping shed at this location.

Merrimack, N. H. Engines larger than A-Cab Diesel, two A-Cab Diesels coupled, A and B Diesel coupled, GP-7, GP-9 or Alco Road Switcher either single or coupled with another GP-7, GP-9, Alco Road Switcher or A unit, must not be operated on McElwain's track. Engines switching this track must not exceed five (5) miles per hour rounding curve.

Trains Performing work on Merrimack Sand and Gravel Corp.

105 continued

track with more than one unit of power, of any type, must use stretcher cars account of curvature.

South Nashua. Trains with more than one unit of power switching the track serving the Hampshire Chemical Company must use stretcher cars account curvature.

North Chelmsford

Southwell Co. Siding — Plate "C" cars will not clear awning on bunter end of this track. Any such cars to be placed on this track must be second rear or set on platform just to clear crossing.

CONNECTICUT RIVER ROUTE MAIN LINE

Holyoke Water & Power Co., Mount Tom Plant

When setting cars at this location, the Load Track should be filled first with 6 cars or less and the overflow should be spotted on Track No. 7. On both Load Track and Track No. 7, a RED STEEL ROD is installed in ground at No. 1 position on these tracks. The center drain of north car should be spotted at this point and the rest of these tracks will then be properly spotted.

Mt. Tom. 1500, 1700 and 4200 class engines are restricted from operating on Tri City Container Track.

West River. Due to curvature of sidetrack serving Dennison and Jameson, trains switching this consignee will use **one** unit only and a **ten** car stretcher.

Claremont Jct., N. H.

Designated interchange track for delivery of cars to the Claremont and Concord R.R. at Claremont Jct., N. H. is the "C & C Spur Track." Should there be more cars to deliver than the track will hold, crews will shove string onto North leg of The Wye. North leg of Wye not to be used when cars will fit on Spur.

BERLIN ROUTE MAIN LINE

Waumbek Jct.

B&MRR Diesel engines DF 1-2-3 and 4 may be operated on MCRR but will not go more than 150 feet beyond the clearance point on either end of track 3 and are restricted to a speed not exceeding fifteen (15) MPH when operating over Cherry Brook Bridge 101.94.

FITCHBURG ROUTE MAIN LINE

South Acton. At Air Reduction Company siding, defective cars are not to be set off.

EAST DEERFIELD, MASS.

When trains setting off cars at East Deerfield through #33 switch and the Ice House Lead are instructed to pull up to clear West End and hand-throw #33, trainmen will make cut opposite eastward home signal for Ice House Lead and after forward motion is begun, walk to #33 switch. They should not ride equipment for this short distance.

WEST FITCHBURG, MASS.

A single track skate has been provided at so-called Mud Cut side track, West Fitchburg, Mass.

Crews having occasion to perform work on this track will arrange, when work is complete, to place this 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.

Eagle Bridge — Hood Plant, N. Y.

When cars are left standing East or West of Hood Company platform, crews will secure them with hand brakes, and in addition will place single track skate against easterly wheel of easterly car, left on the west end of track. On cars left on easterly end of track, will place single track skate against

105 continued

Westerly end of wheel of west car so left. In addition, on either east or west end of track, if cars are not coupled and there are additional openings between such cars these cars will be protected by additional track skates to be placed in the same manner as outlined above. Skates to be placed on rail next to Main line as at present.

When skate not in use, it should be left opposite the west end of the Milk House. Crews be sure skate is removed before cars on hill are pulled east.

A sign board has been erected at West end of Hood Milk Plant track, Eagle Bridge, N. Y. This sign indicates clearance point as far as track circuits are concerned.

All crews having occasion to perform work on this track will arrange to leave cars behind or East of this sign. This will avoid fouling track circuits.

LOWELL BRANCH

Tewksbury. Due to curvature of sidetrack serving General Dynamics, stretchers or a single engine must be used when doing work on this track. Jumbo tank cars having 8 wheel trucks must be handled separately on this track.

GLOUCESTER BRANCH

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.

HAMPTON BRANCH

Portsmouth. Road engines of any kind must not use ARMOUR BEEF CO. new track. Road engines placing cars on this track must use stretcher and in addition have air brakes coupled and in use while shifting on this track.

WHITE MOUNTAIN BRANCH

Tilton. Two or more locomotives, coupled, are prohibited from operating on the Wharf Track and the Coal Shed Track.

Ashland. Engines of any kind must not enter "corkscrew" track at Paper Mill and cars must be used as stretchers when switching this track.

GROVETON BRANCH**Groveton, New Hampshire**

Stretcher Cars should be used on the trestle at Groveton Paper Company to keep the locomotive off of this structure.

HILLSBORO BRANCH

Milford. DS 2 and DS 3 engines not allowed on either north or south trestle of Milford Grain and Coal Co.

CENTRAL MASS. BRANCH

Clematis Brook. At Shell Oil Co. plant, engines must not go, nor lighted oil lanterns be used, beyond limit sign located in advance of loading rack.

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.

107. Protection of Passengers. (See General Special Instructions, Rule 107.)

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

105 continued

FITCHBURG ROUTE MAIN LINE

Engineers of eastward (inward) express passenger trains and through freight trains will be notified at either Ayer or South Acton concerning any overdue westward (outward) local passenger trains terminating or diverging at above mentioned points.

Notice will be given by message or telephone either through Train Dispatcher or Train Director at Ayer or Waltham Towers.

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

South Acton. During the loading and unloading of first class trains at South Acton, and on trains terminating at South Acton, eastward and westward home signals should be kept in stop position.

On inward trains originating at South Acton conductor should confer with train director at Waltham and obtain information regarding through trains approaching in both directions before permitting train to pull to station from yard or branch to load.

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

WESTERN ROUTE MAIN LINE

Lawrence. Inward passenger trains making station stop will stop north and clear of the northerly opening in fence.

The gate in the intertrack fence which is located on the crosswalk in the vicinity of the baggage room at Lawrence station is permanently opened to permit passengers of Nos 108 and 133 to pass to their respective platforms without using the pedestrian tunnel. General Rule No. 107 must be fully complied with in this location.

STATION SIGNALS

OUTWARD
Concord, Mass.
Wilmington

109.

STATIONS AND
TOWERS

Ayer Tower

Boston-North Sta.

Lowell

Portland (Tower X)

Springfield

BULLETIN BOARDS

YARD OFFICES AND
FREIGHT OFFICES

Bondsville, Frt. Office

Brattleboro Frt. Office
(B & M)

Brattleboro (C.V. Ry.)
Berlin, N. H. Frt.

Office

Bradford Frt. Office

Chelsea Frt. Office

Concord, N.H.

Dover Frt. Office

East Deerfield

East New

London,

Conn. (C.V. Ry.)

Groveton, N. H. (Frt.

Office)

Gardner

Holyoke Frt. Office

Keene Frt. Office

Mystic Jct. - Yard 21.

Lawrence Yard

Lowell.

Lynn.

Mechanicville
Manchester, N. H.
Northampton Frt.
Office

Nashua.

Newport, Vt.

Rigby.

Rigby Telegraph Office

ENGINE
HOUSES

Boston Engine
Terminal.

Brattleboro (B & M)

Brattleboro (C.V. Ry.)

Dover.
East Deerfield
East Fitchburg

East New London, Conn.
(C.V. Ry.)

Newport, Vt.
Rigby.

	Salem, Mass.	Salem, Mass. (Trailer Locker Room)
	Springfield (Plainfield Street)	
White River Jct.	Worcester White River Jct. (B & M) White River Jct. (C.V. Ry.)	

110.

SPEED RESTRICTIONS. WESTERN ROUTE MAIN LINE

		Direction	M. P. H. Pass. Frt.	
Maximum	Reading Jct. to Winter St. Reading Jct. to Winter St. Reading Jct. to Medford Jct. Winter St. to Oak Grove Oak Grove to Reading (Ash St.) Reading Highlands to Wilmington Jct. Wilmington Jct. to P. T. Tower One	Outward	30	—
		Inward	40	—
		Both	—	30
		Both	30	—
		Both	50	40
		Both	30	30
		Both	40	40
	Boston North Station and Draw No. 1.	Both	10	10
	Draw No. 1 and Former Hoosac Tunnel Diamond	Both	15	15
	Drafts backing into North Station between north end of station platform and bunter.	Inward	8	8
	Former Hoosac Tunnel Diamond and Reading Jct.	Both	30	20
	Over Mystic Branch Diamond at Former Tower C.			
	All Tracks		20	20
	Foley Street — Spring Switch	Both	30	30
	Passing thru MBTA Station at Malden	Both	20	—
	Oak Grove — Spring Switch	Both	30	30
	Between Greenwood and Signal D117	Outward		30
	Between Wakefield Psgr. Station and Broadway Crossing	Inward	40	40
	Wakefield — Between Albion St. and Prospect St.	Outward	15	15
	Wakefield from 200 feet east of Prospect St. to Albion St.	Inward	15	15
	Between Chestnut St. and Albion St.	Inward	15	15
	Reading, between Signal D117 and Reading Station		15	15
	Lowell Jct. Between West wye and Wilmington Jct.	Both	20	20
	Lowell Jct. Thru interlocking Trains operating between Wilmington Jct. and Lowell Jct. only.	Northward	30	30
	Lawrence:			
	Engine House to Andover St.	Both		35
	Bradford Curve (Board)	Both	35	35
	Dover Between home signals at Dover Arch and home signals at Broadway Bridge	Both	30	30
	Bridge 10.35 former Dover Branch	Both	5	5
	Saco (Main Street)	Both	30	30

PORTLAND TERMINAL CO.

As shown in current Time Table of the Portland Terminal Co.

FITCHBURG ROUTE MAIN LINE

		Direction	M. P. H. Pass. Frt.	
	Maximum Boston to Johnsonville	Both	40	40
	Boston North Station and Draw No. 1	Both	10	10
	Draw No. 1 and Prison Point Bridge	Both	15	15
	Boston On Main Lines 7 and 8 at Prison Point Bridge	Both	5	5
	Prison Point Bridge and Mile Post 2	Both	10	10
	Interlocking signals 435 feet west of Parking Area crossing and Tower H	Outward	25	25
		Inward	20	20
	Between PC Diamond at Tower H and Cambridge Station	Outward	25	25
	Somerville between Park St. and PC Diamond at Tower H	Inward	25	25
	Beaver Brook Station to just west of Cross-over, West of end of double track	Both	35	35
	Between Lincoln Station and Hill Crossing	Inward	40	40
	W. Concord, Baker Ave. to Conant St.	Both		30
	Passing over PC Diamond at West Concord	Both	25	25

110 continued

	Direction	M. P.	H. Frt.
Between South Acton and Willows	Both	40	40
Curve east of Ayer station	Both	20	20
Ayer "Y" track west of station	Both	15	15
Between Fitchburg Station and East Gardner —	Outward	30	30
Fitchburg Tower to East Fitchburg FG No. 4 track	Both	15	15
Between East Gardner and milepost 55, West-			
minister	Inward	30	30
Westminster to Fitchburg	Inward	30	30
Gardner to Parker, outward on inward track		30	30
Between M.P. 81 and M.P. 74	Inward	30	30
Millers Falls to M.P. 92	Inward	35	35
Pulling out East Deerfield yard tracks thru yard			
leads and crossover connections (east end)	Both	20	20
Trailing Crossover (west end) East Deerfield	Both	15	15
Between milepost 103.0 to 103.74, East Deerfield	Inward	10	10
Between M.P. 102 and Greenfield East (Normal			
Route)		35	25
(Reverse Running)		25	25
Between Greenfield East and Green River Bridge			
No. 106.16	Both	25	25
Curves at M.P. 120 — outward track	Both	35	35
Between East Portal and West Portal	Both	30	30
Between North Adams and West Portal — Double	Inward	30	30
Track	Outward	35	35
Between M.P. 143 and North Adams — Single Track	Both	35	35
Pownal Curve — 4,000 ft. east of station	Both	30	30
Trains through Spring switch leading from Westward			
track to Single Track at Hoosick, N.Y.	Outward	30	30
Trains thru Spring switch and connection leading			
from Single to Double track at Hoosick	Inward	30	30
Hoosick Falls — Street Crossings	Both	25	25
Trains thru Connection leading from Single to			
Double track at Hoosick Jct. East	Outward	30	30
Johnsonville Interlocking	Both	30	30
Johnsonville to Mechanicville —	Outward	35	35
Mechanicville and Johnsonville	Inward	30	30
Between first curve east of Hudson River Bridge			
and Mechanicville —	Outward	30	30
Mechanicville — Both tracks, either direction be-			
tween 800 feet east of Saratoga Ave. and Railroad			
St. Crossing	Both	15	15
Mechanicville, all Eastward trains leaving Class. Yard			
for entire length of train while passing over Dia-			
mond at XO Tower	Inward	5	5
Mechanicville, all Westward Trains departing Yard			
via any track in Receiving Yard until entire train			
has cleared crossover at Mechanicville West Inter-			
locking	Outward	5	5
Mechanicville Receiving Yard, all Eastward trains			
arriving in Receiving Yard	Inward	5	5
Mechanicville — XO tower interlocking			
and WY cabin interlocking	Both	20	20
Mechanicville to Crescent	Both	40	40
Crescent (interlocking)	Both	20	20
Crescent to Rotterdam	Both	35	35
Burnt Hills — interlocking	Both	30	30

EASTERN ROUTE MAIN LINE

	Direction	M. P.	H. Frt.
Maximum { Draw 7, E. Somerville to Beverly Jct.	Both	50	40
{ Beverly Jct. to Newburyport	Both	30	30
Boston North Station and Draw No. 1	Both	10	10
Draw No. 1 and Former Hoosac Diamond	Both	15	15
Drafts backing into North Station, between north			
end of station platform and bunter.	Inward	8	8
Former Hoosac Diamond and Draw No. 7, East			
Somerville	Both	30	20
Over Mystic Branch Diamond at Former Tower C. All			
Tracks	Both	20	20
Over Draw No. 7 and approach trestle, East Som-			
erville	Both	10	10
East Everett and Chelsea	Both	35	35
Chelsea passing over Eastern Ave. Crossing	Both	30	30
Over Saugus River Draw and approach trestle, West			
Lynn	Both	20	20
Salem, between Castle Hill and Salem Tower	Both	30	30
Over Beverly Draw and approach trestle	Both	10	10
Beverly Thru Station	Both	30	30
Beverly — over Elliott St. crossing	Both	20	20
Hamilton and Wenham, between the westerly			
switch and Bay Road (Main St.)	Both	20	20

	Direction	M. P. H.	Pass. Frt.
Hamilton and Wenham, between Bay Road (Main St.) to Asbury St.	Outward	10	10
Ipswich, between switch 250 feet west of eastward interlocking signal and Liberty St.	Both	20	20
Newburyport. Between Parker St. and location of former Newburyport West interlocking.	Inward	20	20

NEW HAMPSHIRE ROUTE MAIN LINE

	Direction	M. P. H.	Pass. Frt.
Maximum {	Boston to Lowell	Both	50 40
	Lowell to Bow	Both	40 40
	Concord to White River Jct.	Both	25 25
Boston North Station and Draw No. 1	Both	10 10	
Draw No. 1 and Former Hoosac Tunnel Diamond	Both	15 15	
Former Hoosac Tunnel Diamond and Winter Hill	Both	35 35	
Medford Hillside to College Ave. Bridge (#4.15)	Both	25 25	
West Medford, over High St. Crossing	Both		30
West Medford, between station and Mystic Valley Parkway Bridge (#5.08)	Both		25
Montvale, from Montvale Ave. Bridge (9.91) to a point one-quarter mile north of this bridge	Both	40	
From south end of curve at Wilmington Station to the north end of curve at first overhead bridge (15.67) north of Wilmington Station	Both	40	
Lowell, south end of Lowell station platform to Western Ave., track No. 1	Both	30	30
Lowell, south end of Lowell station platform to Western Ave., track No. 2	Both	30	30
Middlesex, at signal bridge just north of Wilder St. on both tracks.	Both	15	15
North Chelmsford to Middlesex, southward main track No. 4			
North Chelmsford North Wye	Both	15	15
South Nashua, between mileposts B-34 and B-36	Both	30	30
Nashua South, thru spring switch	Both	30	30
Nashua, between Crown St. and Nashua River Bridge (39.22)	Both	30	25
Merrimack Pole Plant Crossing	Both	25	25
Goffs Falls and South Manchester, between mileposts B-52 and B-54	Both	20	20
Manchester between Hancock St. and 300 feet north	Both	10	10
Manchester, between 1200 ft. south of Passenger Station and Dow Street	Both	25	25
Hooksett Second Track	Both	15	15
Ledges (Canaan Summit) 2 miles South of Canaan	Both	10	10
Ledge 1¼ miles South of Mascoma	Both	10	10
Lebanon, between Bank St. and Jones Crossing	Both	20	20
Westboro, Between 5:00 AM and 4:00 PM over crossing serving Twin State Sand & Gravel Co., located about 500 ft. North of South switch of track 13.	Outward	15	15
Westboro, overhead bridge (142.45) and W. R. Jct.	Both	10	10
White River Jct., all Wye tracks	Both	10	10

CONNECTICUT RIVER ROUTE MAIN LINE

Maximum	}	Between Springfield (except between Springfield and Holyoke Station on Northward track) and Deerfield	Both	40	40	
		Between Springfield and Holyoke Station on Northward track	Outward	30	30	
		Milepost 17 (Northampton) to Mileage 23.5 (South of North Hatfield)	Both	55		
		Mileage 28.5 (South Deerfield) to Mileage 32.5 (Deerfield)	Both	55		
		Between Deerfield and Silver St. .	Both	30	30	
		Mileage 37.8 (Silver St.) to Mileage 49.1 (East Northfield)	Both	55		
		Between East Northfield and Brattleboro (CV trackage)	Both	50	40	
		Between Brattleboro and West River	Both	40	40	
		West River and Claremont Jct. ...	Both	50	40	
		Claremont Jct. and Windsor	Both	40	40	
		Windsor and White River Jct. (CV trackage)	Both	40	40	
		Springfield	Between Passenger Station and WA Tower	Both	15	15
			Between WA Tower and Wason Ave. Over Plainfield St. crossing, MP 2.4, both	Outward	20	20
			Holyoke, between mileposts 7 & 8	Both	30	30

110 continued

Curve	At Bridge No. 7.55	Both	35	30
Holyoke	Bridge No. 7.97, north end Station	Both	30	30
Holyoke North	Passing over spring switch	Both	30	30
	Between Northampton South and Holyoke North	Both	20	20
Curve	North of Mile Post S10	Both	40	30
Northampton	Between Mileposts 16 and 18	Both	20	20
	Between milepost 34.50, Deerfield Jct. and milepost 32.50, Deerfield	Inward	10	10
Between milepost	39.50, Greenfield and milepost 50, East Northfield	Both	30	30
East Northfield	(Both C. V. Ry. connections)	Both	20	20
Brattleboro	Between "XC" post 900 feet south of Bridge St. and the crossing	Outward	20	20
	Between "XC" post 1000 feet north of Bridge St. and the crossing	Inward	20	20
	Between Bridge St. and Section House	Outward	35	25
	Between Section House and "XC" post 1000 feet north of Bridge St.	Inward	35	25
	Through either of crossovers south of station	Both	10	10
	Between Station and South Wye Switch	Both	25	20
West River	Through interlocking	Both	30	30
Between XC Post and Brudies Crossing at Mileage	62.7	Both	40	40
Putney	Through Spring Switch	Both	30	30
Bellows Falls	Tunnel to Chapins	Both	15	15
Claremont Jct.	Wye tracks	Both	5	5
Windsor	River St. Crossing when Head end of train passes over crossing	Both	15	15
Windsor	Everett Lane (one-fifth mile north of Station)	Outward	33	33
Hartland	Curve immediately north of Bridge 4.44	Both	30	30
White River Jct.,	all Wye Tracks	Both	10	10

BERLIN ROUTE MAIN LINE

Maximum	{ White River Jct. to Woodsville	Both	40	40
	{ Woodsville to Berlin	Both	25	25
Fairlee Orford Crossing,	¼ mile north	Outward	30	30
Wells River, North Wye		Both	10	10
Wells River, South Wye		Both	15	15
Wells River, Main track,	between south Wye switch and north switch of C. P. Ry. siding	Both		25
Woodsville, switches at	passenger station	Both	15	15
Lisbon, crossing just	south of station	Both		20
Lisbon, between Railroad	St. and Sawyer Hill Road (Nelsons) crossing	Both	15	15
Littleton-Bethlehem	Station	Both	20	20
Whitefield Jct. Curve	to Whitefield Station	Both	15	15
Whitefield, Carroll St.	Crossing, North of Station	Both	6	6
Whitefield, from north	switch of Passing Siding to McKean's Crossing—	Outward	15	15
Randolph, Gorham. Between	M.P. — B7 — C148 one half mile south of Gorham, N. H. and M.P. — B10 — C145 one mile north of Randolph, N. H.	Both	20	20
Berlin, between 500 feet	South of Mason St. and 500 feet North of Coos St.	Both	15	15
Berlin, from south	switch of South Wye track and Brown Company crossing, Berlin north yard	Both	10	10

WORCESTER ROUTE MAIN LINE

		Direction	M. P. H. Pass.	Frt.
Maximum, Worcester and Ayer		Both	40	40
Worcester and Garden Street		Both	20	20
Thayer passing over Main St. Bridge 17.91		Both	25	25
Ayer (East Wye)		Both	20	20

STONY BROOK BRANCH

		Direction	M. P. H. Pass.	Frt.
Maximum, Ayer and North Chelmsford		Both	40	40
Willows and Willows East on Eastward Track		Outward	30	30
North Chelmsford — between Middlesex Street and station		Both	30	30

LOWELL BRANCH

		Direction	M. P. H. Pass.	Frt.
Maximum	{ Lowell Jct. to Wamesit	Both	40	40
	{ Bleachery and Wamesit, Eastward		30	30
	{ Wamesit and Bleachery, Westward		40	40
Between Bleachery and Meadowcroft St.		Both	20	20

110 continued

Lowell Branch continued

Bleachery — between Meadowcroft St. and Concord River Bridge	Both	35	35
Lowell Junction (West Wye)	Both	15	15
Lowell Jct., from Vale St. Br. thru East Wye		30	30

MEDFORD BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
400 ft. north Middlesex Ave. to Medford Jct.	Inward	10	10
Middlesex Avenue	Both	10	10

NEWBURYPORT BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
Wakefield Junction, entering or leaving main line	Both	10	10
Highway Crossings between Wakefield and Wakefield Ctr.	North Ave.	10	10
	Main St.	10	10
	Bennett St.	10	10
	Richardson St.	10	10

SALEM BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
A. C. Lawrence Leather Co. Sidetrack over Crown-inshield St.	Both	4	4

PORTSMOUTH BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
Between Manchester and Page Street	Both	10	10
Emery — Barberrry Lane Crossing	Both	10	10

M & L BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
Maximum — Lawrence and Londonderry	Both	20	20
Between Lawrence Tower and Broadway	Both	10	10
Over Broadway and Water Street	Both	10	10
Water Street to North End of Yard (Backing)	Both	10	10
Lawrence Station to Merrimac St. via wye track	Both	10	10
Bridge 0.48 Lawrence	Both		10
Londonderry, from a point 400 feet. North and South of Mammoth Road to crossing	Both	10	10
Between Elm St. Bridge and Manchester	Both	15	15

DANVERS BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
Danvers passing over Bridge 19.69, Waters River	Both	10	10
Danversport — Purchase St., 0.5 mile east of station	Both	6	6

GLOUCESTER BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
Maximum	Both	30	30
Beverly — over Elliott St. Crossing	Both	20	20
Manchester — Over Draw Bridge 25.06 and approaches		20	20
West Gloucester — between MP 29 and MP.30	Both		25
Wilson — Spring Switch to and including Draw-bridge 31.00 and approaches		20	20
Gloucester (Washington Street) (Board)	Both	5	5
Gloucester curve east of station to and including Cleveland Street crossing	Both	15	10
Rockport Engine house switch to station	Outward	15	8

CONWAY BRANCH

		M. P. H.	
	Direction	Pass.	Frt.
Maximum	Both	25	25
Rollinsford Station to 1200 feet north	Outward	20	20
Rollinsford, between southward approach signal and southward home interlocking signal	Inward	20	20
Between Somersworth Station & North of Freight house	Both	10	10
Rochester Station (Board) Portland Street to 800 feet north of Summer St.	Both	10	10
Union, Between Mile Post 93 and Mile Post 94	Both	15	15
● Mountainview, Bridge 115.57, 0.56 mile south of station	Both	20	20
Mountainview, Main Street crossing at Station	Both	15	15
● Does not apply to R.D.C. trains.			

WOBURN BRANCH

Maximum	Direction	M. P. H.
		Pass. Frt.
	Both	25 25

WILMINGTON JCT. BRANCH

Maximum Wilmington, between Wilmington Station and Clark St.	Direction	M. P. H.
		Pass. Frt.
	Both	35 35
	Both	20 20

LEXINGTON BRANCH

Maximum On all curves	Direction	M. P. H.
		Pass. Frt.
	Both	20 20
	Both	10 10
Arlington between a point 50 feet south of Swan Place and a point about 70 feet north of Water Street	Both	10 10
Arlington, Over Mill St. Crossing	Both	10 10
Between Bow St. East Lexington and Mill St. Lexington-Woburn St. to Fletcher Ave.	Outward	10 10

HILL CROSSING FREIGHT CUT-OFF

Maximum From curve at Dewey and Almys (located 2500 feet west of Mass. Ave.) to Diamond Crossing at the Fens	Direction	M. P. H.
		Pass. Frt.
	Both	25 25
	Both	20 20

CENTRAL MASS. BRANCH

Maximum Between Mile Post 3.5 at Clematis Brook and Mile Post at 9.8 at Lyman St.	Direction	M. P. H.
		Pass. Frt.
	Both	10 10
Between Mile Post 17.3 Wayland and Mile Post 18.5 East Sudbury	Both	5 5
	Both	5 5

WATERTOWN BRANCH

Watertown (reverse curve west of station) Watertown	Direction	M. P. H.
		Pass. Frt.
	Both	10 10
	Both	8

BEMIS BRANCH

Waltham (between station and Newton St. through crossovers)	Direction	M. P. H.
		Pass. Frt.
	Both	10 10

MAYNARD BRANCH

South Acton (station to ½ mile west)	Direction	M. P. H.
		Pass. Frt.
	Both	10 10

WHITE MOUNTAIN BRANCH

Maximum Speed — Concord to Lincoln Concord, N. H. Passing over Fan Road Crossing Tilton Over Lochmere Crossing Over Johns-Manville private crossing	Direction	M. P. H.
		Pass. Frt.
	Both	20 20
	Both	15 15
	Both	10 10
	Both	10 10

	Direction	M. P.	H. Frt.
Laconia — From 500 ft. south of Pleasant St. to Pleasant St.	Both	10	10
Laconia — From just south of Pleasant St. to just north of Main St.	Both	5	5
Laconia — From Main St. to 500 ft. north of Main St.	Both	10	10
Laconia — Over Bay, Fair and Water Streets	Both	5	5
Lakeport — From 500 feet south of Elm St. to Elm St.	Outward	10	10
Lakeport — Elm Street	Both	5	5
Lakeport — From 500 feet north of Elm St. to Elm St.	Inward	10	10
Weirs Beach (June 15 to Sept. 15 incl.)	Both	15	15
Weirs Beach from a point 265 feet north of culvert 34.19 to a point 530 feet north of same culvert.	Both	10	10
Plymouth, leaving from Siding to Holderness Crossing	Both	5	5
Plymouth, N. H. curves south and north of River Bridge 0.82	Both	15	15
Campton, Over South Crossing	Both	10	10
Mile Post P-9 to first private crossing north, a distance of approx. 1/8 mile	Both	10	10
Mile Post P-15 for a distance of 1/2 mile north	Both	10	10
Bridge 18.17 to first private crossing north, a distance of 1/8 mile	Both	10	10
Lincoln, Wye tracks	Both	5	5

HILLSBORO BRANCH

	Direction	M. P.	H. Frt.
Maximum Nashua and Milford	Both	25	25
Nashua, between Charles and Main Sts. (Ringing the bell the entire distance)	Both	10	10
Nashua, between a point 420 feet north of switch for Indian Head Table Co. and Broad St.	Outward	15	15
Greenfield, N. H., Peterboro Road Crossing (Greenfield Road)	Inward	8	8
South Bennington crossing	Both	10	10
Bennington, Bridges 34.54, 0.3 mile north of station	Both	10	10

GOFFSTOWN BRANCH

	Direction	M. P.	H. Frt.
Kelly's Falls-Bridge 1.83	Both	10	10
Lynchville Park road crossing	Both	10	10

GROVETON BRANCH

Maximum	Both	25	25
Coos Jct., east switch of M. C. crossover and north switch of B & M crossover	Both	15	15
Groveton, between West Street and Station	Both	8	8

WILLIMANSETT

(Track serving North Eastern Airbase at Westover Field, Chicopee.)

Over crossings at Coburn Road, Dale St., Montgomery St., Granby Road and North-South Road	Both	10	10
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EASTHAMPTON BRANCH

Mt. Tom Bridge 15.50	Both	10	10
Easthampton 500 feet from each side of Public Crossing at Hampton Mills	Both	4	4

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FORT HILL BRANCH

Maximum	Both	30	30
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ASHUELOT BRANCH

Winchester	First Public Crossing north of Station	Both	5	5
New Curve	Mile Post 21.50 one-fourth mile south of Keene	Both	10	10
Keene, Wye tracks		Both	5	5
Keene, Main Street		Both	8	8

FORT HILL BRANCH

Maximum	Both	30	30
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WHEELWRIGHT BRANCH

Maximum	{ Northampton and Norwottuck	Both	10	10
	{ Canal Jct. and Forest Lake	Both	10	10
	{ Creamery and Wheelwright	Both	10	10
Northampton — Conn. River Bridge	102.96 (242) limited to single engine, come to full stop, proceed at	Both	5	5

GREENVILLE BRANCH

Maximum Speed	Both	10	10
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HOLLIS BRANCH

Over Groton St. crossing Ayer-MP 28.42	Both	10	10
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CHESHIRE BRANCH

Maximum speed	Both	20	20
Winchendon — Between Central St. and Jackson Ave.	Both	15	15

PETERBORO BRANCH

Maximum Speed	Both	10	10
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EAST DEERFIELD LOOP

Maximum Speed	Both	10	10
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TURNERS FALLS BRANCH

Maximum Speed all bridges	Both	10	10
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BENNINGTON BRANCH

Maximum Speed	Both	15	15
Between Outdoor Theater and north end of run-around at Walloomsac	Both	10	10
Over so-called "Caretakers Crossing," M.P. 3.50	Both	10	10

OTHER SPEED RESTRICTIONS

Wayside Inn. All freight trains restricted to 10 M.P.H. over bridge 22.24, Wayside Inn, two miles west of South Sudbury.

East Deerfield Loop. All trains and engines handling loaded hopper cars of carbon black on the East Deerfield "Loop" between East Deerfield West and Deerfield Jct. are restricted to five (5) miles per hour because of severe rocking action of these cars.

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Brattleboro. Engines restricted to five (5) miles per hour while turning on Wye, and when headed south will enter north leg and leave by south leg.

Bellows Falls. Trains and engines restricted to ten (10) miles per hour while using Rutland connection southwest of diamond.

White River Jct. Trains or engines must not exceed a speed of 5 miles per hour over the Nutt Street crossing on the B & M yard track.

**CENTRAL VERMONT R. R.
WHITE RIVER AND WINDSOR,
BRATTLEBORO AND EAST NORTHFIELD**

The following speeds must not be exceeded and dynamic braking must not be used by the units and combinations named below, when approaching any public road crossing at grade protected by automatic signals or automatic gates between the approach signal and any railroad crossing at grade protected by automatic interlocking, and where a signal system with automatic features is in service:

One diesel engine running light, rail diesel or similar car running alone — thirty miles per hour.

Two unit diesel engine running light, two rail diesel or similar cars coupled and running alone, one unit diesel engine or one rail diesel or similar car coupled to one other unit of equipment — fifty miles per hour.

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

Fitch. Route Main Line	FROM	TO
	Boston	East End Waltham Interlocking
	West End Waltham interlocking	East End of South Action Interlocking
	East end of Willows interlocking	Parkers
	Wrights	West Deerfield
	Shelburn Falls East	Rices
	Soapstone	East Portal
	West Portal	North Adams
	Williamstown	Hoosick
	Hoosick Jct. East	Eagle Bridge
	Johnsonville	Burnt Hill
	Rotterdam	Rotterdam Jct.
Western Route Main Line	Reading Jct. (Westward track only between Foley St. and Oak Grove)	Ash Street
	Lowell Jct.	Plaistow
Eastern Route Main Line	Reading Jct.	West End Salem Tunnel
	Northey Point	North Beverly Interlocking
New Hampshire Route Main Line	Boston	North Chelmsford
	Nashua South	Tie Plant (Nashua)
	South Manchester	Amoskeag
Worcester Route Main Line	Worcester	Mile Post W6
Conn. River Main Line,	Mile Post W26	Ayer Interlocking
	Springfield	Holyoke North
	Deerfield	Greenfield East
	Arch Interlocking	Silver Street
	Brattleboro	West River
Stony Brook Branch	Willows	Willows East
Lowell Branch	Bleachery	Wamesit
Gloucester Branch	Beverly Jct.	Wilson

D-151 continued

NEW HAMPSHIRE ROUTE MAIN LINE

South Wilmington. Local freight serving consignees at South Wilmington may operate against the current of traffic on Northward track between North Woburn Jct. and South Wilmington with permission of Train Dispatcher, clock time will be specified, and under protection of Train Director at Winchester Tower. This move will be made at restricted speed.

FITCHBURG ROUTE MAIN LINE

Roberts. Local freight serving consignees at Roberts may operate against the current of traffic on Eastward track between Waltham and Stony Brook with permission of Train Dispatcher, clock time will be specified, and under protection of Train Director at Waltham Tower. This move will be made at restricted speed.

Hill Crossing. Local Freight serving consignees at Hill Crossing may operate against the current of traffic on Eastward track between Hill Crossing and Belmont with permission of Train Dispatcher, clock time will be specified, and under protection of Train Director at Waltham Tower. This move will be made at restricted speed.

East Fitchburg. Yard engines serving consignees on Eastward track between Lawrence Street (Mile Post 44.56) and F.G. Interlocking may operate against current of traffic with permission of Train Dispatcher. Clock time will be specified and under the protection of Train Director at Fitchburg Tower. This move will be made at restricted speed.

Gardner East — Westminster

Train or engine movements may be operated against the current of traffic on the Westward track between Gardner East Interlocking and Westminster Interlocking on verbal permission from Train Dispatcher. Move is to be authorized by the assistant chief train dispatcher on duty.

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's signature.

211. CLEARANCE FORM A

White River Jct. No train or engine will leave White River Jct. without Clearance Form A except trains or engines operating between White River Jct. and Concord, N.H.

Oak Grove. All Westward train and engine operating on Eastward main track must obtain Clearance Form A before passing from Eastward main track to Single Track at this location.

221. TRAIN ORDER SIGNALS

Train order signal at Lowell Tower will govern Main Line trains.

Train order signal at Manchester, N. H., tower will govern trains on the Main Line, Manchester and Lawrence and Manchester and Portsmouth Branch trains.

221a. There is no train order signal at the following train order stations and a double staff red flag by day or a red light by night is used when there are train orders and for spacing of trains: Bondsville, Mass. Mystic Junction, Wilmington, Nashua, N. H., Concord, N. H., Greenfield, N. H., Milford, Lakeport, Bradford, Mass., Lawrence Tower, Gloucester, and West Concord.

Tower H (Fitchburg Route), and Draw 7 (Eastern Route, East Somerville) are designed as Train Order Offices, open continuously. Rule 221a applies at both of these locations.

FOLEY ST. SOMERVILLE

Train Order Signal at Foley Street, Somerville will govern Eastward trains into the Manual Block Territory between Foley Street and Oak Grove.

All trains and engines operating by red manual block signal at Foley Street under the authority of CLEARANCE FORM A, endorsed "Block Clear", will run at restricted speed from this signal to Oak Grove.

Ayer Tower. Rule 221a applies.

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.

Bellows Falls, Vt. A red flag by day or a red light by night displayed on a post which has been erected at the Northwest corner of Bellows Falls station, will be considered a train order signal for Southward and Northward trains.

Brattleboro, Vt. — A red flag by day or a red light by night displayed on a bracket at the foot of the stairs in front of the Brattleboro, Vt. Freight House will be considered a train order signal for Southward and Northward trains.

D-225. 45° INDICATION

45° indication on Train Order Signals authorized at following points:

Ayer	***Salem Tower
****Draw 7 (Eastward)	**Tower H
Lowell Tower	Waltham
Manchester Tower	Winchester
*****Mystic Jct.	

****Tower H.** A green flag by day or green light by night displayed from window on Fitchburg Route main track side of Tower H will be a 45 degree indication. Head ends of westward inferior trains which are west of Tower H when ready to go will accept the signal indication as authority to depart ahead of superior trains and will understand 45 degree signal is displayed at Tower H for information of superior trains which they are preceding.

*****Salem Tower** — A green flag by day or a green light by night displayed from the tower will be a 45 degree indication.

******Draw 7** — A green flag by day or a green light by night displayed at Draw 7 will be a 45 degree indication.

*******Mystic Jct.** — a green flag by day or a green light by night displayed from the Tower will be a 45° Indication. Head ends of Northward Inferior trains which are North of Mystic Jct. Tower, will accept the signal indication at Winter Hill as authority to proceed ahead of superior trains and will understand 45 degree signal is displayed at Mystic Jct. Tower for information of superior trains which they are preceding.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM

Train or engine movements may be made on signal indication as specified below:

Note: Directional tracks may be used in reverse direction as provided by rules 266 and 271(a) and at restricted speed when operator is authorized by the superintendent.

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FITCHBURG ROUTE MAIN LINE**HILL CROSSING AND WEST CAMBRIDGE**

Under direction of Train Director at Waltham.

Westward track — Movements in either direction.**SOUTH ACTON AND WILLOWS**

Under direction of Train Director at Waltham.

Movements in either direction.

WILLOWS AND AYER**Under Direction of Train Director at Ayer.**

In either direction on either track.

EAST FITCHBURG FG AND WESTMINSTER

Under Direction of Train Director at Fitchburg Tower.

Eastward Track — Movements in either direction between Westminster and Fitchburg Tower.**EASTWARD** movement only between Fitchburg Tower and East Fitchburg FG.**Westward Track** — **WESTWARD** movement only between East Fitchburg FG and Fitchburg Tower.

Movements in either direction between Fitchburg Tower and Westminster.

EAST GARDNER AND WRIGHTS

Under direction of Train Dispatcher at North Billerica.

Movements in **EITHER** direction between Parkers and East Gardner.**Westward Track** — Movements in **EITHER** direction between Gardner and Parkers.**Single Track** — Parkers to Wrights. Movements in **EITHER** direction.**MONTAGUE AND GREENFIELD EAST**

Under direction of Train Director at East Deerfield Tower.

Eastward Track — Movements in **EITHER** direction between Greenfield East and Montague.**Westward Track** — **WESTWARD** movements only between Montague and East Deerfield East. Movements in **EITHER** direction between East Deerfield East and Greenfield East.**EAST DEERFIELD WEST AND DEERFIELD JCT.**

Under direction of Train Director at East Deerfield Tower.

Single Track — East Deerfield West to Deerfield Jct. Movements in **EITHER** direction.**GREENFIELD EAST AND WILLIAMSTOWN**

Under direction of Train Dispatcher at North Billerica.

Eastward Track — Movements in **EITHER** direction between North Adams and West Portal. Movements in **EITHER** direction between East Portal and Soapstone. Movements in **EITHER** direction between Rices and Shelburne Falls East. Movements in **EITHER** direction between West Deerfield and Greenfield East.**Westward Track** — **WESTWARD** movements only between Greenfield East and West Deerfield. **WESTWARD** movements only between Greenfield West and West Deerfield. Movements in **EITHER** direction between Shelburne Falls East and Shel-

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burne Falls West. WESTWARD movements only between Shelburne Falls West and Rices. Movements in EITHER direction between Soapstone and East Portal. Movements in EITHER direction between West Portal and North Adams.

Single Track—West Deerfield and Shelburne Falls East, between Rices and Soapstone, between East Portal and West Portal, and between North Adams and Williamstown. Movements in EITHER direction.

HOOSICK AND JOHNSONVILLE

Under direction of Train Dispatcher at North Billerica.

Eastward Track—Movements in EITHER direction between Eagle Bridge and Hoosick Junction East.

Westward Track—Movements in EITHER direction between Hoosick Junction East and Eagle Bridge.

Single Track—Hoosick and Hoosick Junction East and between Eagle Bridge and Johnsonville. Movements in EITHER direction.

BURNT HILLS AND ROTTERDAM

Under direction of Train Dispatcher at North Billerica.

Single Track—Burnt Hills and Rotterdam. Movements in EITHER direction.

CONNECTICUT RIVER ROUTE MAIN LINE

HOLYOKE NORTH AND DEERFIELD

GREENFIELD EAST AND ARCH INTERLOCKING

SILVER STREET AND EAST NORTHFIELD

Under direction of Train Dispatcher at North Billerica.

Single Track—Movements in EITHER direction.

WEST RIVER AND WINDSOR

Under direction of Train Dispatcher at North Billerica.

Single Track—Movements in EITHER direction.

SPECIAL INSTRUCTIONS CTC

HOLYOKE NORTH TO DEERFIELD

SILVER STREET TO EAST NORTHFIELD

WEST RIVER TO WINDSOR INTERLOCKING

Except as affected by these special instructions, all Operating Rules, Automatic Block System Rules and Interlocking Rules, remain in force and govern where they apply.

Rule 11

Train finding a lighted fuse will stop, then proceed at restricted speed for not less than one mile.

Rule 15

The explosion of two torpedoes is a signal to at once reduce to restricted speed and proceed at restricted speed for not less than one mile.

Rule 105

In entering and using sidings, trains will proceed at yard speed.

Rule 513

Not applicable in this territory.

Rule 515

Not applicable in this territory. (See rule 672).

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NEW HAMPSHIRE ROUTE MAIN LINE**Freight Cut-Off****Hill Crossing and Somerville Jct.**

Under direction of Train Director at Waltham.
Movements may be made in either direction.

WINCHESTER AND WOBURN

Under direction of Train Director at Winchester.
Movements may be made in either direction.

WINCHESTER AND MONTVALE

Under direction of Train Director at Winchester.
Movements may be made in either direction.

NORTH WOBURN JCT. AND WILMINGTON

Under direction of Train Director at Winchester.

Southward Track — For movements in either direction.

Northward Track — For Northward movements only.

WILMINGTON JUNCTION AND WILMINGTON

Wilmington to Clark St. (Wilmington) under direction of Train Director at Winchester.

Clark St. (Wilmington) to Wilmington Jct. under direction of Train Director at Lowell.

Movements may be made in either direction.

WILMINGTON JCT. BRANCH**Wilmington Junction and Lowell Junction**

Under direction of Train Director at Lowell.

Movements may be made in either direction.

WESTERN ROUTE MAIN LINE**Plaistow and P. T. Tower One**

Under direction of Train Dispatcher at North Billerica.
Plaistow and P. T. Tower One

Main track — Movements in either direction.

Dover Passing Track — Movements in either direction.

North Berwick Passing Track — Movements in either direction.

AR — Ocean Park Passing Track — Movements in either direction.

EASTERN ROUTE MAIN LINE**FX Interlocking and Reading Jct.**

Under direction of Train Director at Tower X.

Movements may be made in either direction on either track.

Reading Jct. and Everett Jct.

Under direction of Train Director at Tower X.

Eastward Track — Movements may be made in either direction.

Westward Track — Westward movements only.

Salem and Northey Point

Under direction of Train Director at Salem.

Movements may be made in either direction.

Northey Point and Beverly Drawbridge**On Eastward Track Only.**

Movements may be made in either direction by Signal indication under direction of Train Director at Salem Tower on EASTWARD TRACK ONLY between Northey Point interlocking and the Westward Color Light Dwarf Signal for Beverly Drawbridge, located to right of Eastward Track just east of Congress St., Beverly.

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 pushbutton 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.

North Beverly and Ipswich

Under direction of Train Director at Salem.

Movements may be made in either direction.

STONY BROOK BRANCH

Ayer and Willows

Under direction of Train Director at Ayer.

Movements may be made in either direction on either track.

Willows and North Chelmsford

Under direction of Train Director at Lowell.

Movements may be made in either direction on either track between Willows and Willows East, Main Track between Willows East and North Chelmsford and Graniteville second track between Graniteville Interlocking and Westford Interlocking.

LOWELL BRANCH

Bleachery and Wamesit

Under direction of Train Director at Lowell.

Movements may be made in either direction on either track.

Wamesit and Lowell Jct.

Under direction of Train Director at Lowell.

Movement may be made in either direction.

NEW HAMPSHIRE ROUTE MAIN LINE

Bleachery and Middlesex

Under direction of Train Director at Lowell.

Movements may be made in either direction on either track.

Middlesex and North Chelmsford

Under direction of Train Director at Lowell.

Track No. 1 — NORTHWARD movements only.

Track No. 2 — Movements in either direction.

Track No. 3 — is an unsignalled track and movements may be made in either direction under provisions of Rule 105.

Track No. 4 — SOUTHWARD movements only.

North Chelmsford and Nashua South

Under direction of Train Director at Lowell.

Movements in either direction.

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Tie Plant and South Manchester

Under direction of Train Dispatcher at North Billerica.

Main Track — Movements in either direction.

Merrimack Passing Track — Movements in either direction.

Amoskeag and Bow

Under direction of Train Dispatcher at North Billerica.

Main Track — Movements in either direction.

South Hooksett Passing Track — Movements in either direction.

271c.**IPSWICH, MASS.**

All westward moves of trains, engines or drafts which originate at Ipswich are to be made under provision of General Rule 271c, between Ipswich passenger station and westward home signal.

272c.**SIDINGS WHERE MAIN TRACK
MUST NOT BE CLEARED**

Trains or engines must not clear main track at side tracks having hand throw switches in C.T.C. or interlocking territory not electrically locked and at which there is a sign "**SIDING MUST NOT BE USED TO CLEAR MAIN TRACK.**"

301. Eastward movements between Foley Street and Oak Grove are made under Manual Block Rules. Train Order signal at Foley Street will govern Eastward trains into the manual block territory. All trains and engines operating by red manual block signal at Foley Street under the authority of CLEARANCE FORM "A", endorsed "Block Clear" will run at restricted speed from this signal to Oak Grove Block Office located at Oak Grove open continuously.

400.**AUTOMATIC CAB INDICATOR TERRITORY**

Operative between West Cambridge and eastward three light home interlocking signal approximately 900 feet west of Ayer Tower also westward three light home interlocking signal approximately 100 feet east of Ayer Tower.

411. The two regular local freights between Boston and Roberts with switcher type locomotives not equipped with cab indicator not to exceed 20 M.P.H.

All locomotives which operate to and from the Stony Brook Branch and the Worcester-Route between Ayer and Willows.

501.**SPECIAL SIGNAL RULES ZOAR**

Two slide detector fences are in service, about one and one half miles west of Zoar.

Signals involved

Westerly direction, automatic block signal 1317

Easterly direction, Soapstone — all eastward three light interlocking signals.

Operation

In addition to the usual precautions to be taken when signals in **STOP** position, slide detector fences are designed to operate the signals when there is any condition at the slide that requires the exercise of extra precautions.

SPECIAL SIGNAL RULE REYNOLDS

Signal 1841 at Reynolds is fitted with a sign reading "Call Disp. When Red." Westward trains finding this signal displaying a Red indication will stop and contact the Dispatcher for permission to proceed.

505 continued

505. AUTOMATIC BLOCK SYSTEM. SEE GENERAL RULES.**FITCHBURG ROUTE MAIN LINE****Boston to Rotterdam****NEW HAMPSHIRE ROUTE MAIN LINE**

Between Boston and Bow.

CONNECTICUT RIVER ROUTE MAIN LINE**Springfield to White River Jct.**

Between Springfield and "End of Signal Territory" sign located about 800 feet south of Nutt St., White River Jct.

BERLIN ROUTE MAIN LINE**White River Jct. to Woodsville**

Between "Signal Territory Starts" sign at White River Jct. and CP Signal 631A north of Wells River.

Between automatic routing signal 1633, Wells River and sign at signal W937, Woodsville (via south wye).

Between sign at automatic routing signal W937, Woodsville, and junction switch north of Wells River (via north wye).

CENTRAL VERMONT RY.

Between East Northfield and sign 2.12 miles north of East Northfield. No automatic signal territory between this sign and sign 200 feet south of end of double track south of Brattleboro.

WESTERN ROUTE MAIN LINE**Boston to Portland**

Between Boston and "End of Signal Territory" sign at Reading (westward track only between Foley Street and Oak Grove.) and between "End of Signal Territory" sign 1385 feet east of Salem St., North Wilmington and P.T. Tower One.

EASTERN ROUTE MAIN LINE**Boston to Ipswich**

Between Boston and "End of Signal Territory" sign about 1300 feet west of Mile Post B-29.

HAMPTON BRANCH**Portsmouth Yard**

(Navy Yard Branch.) Between a point about 300 feet west of the eastward Portsmouth-Kittery Bridge interlocking signal and a point about 300 feet east of the westward Portsmouth-Kittery Bridge interlocking signal.

WORCESTER ROUTE MAIN LINE

Between sign 900 feet east of Mile Post W-9 and sign 675 feet east of Garden Street on the westward track and on the eastward track to sign 600 feet west of Mile Post W-4 and between Ayer Interlocking and sign about 1100 feet west of Mile Post W-23.

Automatic block signal A-30 located at Barbers is designated as an automatic holding signal. All Westward train and engine movements receiving Red indication on this signal will stop clear of New Bond Street crossing and call Yardmaster for instructions. New England telephone located in box at crossover at Barber, phone number of Yard Office, 756-3316 or 756-3977.

STONY BROOK BRANCH

Between Willows and North Chelmsford.

LOWELL BRANCH

Between Bleachery and Lowell Jct.

505 continued

GLOUCESTER BRANCH

Between Beverly Jct. and Loop.

LEXINGTON BRANCH

Between West Cambridge and Southward Home Signal North of Fens Diamond Crossing.

CENTRAL MASS. BRANCH

Between sign about 4500 feet east of automatic approach signal M-193 (east of South Sudbury) and sign about 4100 feet west of automatic approach signal M-208. Between Clematis Brook and Lyman St., Waltham North.

WOBURN BRANCH

Between Winchester and signs just north of Green St., Woburn.

WILMINGTON JCT. BRANCH

Between Wilmington and Wilmington Jct.

FREIGHT CUT-OFF

Between Hill Crossing and end of signal territory sign 250 feet south of Walnut St. Bridge, Winter Hill.

BRANCH LINES

On Branch lines entering Main tracks having an Automatic Block System, the Automatic Block System is in effect on the Branch Line between "Signal Territory Starts" or "End of Signal Territory" sign and main track connection.

509c.**CONNECTICUT RIVER ROUTE MAIN LINE**

HOLYOKE NORTH AND DEERFIELD
SILVER STREET AND EAST NORTHFIELD
WEST RIVER AND WINDSOR

When a train or engine enters main track in CTC Territory (except within interlocking limits) through a main track switch electrically locked with seal on lock **not broken**, and only then, Rule 509c will not apply and train may proceed at not exceeding medium speed prepared to stop at next signal.

If seal on lock is **broken or found broken**, movement may be made only in full compliance with rule 509c.

WESTERN ROUTE MAIN LINE**Plaistow and Dover Arch**

When a train or engine enters main track in CTC Territory (except within interlocking limits) through a main track switch electrically locked with seal on lock **NOT BROKEN**, and only then, Rule 509c will not apply and train may proceed at not exceeding medium speed prepared to stop at next signal. If seal on lock is **broken or found broken**, movement may be made only in full compliance with Rule 509c.

513.**WESTERN ROUTE MAIN LINE****Melrose Highlands**

Westward movements crossing from Eastward to Westward Main Track at this point will be considered in compliance with General Rules 93a and 513 when the Easterly switch of the crossover has been reversed for three (3) minutes.

FITCHBURG ROUTE MAIN LINE**EXCEPTION TO RULE 513 IN C.T.C. TERRITORY**

Between East Fitchburg, Mass. and Rotterdam, N.Y. in Centralized Traffic Control (C.T.C.) territory, Rule 513 will not apply when trains or engines foul or enter the main track, or cross from one main track to another through switches equipped with electric locks.

The specific locations on the Fitchburg Route Main Line are between:

East Fitchburg FG and Westminster
 East Gardner and Wrights
 Montague and Williamstown
 Hoosick and Johnsonville
 Burnt Hills and Rotterdam

It must be understood clearly that only where electrically locked switches are in use does relief from Rule 513 apply.

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS OR BRANCHES

LOCATION	SIGNAL NUMBER	CLEARING TIME
Lawrence, north end track 17	SD268	3 minutes
Scotia Naval Base, east end	S 2062	3 minutes
Scotia Naval Base, west end	S 2071	3 "
Ayer, Harvard Lead Switch	SA 262	3 "
White River Jct. to Wells River Lower Yard	All signals governing on or from sidings	5 minutes
Wells River, North Wye	NY 1635	3 min. 30 sec.
Wells River, South Wye	SY 1634	3 min. 30 sec.
Wells River, South Wye	SW 938	1 min. 30 sec.
Wells River, North Wye	W 938	1 min. 30 sec.
Wells River, C.P. Siding	S 1636	5 min. 30 sec.

COLOR LIGHT SIGNAL WITH TAKE SIDING ASPECT

LOCATION	DIRECTION	SIGNAL NUMBER
Putney	Northward	687

513b. AUTOMATIC SIGNALS GOVERNING "AGAINST TRAFFIC" MOVEMENTS FROM DOUBLE TRACK TO SINGLE TRACK

LOCATION	SIGNAL NUMBER	CLEARING TIME
Gloucester	G-313-2	4 min., 30 sec.
West Boylston	A59-2	4 min.
Harvard	A-258-1	5 min.

AUTOMATIC ROUTING SIGNALS

LOCATION	DIRECTION	SIGNAL NUMBER
Dole Jct.	Northward	519
Wells River Main Line	Northward	1633
Wells River, C.P. Main Line	Southward	1636
Wells River, C.P. Passing Siding	Southward	S 1636
Woodsville	Southward & Northward	W 937

One light color light dwarf signal located ahead of points of spring switch governing movements against point of switch only located at:

Oak Grove east end of single track. Ayer Harvard Lead Switch
 Haverhill South end Island track Brattleboro South End of Crossover.

523. HOLDING SIGNALS FITCHBURG ROUTE MAIN LINE

South Acton — Westward, located just east of Parker St. When the signal is in the "hold" position, any westward train in excess of 70 boxcars must stop and member of train crew must operate manual cut-out located on mast of Holding signal to raise gates and cut out flashers at Parker St., then contact Train Dispatcher for instructions.

WORCESTER ROUTE MAIN LINE

Automatic block signal A-30 located at Barbers is designated as an automatic holding signal. All Westward train and engine movements receiving Red indication on this signal will stop clear of New Bond Street crossing and call Yardmaster for instructions. New England telephone located in box at crossover at Barber, phone number of Yard Office, 756-3316 or 756-3977.

WESTERN ROUTE MAIN LINE

Ballardvale. Located about 850 feet south of automatic approach signal D212 for southward trains in excess of 50 cars. Normally the signal will display two vertical lunar white lights. When it is desired to hold a train in excess of 50 cars, the signal will display two horizontal red lights. When the signal is in "hold" position, any southward train in excess of 50 cars must stop and member of train crew must contact train dispatcher by telephone. Telephone is located about 50 feet north of this signal. Automatic approach signal D212 and automatic signal D226 will each display an approach indication whenever the "holding" signal is in the "hold" position.

Newfields. Located on Northward automatic approach signal D531.

Saco. Located on southward automatic block signal D1008.

605. LOCATION OF INTERLOCKING SIGNALS (See Interlocking Signal Rules) WESTERN ROUTE MAIN LINE

Draw No. 1 — Tower A★	Newfields
Tower A	Rockingham
FX	Dover
Reading Jct.	Rollinsford
Wilmington Junction	North Berwick West
Lowell Junction	North Berwick East
Lawrence Engine House◆	A. R.
Lawrence◆	Ocean Park
Plaistow	Rigby

EASTERN ROUTE MAIN LINE

Draw No. 1 — Tower A★	Castle Hill
Tower A	Salern
FX	Northey Point
Reading Jct.	Beverly Drawbridge▲
Draw 7, East Somerville □	Beverly
Everett Junction	North Beverly
Revere (unattended and Rule 663b applies)	Hamilton — Wenham
Saugus River Drawbridge▲	Ipswich West
Pickman Park (unattended and Rule 663b applies)	Ipswich

NEW HAMPSHIRE ROUTE MAIN LINE

Draw No. 1 — Tower "A"★	Nashua South
Tower "A"	Nashua Union Station (unattended, Rule 663b applies)
Winter Hill	Tie Plant
Winchester	Merrimack South
Woburn	Reeds Ferry
Montvale	South Manchester
North Woburn Junction	Manchester
Wilmington	Amoskeag
South Lowell	Martin North
Lowell	South Hooksett
Western Ave.	Bow
Middlesex	
North Chelmsford	

FITCHBURG ROUTE MAIN LINE

Draw No. 1 — Tower "A"★
 Tower A
 Tower H
 West Cambridge
 Hill Crossing
 East Fitchburg FG.⊙
 Fitchburg Tower.⊙
 Fitchburg, Rollstone St.⊙
 West Fitchburg.⊙
 Westminster.⊙
 Gardner East.
 Gardner.
 Parker.
 Baldwinville.
 Wright's.
 Montague.
 East Deerfield East.
 East Deerfield West.
 Cheapside.
 Greenfield East.
 West Deerfield.
 Clematis Brook
 Waltham

West Concord
 South Acton
 Willows
 Ayer
 Shelburne Falls East.
 Shelburne Falls West.
 Rice's.
 Soapstone.
 East Portal.
 West Portal.
 North Adams.
 Williamstown.
 Hoosick.
 Hoosick Jct. East.
 Hoosick Junction.
 Eagle Bridge.
 Johnsonville.
 Mechanicville XO Tower.
 Mechanicville WY Cabin.
 Mechanicville West.
 Crescent.
 Burnt Hills.
 Rotterdam.
 Rotterdam Junction.

CONNECTICUT RIVER ROUTE MAIN LINE

Holyoke North
 Northampton South
 Northampton
 Deerfield
 Deerfield Jct.
 Greenfield East
 Greenfield Arch Interlocking
 Silver Street
 East Northfield
 West River

Putney
 Putney North
 Bellows Falls South
 Bellows Falls
 Chapins
 North Walpole
 Claremont Jct. South
 Claremont Jct.
 Windsor Interlocking
 White River Jct. (South end yard)#

WORCESTER ROUTE MAIN LINE

Ayer

STONY BROOK BRANCH

Willows
 Willows East

Graniteville
 Westford

LOWELL BRANCH

Lowell
 Wamesit

Lowell Jct.

HAMPTON BRANCH

●Portsmouth-Kittery Bridge

GARDNER BRANCH

Gardner

WHEELWRIGHT BRANCH

Northampton

GLOUCESTER BRANCH

Beverly
 Manchester Drawbridge▲
 Gloucester Drawbridge▲

M and L BRANCH

Lawrence

PORTSMOUTH BRANCH

Rockingham

Explanation of symbols

Saugus River, Beverly, Manchester and Gloucester Drawbridges.

▲Trains stopped by interlocking signals at drawbridge may proceed over drawbridge on verbal permission 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 Rules S-509 or D-509.

605 continued

★**Draw No. 1** — Tower A — 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.

□**Draw No. 7** — East Somerville, Eastern Route, is protected by semi-automatic color light dwarf interlocking signals, also by gates on each side of Draw, displaying target board by day and red light by night over each track. Also by red flags by day and red lights by night placed between the rails of each track on each side of Draw. At night a green light in Draw Tower indicates Draw closed.

Trains or engines stopped by semi-automatic color light dwarf interlocking signals at Draw No. 7 may proceed over drawbridge on verbal permission given by drawtender, or in his absence must be preceded by flagman. After passing over drawbridge, train or engine may proceed on signaled tracks as provided in Rule D-509.

●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.

✦There will no towerman on duty at Lawrence Tower on Sundays from 1500 to 2300 hours. During this period the interlockings at Lawrence and Lawrence Enginehouse will operate semi-automatically and will be unattended. General Rule 663-b applies at both points during above period on Sundays.

○**BX Tower, Fitchburg.**

There is no Train Director on duty at BX Tower Fitchburg from 1500 to 2300 hours on Sundays. During this period, the interlockings at FG East Fitchburg, Fitchburg Tower, Rollstone St., West Fitchburg and Westminster will operate semi-automatically and will be unattended. Rule 663b applies.

#**White River Jct. Yard**

No operator on duty at White River Jct. Yard office between 0300 and 0800, 1200 and 1300, 1700 and 1900 hours week-days and between 0700 and 1500 hours on Saturdays and Sundays. During these periods, the interlocking at the South end of the yard will be unattended. General Rule 663b applies.

FREIGHT CUT-OFF

Hill Crossing.

Diamond Crossing (Fens). (Rule 674 Applies)

Whenever trains or engines find interlocking signals in Stop position at Diamond Crossing and cannot see any other train or engine approaching on cross route, crew will be governed by instructions posted in signal box which contains push button releases. Due to the difficulty in maintaining communications at Fens Diamond crossing all trains and engines finding interlocking signals in stop position may accept radio permission to proceed without flagging cross route.

Train Director at Waltham must obtain clearance from Dispatcher before authorizing move.

Somerville Jct.

LEXINGTON BRANCH

Diamond Crossing

605 continued

CENTRAL MASS. BRANCH

Clematis Brook

South Sudbury

SOUTH SUDBURY (Rule 674 applies).

Whenever trains or engines find interlocking signals displaying Stop indication at South Sudbury and cannot see any other train or engine approaching on Penn Central or when a reverse move is desired over diamond crossing, crew will be governed by instructions in signal box which contains push button releases.

OPERATION OF SWITCHES AND SIGNALS EQUIPPED WITH ELECTRIC SWITCH LOCKS

Instructions for operation of electric switch locks on hand operated switches at the following locations are shown on inside of door to electric lock for information of train or engine crews.

Revere

Nashua Union Station

Saugus River Drawbridge

Pickman Park

Manchester Drawbridge

Gloucester Drawbridge

WARNING:— When it is found necessary to operate push button releases to unlock switches, care must be used to be reasonably certain that no approaching train is close since operation of push button will set any clear signal to stop position and may thereby give an approaching train a red home signal after it has passed a clear approach.

629. MOVEMENT AGAINST CURRENT OF TRAFFIC**MONTAGUE CROSSOVERS**

Eastward trains having the proper Train Order or other authority permitting a Movement Against the Current of Traffic on the Westward Track at Montague Crossovers may accept the Restricting eastward interlocking signal at Montague as authority to proceed through the interlocking limits.

GARDNER EAST

Eastward trains or engines having proper train order or other authority permitting movement against the current of traffic on the westward track between Gardner East Interlocking and South Ashburnham Crossover or Westminster Interlocking may accept "Restricting" eastward interlocking signal at Gardner East as authority to proceed through the interlocking limits.

635. RESTRICTING SIGNAL**Bridge 50.52 And Interlocking****East Northfield, Mass.**

Circuit changes at East Northfield Interlocking are in effect which allow movements from the Boston & Maine single track to the former northward track on restricting signal aspect (bottom yellow).

Barriers are placed 300 feet north and south of Bridge No. 50.52. There is approximately 3500 feet between the southerly barrier and East Northfield Interlocking.

674. AUTOMATIC INTERLOCKING SIGNALS.

Diamond Crossing (Fens).

South Sudbury.

696a.**BALL SIGNALS****WHITEFIELD AND WAUMBEC JUNCTION**

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

913. WHEELWRIGHT BRANCH

Two engines must not be operated coupled over any bridge between Ware and Northampton that is fifty feet or more in length.

SPECIAL RULES COVERING JOINT OPERATIONS

B. & M.—Maine Central R. R. Between Whitefield and Fabyan, and between Waumbek Jct. and Coos Jct.

Boston & Maine Corp. trains will operate over the Maine Central R. R. tracks between Whitefield and Fabyan and between Waumbek Jct. and Coos Jct. 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. Superintendent.

All trains will register in Maine Central Book at Whitefield, Waumbek Jct. and Coos Jct., unless otherwise instructed.

Waumbek Jct. Connection between Boston and Maine Corp. and Maine Central Railroad must be kept clear for train movements and inside switches so lined.

Cars for interchange will be left on Maine Central Railroad interchange track near station or field track.

OPERATION OF MAINE CENTRAL TRAINS OVER BOSTON AND MAINE TRACKS BETWEEN COOS JCT. AND GROVETON

The main track at Coos Jct. is through crossover over scale track and into Boston and Maine main track through crossover just north of scales. Normal position of switches of both crossovers is set for the main track route and when so set will display clear targets and green lights. Maximum speed between east switch of crossover on Maine Central side and north switch of crossover on Boston and Maine side, 15 MPH. All switches between Coos Jct. and Groveton will be dual-locked with B. & M. and M. C. locks. One continuous yard limit extends between north yard limit sign on B. & M. at Coos Jct. and east yard limit sign on M. C. at Lancaster.

Boston and Maine Rules, Time Table and Train orders will apply between Groveton and east switch of crossover crossing at Coos Jct. and all train movements in this territory will be handled by train orders issued from the train dispatcher's office at North Billerica, Mass.

B & M—PENN CENTRAL SPRINGFIELD YARD.

All trains and engines using tracks of the Penn Central south of diamond at Yard 1, that is, within the so-called New Haven Yard at Springfield, will be governed by the rules and regulations of the Penn Central and all B & M employees operating in Penn Central territory must be qualified as required by Penn Central.

Movement of Boston and Maine Corp. trains and engines on tracks operated by Penn Central must be made under the control and jurisdiction of the governing "tower," and other signals covering such movements.

Signals governing reverse movement on these tracks do not indicate that the track or routes to be used is clear of any preceding movement made in the same direction on such track or route, but authorize and protect such movements against opposing or conflicting movements in like manner as when movements are made with the current of traffic.

B. & M.—PENN CENTRAL BETWEEN CREAMERY AND FOREST LAKE.

On the Wheelwright Branch between Creamery and Forest Lake, Boston and Maine Corp. trains will operate over the Penn

Central track under the jurisdiction of the Penn Central, its time tables, 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 time-table, rules and regulations.

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

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

B. & M. — C. V. Ry.

BETWEEN WHITE RIVER JUNCTION AND EAST NORTHFIELD.

Between White River Jct. and East Northfield, Central Vermont Railway trains will operate under the jurisdiction of the Boston and Maine Corp., its time-table, rules and regulations.

All train orders will be issued from the Train Dispatcher's Office at North Billerica, over the B. & M. Corp. Superintendent's signature.

B & M — Portland Terminal Co.

All trains and engines using tracks of the Portland Terminal Company will be governed by the rules, regulations and time tables of that Company.

Rigby Yard. Head end trainmen of outbound Boston and Maine trains at Rigby Yard will not accompany movement of light locomotive consist beyond the head cars 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.

INTERVALE — MAINE CENTRAL RAILROAD

No Boston and Maine train or engine shall enter Maine Central track at Intervale without time table or train order authority without first providing adequate protection in both directions on the Maine Central R.R.

Permission to use Maine Central tracks must first be obtained from agent or operator if on duty.

WORCESTER

All trains and engines using tracks of the Penn Central Railroad west of the Viaduct at Worcester will be governed by Rules and Regulations of Penn Central and all B. & M. employees operating in Penn Central territory must be qualified as required by Penn Central.

USE OF CANADIAN NATIONAL MAIN TRACK AT GROVETON BY BOSTON AND MAINE TRAINS AND ENGINES

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. Employes 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."

USE BY BOSTON AND MAINE FREIGHT TRAINS OF MAINE CENTRAL R. R. MAIN TRACK AT WHITEFIELD, N. H.

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 and WAUMBEEK JCT. are located as follows: At WHITEFIELD, on easterly side (toward Portland) 1310 feet from diamond crossing and on westerly side (toward St. Johnsbury) 3504 feet from diamond crossing. At WAUMBEEK JCT. on easterly side (toward Portland) 1900 feet from diamond crossing and on westerly side (toward Lancaster) 1498 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 and WAUMBEEK JCT., 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 and at WAUMBEEK JCT. in signal box on north side of building at diamond crossing. Current Maine Central time-table is located at each of these two places.

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 AT WHITEFIELD, N. H. 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.

Train movements over Carroll Street crossing must be protected by a member of crew and must not exceed a speed of six (6) miles per hour.

D. & H. R.R. AND B. & M. BETWEEN MECHANICVILLE AND CRESCENT

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 time-table, rules and regulations of their respective companies, except wherein they may conflict with this time-table, and the rules, regulations and instructions appearing herein.

All trains passing to or from joint double track at Crescent must not exceed speed of twenty (20) miles per hour and may proceed only when switches and signals are seen to be right and track clear.

SIGNALS

D. & H. staggered two light color light signal displaying Green over Red is an Automatic Block Signal; indication "Proceed"; name, "Clear."

When displaying Yellow over Green, indication is Proceed, approaching next signal at medium speed; name, "Approach Medium."

XO Interlocking Mechanicville.

WY Cabin, Mechanicville.

Mechanicville West Interlocking.

Crescent Interlocking.

D. & H. three light color light signal displaying Red over Yellow over Green and two light color light dwarf signal displaying Yellow over Green are Interlocking signals; indication, "Proceed at medium speed approaching next signal at medium speed; name 'Medium-Approach Medium.'"

Speed restrictions are in effect for B. & M. movements diverging to and converging from D. & H. main lines of 20 M.P.H. (Rule 110). It must be clearly understood that Medium Clear (Red over Green over Red), Medium Approach Medium (Red over Yellow over Green or dwarf Yellow over Green) and Medium Approach (Red over Yellow over Red) aspects displayed on Home Interlocking Signals at these Interlockings do not supersede these speed restrictions. Similarly, an Approach Medium (Yellow over Green or Yellow over Green over Red) aspect displayed in approach to these interlocking Signals does not permit exceeding authorized speed at the Interlocking.

Automatic Block Signals.

Trains finding signal in Stop position must stop before passing signal. After coming to a full stop in rear of signal, if signal does not clear after an interval of fifteen (15) seconds, train may proceed at restricted speed expecting to find block occupied by a train, or a switch open, a car fouling main track, or a rail broken or up.

Immediate report must be made by engineman to Superintendent of every case of being stopped by signals. Conductors will promptly make written report to Superintendent.

OPERATION OF TRAINS BETWEEN XO TOWER MECHANICVILLE, CRESCENT AND ROTTERDAM, INCLUDING D. & H. AND B. & M. YARDS, MECHANICVILLE

Train and engine crews of the Boston and Maine, Delaware and Hudson and Penn Central operating between Rotterdam Jct., Crescent and XO Tower Mechanicville, including the B. & M. and D. & H. Yards at Mechanicville will be governed by the Operating Rules and Special Instructions of their respective railroads except where such rules and instructions are in variance with special instructions contained in this Time Table.

The headlight, lighted will be displayed to the front of every train and engine by day and by night.

When trains are operated against the current of traffic between Mechanicville West and Crescent or Burnt Hills, following moves must not be made except in case of emergency and then only when crews involved are advised.

Unless otherwise provided, trains and engines using other than a main track must proceed at a speed which will permit stopping within one half the range of vision but not exceeding 15 M.P.H. **EXCEPTION:** B&M crews shoving cuts of cars out of Mechanicville Receiving Yard may proceed in accordance with signal indication shown on humping signals, or radio instructions in lieu thereof.

Between Mechanicville West and Crescent or Burnt Hills, movements against the current of traffic may be made on verbal permission from Train Dispatcher at North Billerica who must tag all signals and levers affecting normal movements on that track in their most restrictive position. Crew member receiving permission must give his name and repeat instructions back to Train Dispatcher, who will note on train sheet, time, name of crew member and instructions given. Trains, and engines operating against the current of traffic between these points must not exceed speed restrictions applying on that track and are restricted to a maximum speed of 30 M.P.H. They must be prepared to stop before passing any signals governing direction of movement.

Main track hand throw crossovers between Mechanicville West and Crescent must not be lined for crossover movements without permission from Train Dispatcher at North Billerica. In connection with this refer to preceding paragraph of these instructions which permits reverse running on verbal permission in this territory.

The westerly yard limits of the B. & M. at Mechanicville is at Viall Ave. A new YL board is erected so indicating.

All Special Notices or Orders of the B. & M. or D. & H. affecting operations between Mechanicville and Rotterdam Jct. will be posted on Bulletin Boards as follows:

B. & M.

Mechanicville Yard Office
Mechanicville Engine House

D. & H.

Yardmaster—Binghamton, N. Y.
Terminal Foreman—Binghamton, N. Y.
Yardmaster—Oneonta, N. Y.
Crew Dispatcher—Oneonta, N. Y.
Yardmaster—Mechanicville, N. Y.
Terminal Foreman—Mechanicville, N. Y.
Trainmaster—Mechanicville, N. Y.
Yardmaster—Watervliet, N. Y.
Crew Dispatcher—Watervliet, N. Y.
Yardmaster—Rouses Point, N. Y.
Yardmaster—Whitehall, N. Y.

PENN CENTRAL

Trainmaster—Selkirk, N. Y.
Trainmaster—Syracuse, N. Y.
Chief Train Dispatcher—Utica, N. Y.
Trainmaster—Albany, N. Y.

ROTTERDAM, JCT., N. Y.

All Eastward Trains and Engines must not enter Boston & Maine tracks unless they have a permissive signal, without first obtaining permission from Train Dispatcher at North Billerica.

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 Penn Central at Rotterdam Jct. and effect run around move on Penn Central trackage at Rotterdam Jct.

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

The following will govern Penn Central 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 Penn Central 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. PC 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 PC 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, as far as possible, all work, doubles, etc. to be made at West end of East Yard. Cars to be picked up from East Yard and will be shoved out to Eastward track, return to head end of train and couple train together. Scrafford Lane not to be blocked until it is ascertained that train will depart Rotterdam promptly. If necessary to pick up at East end of yard, rear of train must be moving from yard with cars to be picked up, complete move over crossing and manually raise gates, allow traffic to move, restore gates to down position, double to rear of train. 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, Rules for the Government of the Operating Department.

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 thru Tunnel under Manual 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.

In running through tunnel, all signals displayed by trains must be night signals at all times. Head light and all car lamps and lanterns must be lighted.

Iron telephone boxes are installed at block signal locations. All who have occasion to use these telephones should see to it that door is properly closed and bolt inserted to avoid door being knocked off.

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.

Yarding of Trains—Mechanicville.

In yarding long westbound trains at Mechanicville, whenever a crew member is required to walk from the rear end of train to make cut on cars, he should not do so until caboose is west of Hudson River bridge. Whenever rear end of train extends over the bridge, Conductors will instruct Engineman to pull train to west end of Hill Yard and wait for cut to be made.

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

Trackage in Mechanicville Yard from clearance point at east end of track known as Fifth Avenue through Ice House Middle to clearance point at west end of Ice House Lead and #10 Receiving Yard is designated as a Thoroughfare Track. All train and engine movements must obtain permission from Hump Yardmaster before entering or using this trackage and must report themselves clear of same.

Movements over this trackage may be made at restricted speed after permission has been granted.

All switches within the limits of this Thoroughfare are now equipped with switch locks and must be returned to normal position and locked after use.

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 red over red over yellow (restricting) aspect 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 the operator at "MC" office on wayside telephone located in cabin opposite Signal M-4.2 for instructions.

When an eastward train is yarded on tracks 1 to 6, inclusive, in the B. & M. Receiving Yard at Mechanicville which will clear on that one track, a number may be displayed on the "Track Indicator" located at the three-light Home Interlocking Signal at Mechanicville "West" after head-end of train has passed the "Track Indicator," which will indicate to the rear-end the track through which the caboose is authorized to be dropped.

In the absence of a track number being displayed on "Track Indicator" for the caboose, crews will understand that the caboose will remain attached to train, and as soon as train is yarded, rear-end will call Yardmaster for instructions.

Track 7 Receiving Yard is a segregated track for Mobile Ice Machine. 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 at Mechanicville "West" except under orders from Yardmaster or when train has D. & H. delivery cars next to caboose, and all cars so left must be west of Signal R-58.

Trains yarded on Tracks 1 to 6 inclusive, that will not clear on one track, the head-end will call in from "Sucker Brook" for instructions regarding the yarding of the rear-end.

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.

1. No train or engine will enter or use any track in Mechanicville Receiving Yard except on a track assignment made by the Yardmaster in the usual manner. In getting track assignment from Yardmaster by phone, same must be repeated back and OK'd by him. In event of emergency requiring use or occupation of track after assignment to another crew, flag protection is required.
2. No train or engine will foul adjacent tracks in Mechanicville receiving yard without first obtaining permission from Hump Yardmaster.
3. Engineman will not couple onto cut to be humped until he has received OK from his yard foreman via radio or otherwise that Car Department has finished their inspection of that track. Engineman after coupling on will then proceed to stretch string in the usual manner, but will not start shoving until hump signal within his view has, in his sight, gone from red to green unless otherwise directed by his foreman.

4. Humping Under Emergency Conditions.

When hump signals are obscured by weather conditions or signals have failed, foreman or helper will phone hump office that he is ready so that proper instructions can be given via radio or telephone by yard foreman or by hump yardmaster in agreement with foreman, Engineman moving on radio instructions when signals cannot be seen or have failed must know at all times that he has radio communication with the hump, stopping immediately if any indication that communication has failed. Movement on radio instructions only to be made under emergency condition and until signals again become visible or are restored to service if they have 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.

5. Trains of the Penn Central, Delaware and Hudson and Boston and Maine are prohibited from using dynamic braking, and are restricted to a speed of 5 M.P.H. while yarding in Mechanicville Receiving Yard.

SPECIAL INSTRUCTIONS TO YARDMASTERS, YARD FOREMEN, YARD HELPERS, RETARDER OPERATORS, FIELDMEN, 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. When cuts being detached are being handled by the Fieldman, he must be given information as to line numbers, and informed as to the number of cars which he may expect. The Fieldman must be given all possible information to enable him to protect the track. When possible XXL cars going to a clear track should be ridden from the hump. Yardmaster will arrange to have Fieldman at top end of yard when heavy cuts are to be handled to a clear track.
5. Due to the increased capacity of the new equipment, Fieldmen will be responsible to see that hand brakes are applied as follows. Track 1 to 5 class yard, not less than five good hand brakes, all other tracks not less than three good hand brakes.

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

RIDING ON TOPS OF CARS AND LOCOMOTIVES PROHIBITED ON ALL TRACKS.

CLOSE SIDE CLEARANCES RIDING ON SIDES OF CARS PROHIBITED AT LOCATIONS LISTED BELOW

- Winchester Highlands** — Close clearance condition exists between cars spotted on the Assembled Homes side track.
- North Woburn Jct.** — On Both tracks serving Dragon Cement Plant.
- Stoneham Branch** — (Atlantic Gelatin) Platform will not clear man on side of car.
- Billerica Branch** — Bennett Hall-Platform at Grossman Co. will not clear man on side of car.
- Salem, Mass.** — Between the Old Marblehead Branch and the Eastbound main line account close clearance from old Ocean Avenue overhead bridge to switch to Seaboard Liquors.
- Brightwood** — Because extremely scant side clearance from roof from top of rail on siding serving Marven Realty Corp. employees are prohibited from riding on sides of cars when switching this track.
- Brattleboro** — Overhead clearance at new Engine House Sixteen (16) feet above top of rail, with horizontal clearance of seven (7) feet from center of track at doors.
Employees must ride inside of cab of all Diesels when entering or leaving Engine House.

Evarts, Vt. — Pursuant to order of Vermont Public Service Commission, all trainmen are warned that overhead bridge at M. P. 9.29 near Evarts, Vt., has a clear space from top of rail of 19 feet.

Windsor — Due to lack of side clearances, men are prohibited from riding sides of cars, or engine, entering new building of the Cone Machine Company.

Gardner — There are many points where scant clearances obtain, both side and overhead, in connection with Derby Line and tracks leading therefrom, and employees should use due caution.

BOSTON

SPECIAL INSTRUCTIONS APPLYING ONLY WITHIN BOSTON YARD LIMITS

33. PUBLIC CROSSINGS

CROSSINGS NOT CONTINUOUSLY PROTECTED AND OTHER PUBLIC CROSSING REGULATIONS:

Charlestown

Warren Avenue
Charles River Avenue
Hoosac Pier No. 1
(SP) Private Crossing
Mass. Port Crossing
Yard 7: — Crossing
leading from Piggy
Back Yard to KAT
Yard crossing over
Piggyback track No. 1,
receiving tracks R-3,
R-4, R-5, R-6 and KAT
Yard Track No. 13

Protection
Flagged by crew.
Flagged by crew.
Flagged by crew.

Flagged by Crew.

Somerville Boston Engine Terminal Crossing — stop posts are located 50 feet east and west of the crossing for Barrett Track. Trains or engines intending to pass over the crossing must consume 20 seconds from Stop Post to crossing after protection has started to operate.

East Cambridge,
East St.
Austin Street. Yard 19.

Flagged by crew.
Flagged by crew.

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.

104.

DIRECT ACTING POWER SWITCHES — MYSTIC JUNCTION

It is permissible to run through direct acting power switches (Snap Switches) located in Yard 8.

Movements through switches may be made on permission from Yardmaster or other Supervisors.

TOWER 5 AREA — BOSTON YARD

Air-operated snap switches in the Tower 5 area have been replaced by "trail-through" type hand throw switches.

These switches may be trailed through without causing damage providing it is ascertained that snow, ice, or any other substance does not interfere with the switch travelling.

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They must know that the route is clear and all moves in this area must be made in full compliance with Rule 105.

110. SPEED RESTRICTIONS

Both Directions Unless otherwise indicated.

	M. P. H.	Pass. Frt.
Boston, North Station to Draw No. 1	10	10
Boston, Draw No. 1, and Former Hoosac Tunnel Diamond on East Route, West Route and N. H. Route	15	15
Former Hoosac Tunnel Diamond and Draw No. 7 and Reading Jct.	30	20
Over Mystic Branch Diamond at FX, all tracks	20	20
Over Draw 7 and approach trestle, East Somerville	10	10
Boston, North Station and Draw No. 1 — All Routes	Both	10
Boston, North Station, and Prison Point Bridge on Fitchburg Route	15	15
Boston, on Main lines 7 and 8, Prison Point Bridge	5	5
Prison Point Bridge and Interlocking signals 435 feet west of Parking Area Crossing	10	10
Interlocking Signals 435 ft. west of Parking Area Crossing and Tower H	Outward	25
	Inward	20
		35
Former Hoosac Tunnel Diamond and Winter Hill Hill Crossing and Boston Yard Limit Sign — Freight Cut-off	30	30
From curve at Dewey & Almy to Diamond crossing at Fens	20	20
Highway Crossings on Mystic Branch	12	12
Drafts backing into North Station, between north end of station platform and Bunter	8	8

SPRING SWITCHES HAVING INTERLOCKING SIGNALS (Rule 670 APPLIES)

Everett Jct.—At end of double track on former Saugus Branch.

SIGNALS FOR MOVEMENTS AGAINST CURRENT OF TRAFFIC

Movements between the former Hoosac Tunnel Diamond and FX on the Eastern and Western Routes may be made against traffic on signal indication.

SWITCH CONNECTING M.B.T.A. SIDING

Electric lock on hand operated switch connecting M.B.T.A. Siding to eastward track just west of Draw 7 is controlled from drawtender's house, Rules 268 and 272 govern.

DIRECTION OF TRAFFIC ON YARD TRACKS

All movements on Mystic Branch running track may be made in either direction to and from Mystic Wharf under the direction of Tower Director at Tower X. Outward track from Mystic Wharf to be used only in switching consignee's locations. Inward track is to be used as running track to Mystic Wharf.

SPECIAL RULES

The following Special Rules apply only within Boston yard limits.

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).

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

3. 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.

4. When trains, engines or drafts, standing in North Station on tracks other than 1 or 2, are beyond first signal, engineman or man in charge must first obtain permission from "Tower A", to proceed to next signal.

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

6. 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.

7. 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 drawbars 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.

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

9. 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.

10. Slack must be taken to make sure coupling is made when coupling engine or cars to trains or drafts in North Station, when yard engines are making up trains in storage yards, and before moving drafts from storage yard to North Station.

11. Empty passenger train drafts and light engines moving between Former Hoosac Tunnel Diamond and North Station within interlocking limits of Tower "A" will be relieved from provisions of Rules 93 and 99.

Light engines moving outward on outward (westward) Fitchburg Route main track from Former Hoosac Tunnel Diamond to Tower "H" are relieved from complying with the provisions of Rules 93 and 99 between these points.

Light engines moving between Tower "A" interlocking and Winter Hill interlocking are relieved from complying with the provisions of Rules 93 and 99 between these points.

12. Toilet doors of all cars on inward trains must be locked before trains reach Boston Engine Terminal and be kept locked while cars remain in or near North Station. Toilet doors of all cars on outward trains must be kept locked until cars have passed Boston Engine Terminal.

13. After passengers have left the train, trainmen will go through cars and pick up articles left therein and send at once to Lost Article Room or, after office hours, Sundays and Holidays, to Trainmaster's Office, North Station.

14. Trainmen 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.

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

16. Trainmen on arrival must see that no baggage or mail matter is overlooked.

17. 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.

18. 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.

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

BOSTON SAND AND GRAVEL CO. YARD

There is a track skate on Track No. 2, located two car lengths north of the shaker. Cars are not to be spotted beyond this point. Cars placed on track No. 2, are not to be left on the skate. Twenty cars is the limit for a set up on the track. Cars are not to be left fouling the Tuttle Track, but it is permissible to foul track No. 1.

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.

A spring switch leads from Track No. 4 (rear of Engine House) to Stall No. 20 Engine House. Normal position of this switch is for movements on Track 4.

Spring switches are located at west end of Engine House on switch from track 43 to Diesel 1, switch from track 42 to 43, and switch between West End Diesel Shop Lead and track 42. Normal position of spring switches will be lined for Diesel House.

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

Clearance Marks Hump Yard Classification Tracks.

Yellow marks are located on rails and ties 75 feet beyond the clearance point on all classification tracks, Yard 8, Mystic Junction.

Cars are not to be left standing between these yellow marks and the clearance point except when engine is attached to them or train or draft extends onto or is doubled out on the lead.

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.

Direct Acting Power Switches — Mystic Jct.

It is permissible to run through direct acting power switches (Snap switches) located in Yard 8.

Movements through switches may be made on permission (verbal or hand signal) from Yardmaster or other supervisors.

Retarder Operators — Retarder operators must have retarders fully released before allowing any engine, train or draft to move through retarders.

Snow plows and Jordan spreaders must not operate through retarders without special permission.

1. Hump yardmaster will furnish a rider for cars which are to be humped to a clear track if there are more than two clear tracks not adjacent in Fieldman's territory.
2. Yardmaster will notify Fieldman when a track is to be pulled.
3. Yard Foreman before entering onto a track to be pulled, will receive permission from Hump Yardmaster. Also receive permission when he is ready to pull track.
4. It is the responsibility of Hump Yardmaster to see that the "hand brake" is tested before car is humped to a clear track. It is also the responsibility of Hump Yardmaster to receive an acknowledgement from Fieldman, who is to protect car, before car is humped to a clear track.
5. Fieldmen are fully responsible at all times for conditions of all tracks in their territory in regards to handbrakes (at least five hand brakes are to be applied to hold a track). Even after

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being relieved they are responsible for condition left to relieving Fieldman. The relieving Fieldman will as soon as possible, check his tracks for brakes and report any unsatisfactory conditions to Hump Yardmaster.

CLASSIFICATION TRACKS — YARD 8

Track 9 is designated as a running track.

It will be the duty of fieldman to see that tracks in his territory are properly secured with sufficient number of hand brakes (at least 5) to hold tracks from running out.

THIRD AND FOURTH IRON

The so-called "Third Iron" between northward dwarf signal 250 feet south of Walnut St. bridge, Winter Hill and Somerville Jct., is a Main Track and a part of the Hill Crossing Freight Cut-Off within the interlocking limits of Winter Hill interlocking. Movements will be made in either direction under INTERLOCKING SIGNAL RULES.

The so-called "Fourth Iron" extending from its connection with "Third Iron" at Walnut St. Bridge to the entrance of inward Yard 8 is an inward freight lead and the direction of traffic is Inward (southward). All inward trains or engines on fourth iron after passing over Washington St. bridge will stop and call Yardmaster or Tower Director at Tower X by phone or radio for direction on how to yard train or engine.

Wayside telephone is installed 30' south of Washington St. overhead bridge connecting directly to Yardmaster's Office and Tower Director at Tower X.

OUTWARD (Northward) movements over this 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 or **UNDER FULL FLAG PROTECTION**.

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

Humping Signals of the color light type are in service and govern Humping Operations on Yard 8 Hump Lead.

Indications of these humping signals which face north are as follows:

- Single Red Stop.
- Single Yellow Proceed at normal humping speed about 3 miles per hour.
- Double Yellow Proceed at fast humping speed about 6 miles per hour.
- Green Proceed at normal yard speed.
- Yellow over Red Back up.

The signal indications specified above are repeated simultaneously at three locations on Yard 8 **Hump Lead**.

These signals apply only to engines engaged in humping operations. All other train, yard and engine crews moving on Hump Lead will comply with General Rules Governing the Operation on Yard Tracks.

YARD 8 TRIMMER SIGNAL

Mounted on signal pole (facing the Classification Tracks) located between the Island Track and the receiving Yard lead just south of the humping signal at the apex of the Hump is a single color light signal known as a Trimmer Signal, the indication of which shows either Red or Green.

When Red it will signify to engine, yard and train crews occupying Tracks 1 to 24 inclusive, and Tracks 26 and 31 at the upper (hump) end that humping is proceeding, and engines must not foul Hump Lead; but while Trimmer Signal shows Red,

engines occupying these tracks may move on other than Hump lead only when switches are properly lined and after engineman receives proper signal from a member of his crew.

When Green it will signify humping has stopped, and movements may be made on to Hump Lead from above mentioned tracks after engineman receives signal from a member of his crew (providing switches are properly lined).

Yard 8 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a dwarf signal located to the right of the Hump Lead about 650 feet north of the Northern Artery Bridge.

All movements from the upper (hump) end of Receiving Tracks 1, 3, 4, 5 and 6, and Caboose Track 2, may be made only after receiving proper hand signal providing switches are properly lined.

It shall be the duty of the Hump Yardmaster to see that the switch leading from the Hump Lead to the Receiving Yard is properly lined before allowing any engine to move out of any tracks in the Classification Yard or Receiving Yard Tracks 1 to 6, inclusive and the Caboose Track on to the Hump Lead.

NOTE:—The Indication shown on the Trimmer Signals and the "Back Up" Indication as shown on the Humping Signals do not relieve train, yard and engine crews from complying with the General Rules governing operation on yard tracks.

USE OF AIR ON DRAFTS

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

MYSTIC BRANCH TRACKS

Drafts moving into Mystic Wharf must be limited to 40 cars.

MYSTIC WHARF

Flashing red lights inside of Pier 1 above top of cars on tracks 3, 4 and 5 indicate trucking bridge in raised position and no coupling onto cars or switching movement is to be made on these tracks. These flashing red lights in no way relieve crews from full compliance with General Rule 877.

RIDING ON TOPS OF CARS AND LOCOMOTIVES ON ALL TRACKS IN BOSTON YARD IS PROHIBITED.

CLOSE SIDE CLEARANCES

**RIDING ON SIDES OF CARS PROHIBITED AT LOCATIONS
LISTED BELOW**

Tracks serving A. W. Hastings Co.

While passing awning on North Station Tracks.

S. B. CULLIFORD**Vice President and General Manager — Transportation**

W. V. FUREY
Superintendent
New England Division

Terminal Superintendents

W. Maddren
 J. T. Walsh

Trainmasters

L. W. Gingras
 M. H. Livingston
 S. E. Maxwell
 W. M. Twombly
 A. L. Wing

G. F. GALLAGHER
Superintendent
Boston Division

Terminal Superintendent

H. W. Ernst

Trainmasters

C. A. Callahan
 E. R. Towle
 J. J. Urbanski

Terminal Trainmasters

J. F. Mack L. W. Twombly

B. A. CARDWELL**Superintendent — Operations****Assistant Superintendents — Operations**

A. W. Bohnwagner
 J. S. Gallant

R. J. Martin
 H. C. Morse

Assistant Chief Train Dispatchers

D. J. Biskerski
 J. W. Collins

P. S. Johnson
 J. P. McGill

Train Dispatchers

L. A. Adams
 F. J. Audette
 D. J. Blanchette
 K. B. Chadwick
 E. E. Chesley
 E. W. Coughlin
 J. S. Gallant
 W. J. Hall

A. G. Hawkes
 D. G. Hills
 G. A. Hutchins
 E. L. Lachapelle
 D. J. Manson

F. R. Marcoux
 R. J. Parenteau
 D. S. Robinson
 C. H. Senftleben
 W. J. Thompson
 E. F. Wing

Extra Train Dispatchers

L. L. Ferguson
 W. D. Hills

F. C. Hunter
 C. P. Osborne

H. K. Wetherbee, Jr.

Road Foremen of Engines

J. L. Mitton

D. N. Stone

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TONNAGE RATING PER UNIT

	1220-1231								
	1500-1545	1200-1213	800-807						
200-211	1700-1755	1260-1274	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	Nor- mal	Re- duced	Nor- mal	Re- duced
Boston to Concord.....	4242	3968	3465	3335	3120	3000	2280	2160	2280	2160	1820	1730
Concord to White River Junction.....	1969	1826	1655	1535	1500	1380	950	900	1250	1190	830	790
White River Junction to Concord.....	1826	1666	1535	1400	1380	1260	880	840	1150	1090	770	730
Concord to Boston.....	3409	3254	2865	2735	2580	2460	2580	2450	2580	2450	2070	1960
Concord to Lakeport.....	2695	2540	2265	2135	2040	1920	1420	1350	2040	1940	1230	1170
Lakeport to Plymouth.....	2076	1915	1745	1610	1570	1450	1480	1400	1570	1490	1170	1110
Plymouth to Lakeport.....	2052	1904	1725	1600	1560	1440	880	730	1100	1040	770	730
Lakeport to Concord.....	3314	3159	2785	2655	2510	2390	1990	1890	2000	1900	1600	1520
Plymouth to Lincoln.....	2064	1904	1735	1600	1560	1440	1100	1040	1500	1420	950	900
Lincoln to Plymouth.....	2219	2064	1865	1735	1680	1560	1410	1340	1680	1600	1110	1050

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	1460
Worcester to Ayer.....	2776	2618	2333	2200	2100	1980	1500	1420	1650	1560	1170	1110	1130
Ayer to Lowell.....	5076	4918	4266	4133	3840	3720	2000	1900	2230	2120	1690	1600	1650
Lowell to Portland.....	3728	3590	3133	3000	2820	2700	1900	1800	2150	2040	1490	1410	1460
Portland to Boston.....	3728	3410	3133	2866	2820	2580	1900	1800	2150	2040	1490	1410	1460
Portland to Ayer.....	3728	3410	3133	2866	2820	2580	1900	1800	2150	2040	1490	1410	1460
Ayer to Worcester.....	2380	2220	2000	1866	1800	1680	1440	1370	1600	1510	1150	1090	1050
Boston to Portsmouth.....	.....	.....	.....	.....	2610	2490	.....	.....	.....	.....	1430	1360	1380
Portsmouth to Boston.....	.....	.....	.....	.....	2610	2490	.....	.....	.....	.....	1430	1360	1380
Boston to Wilmington Junction.....	3633	3458	3053	2906	2750	2610	2100	2000	2300	2180	1720	1630	1650
Wilmington Junction to Boston.....	3633	3458	3053	2906	2750	2610	2100	2000	2300	2180	1720	1630	1650
Ayer to Portland.....	3728	3570	3133	3000	2820	2700	1900	1800	2150	2020	1490	1410	1460
Boston to Salem.....	3886	3680	3266	3093	2940	2800	2450	2320	2750	2610	1910	1810	1870
Salem to Boston.....	3886	3680	3266	3093	2940	2800	2450	2320	2750	2610	1910	1810	1870
Ayer to Clinton.....	2934	2791	2466	2346	2220	2110	1980	1880	2350	2230	1450	1380	1410

TONNAGE RATING PER UNIT

	1220-1231	1500-1545	1555-1577	4265-4268	1200-1213	1260-1274	1280-1283	800-807	863-864	1170-1188	1115-1132	
	A or B											
	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced	Nor- mal	Re- duced
Clinton to Worcester.....	2380	2220	2000	1866	1800	1680	1440	1370	1600	1520	1150	1090
Lawrence to Windham.....	2776	2633	2333	2213	2100	2000	1750	1660	1950	1850	1350	1280
Windham to Manchester.....	3094	2886	2600	2426	2340	2220	1950	1850	2100	2000	1500	1420
Manchester to Windham.....	2475	2347	2080	1973	1870	1780	1600	1520	1750	1660	1300	1230
Windham to Lawrence.....	.....	.....	2333	2213	2100	2000	1750	1660	1950	1850	1350	1280
Manchester to Candia.....	2776	2633	1400	1333	1260	1200	880	830	1150	1080	770	730
Candia to Portsmouth.....	2142	2030	1800	1706	1620	1540	1020	970	1350	1280	880	830
Portsmouth to Raymond.....	1934	1839	1626	1546	1460	1380	1020	970	1350	1280	880	830
Raymond to Candia.....	1538	1458	1293	1226	1160	1100	880	830	1060	1010	770	730
Candia to Manchester.....	2506	2380	2106	2000	1890	1790	1450	1370	1650	1570	1040	990
Lowell to Ayer.....	3760	3570	3160	3000	2840	2700	1620	1540	2370	2250	1520	1440
Boston to Lynn via Saugus.....	2506	2380	2106	2000	1900	1800	1580	1490	1900	1800	1330	1260
Lynn to Boston via Saugus.....	3966	3775	3333	3173	3000	2850	2500	2380	2750	2610	2200	2090
Beverly to Rockport.....	2871	2728	2413	2293	2170	2060	1570	1490	1900	1800	1350	1280
Rockport to Beverly.....	2871	2728	2413	2293	2170	2060	1570	1490	1900	1800	1350	1280

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
East Deerfield to Mechanicville.....	2171	2100	1825	1765	1645	1590	1000	950	1120	1060	600	570	570	540
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			
1500-1545	1200-1213	800-807	
1700-1755	1260-1274	863-864	1170-1188
200-211	1280-1283		1115-1132
	A or B		

	Nor- mal	Re- duced	Nor- mal	Re- duced	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
Rotterdam to Crescent.....	4284	4123	3600	3465	3240	3120	2400	2280	1750	1660	1400	1330
Mechanicville to East Portal.....	2927	2814	2460	2365	2215	2130	1600	1520	1650	1570	1000	950
East Portal to East Deerfield.....	4016	3885	3375	3265	3035	2940	2200	2080	2350	2230	1370	1310
East Deerfield to East Fitchburg.....	2130	2064	1790	1735	1615	1560	1000	950	1200	1140	650	620
East Fitchburg to Boston.....	3766	3647	3165	3065	2850	2760	1650	1570	1720	1630	1350	1280
East Fitchburg to Ayer.....	5075	4825	4265	4055	3840	3640	2000	1900	2030	1920	1600	1520
Ayer to Boston.....	3766	3647	3165	3065	2850	2760	1650	1570	1720	1630	1350	1280

East Fitchburg to Lowell.....	5075	4825	4265	4055	3840	3640	2000	1900	2030	1920	1690	1600	1650	1570
Winchendon to Jaffery.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	800	760	600	570
Jaffery to Winchendon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	700	670	500	470
East Deerfield to Springfield.....	3171	3016	2665	2535	2400	2280	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
White River Junction to East Deerfield.....	3242	2969	2725	2495	2360	2240	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
White River Junction to Greenfield.....	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

LOCOMOTIVE RESTRICTIONS AND MAXIMUM CAR WEIGHTS

Maximum Weight in Car and Lading	Locomotives Restricted (Single or in Multiple)
263,000	None
Territory:	
Amesbury Branch	Manchester—Lawrence Branch
Ayer—Hollis	Medford Jct.—Medford
Ayer—East end of Bridge 46.30 at Townsend	Nashua—Wilton
Boston—Northey Point	No. Billerica—Billerica
Boston—Rigby	Salem—Peabody
Boston—Rotterdam Jct.	Saugus Branch
Boston—White River Jct.	Somerville Jct.—Hill Cross.
Cheshire Branch	Springfield—White River Jct.
Chicopee Jct.—Chicopee Falls	Stoneham Branch
Concord, N. H.—Stonehill	Watertown Branch
East Deerfield Branch	Waumbek Jct.—Coos Jct. (MCRR)
Everett Jct.—West Lynn (via Saugus Branch)	Wells River—Waumbek Jct.
Georgetown—Former Branch	W. Camb.—Hanscom A.F.B.
Hoosac Tunnel Docks— Connection Yard 2	White River Jct.—Wells River
Hoosick Jct.—North Bennington	Wilmington—Wil. Jct.
Lancaster—Groveton	Winchester—Woburn
	Worcester—Lowell Jct.
220,000	None
Territory:	
Ashuelot Branch	Portsmouth—Manchester
Beverly—Rockport	Portsmouth—Newington
Clematis Bk.—Berlin	Sanbornville—Mt. Whittier
Concord—Plymouth	Wakefield—W. Peabody
Manch.—Br. 7.59 (East end)	Waumbek Jct.—Berlin ^①
Northey Pt.—Portsmouth	W. Peabody—S. Middleton
Peabody—Danvers	W. Peabody—Topsfield
Peabody—West Peabody	Woodsville—Blackmount
Plymouth—Lincoln	

① Shipments of salt cake weighing 263,000 lbs. moving in 52 ft. 6 in. cars may be moved with a speed restriction of 15 MPH over Bridge 148.81, at Gorham, N. H. (Moose Brook).

Territory	Maximum Weight of Car and Lading	Locomotives Restricted (Single or in Multiple)	
East end of bridge 46.30 at Townsend and Bates Corrugated Siding at Townsend	200,000	4265-4268 incl. 800-864 incl.	1200-1282 incl.
Bates Corrugated siding at Townsend—Greenville	160,000	4265-4268 incl. 800-864 incl.	1200-1282 incl.
Bridge 7.59 (East end)— Goffstown	175,000	1200-1282 incl.	800-864 incl.
East Deerfield— Turners Falls	175,000	4265-4268 incl. 800-864 incl.	1200-1282 incl.
Easthampton Branch	210,000	4265-4268 incl. 1700-1755 incl.	1500-1577 incl. 200-211 incl.
Franklin Falls—Tilton	175,000	4265-4268 incl. 1700-1755 incl. 800-864 incl.	1500-1577 incl. 1200-1282 incl. 200-211 incl.
Gonic—Rochester, Farmington	250,000	4265-4268 incl.	
Hadley—Wheelwright	210,000	4265-4268 incl. 1700-1755 incl. 800-864 incl.	1500-1577 incl. 1200-1282 incl. 200-211 incl.
Hanscom A.F.B.—Bedford	250,000	None	
Marlboro Branch	220,000	4265-4268 incl.	
Nashua Yard Limit— So. Lyndeboro	263,000	4265-4268 incl. 1700-1755 incl. 800-864 incl.	1500-1577 incl. 1200-1282 incl. 200-211 incl.
Newburyport City Branch	220,000	800-864 incl. 1280-1282 incl. 1700-1755 incl. 1200-1231 incl.	1274 1535-1577 incl. 1119-1132 incl. 200-211 incl.
Northampton—Hadley	140,000	4265-4268 incl. 1700-1755 incl. 800-864 incl.	1500-1577 incl. 1200-1282 incl. 200-211 incl.
Rollinsford—Sanbornville	250,000	None	
Salem—Loring Ave.	220,000	4265-4268 incl. 800-864 incl.	1200-1282 incl.
South Acton—Maynard	220,000	4265-4268 incl.	
		800-864 incl.	
Wilton— So. End of Br. 42.72	170,000	4265-4268 incl. 1700-1755 incl. 800-864 incl.	1500-1577 incl. 1200-1282 incl. 200-211 incl.
Winchendon—Jaffery	200,000	1200-1277 incl. 1700-1755 incl.	800-864 incl. 200-211 incl.

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 Jaffery.....			X	X	0
East Deerfield Wye.....			0	0	0
East Deerfield to Turners 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.

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

The Safety Rules are Your Guide, Start Each Day by Reading the
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-

Education in Safety

Elimination of Hazards

Elimination 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.

RADIO LOCATIONS

Location	Road Frequency	Yard Frequency
Ayer.....	X	
Boston Freight Yard		
Trainmaster, Mystic Jct.	X	X
Hump 8.....	X	X
Yard 7.....		X
Yard 19.....		X
Yard 21.....		X
Tower X.....	X	
Tower H	X	X
East Deerfield Tower.....		X
Fitchburg.....	X	
Greenfield.....	X	
Lawrence Tower.....	X	X
Lawrence Yard Office.....		X
Lowell Tower.....	X	
Lowell Yard Office.....	X	
Manchester Tower.....	X	
Mechanicville.....	X	X
North Billerica Train Dispatcher's Office	X	
Salem Tower.....		X
Salem Yard Office.....		X
Waltham Tower.....	X	
West Cambridge Yard Office.....	X	
White River Jct.	X	

LIST OF RAILROAD SURGEONS

DR. A. C. KALLAN, Director Medical Services

150 Causeway Street, Boston Telephone 227-6000

Location	Doctors	Telephone
Brattleboro, Vt.	P. H. WHEELER	254-5122
Concord, N. H.	R. O. BLOOD	225-5565
Conway, N. H.	C. E. SMITH	447-5921
Dover, N. H.	B. MACHETT	742-1810
East Longmeadow, Mass.	N. YOSKO	525-7553
Fitchburg, Mass.	Q. ROLLO	342-6192
Franklin, N. H.	R. J. MORIN	934-4100
Gardner, Mass.	T. R. EKWALL	632-5349
Greenfield, Mass.	J. E. MORAN	773-5100
Lawrence, Mass.	S. C. MULLICK	682-1543
Lowell, Mass.	P. M. BURKE	454-2103
Mechanicville, N. Y.	H. BIERINGER, JR.	664-4185
Mechanicville, N. Y.	B. MASTRIANNI	664-4711
Mechanicville, N. Y.	J. C. O'BRIEN	664-4085
Nashua, N. H.	N. W. CRISP, SR.	882-4741
North Adams, Mass.	E. P. LARKIN	663-9440
Northampton, Mass.	D. JENNISON	586-3232
Portland, Maine	W. BRIGGS	767-2174
Portsmouth, N. H.	G. KISH	436-1706
Saco, Me.	W. B. O'SULLIVAN	284-7721
Salem, Mass.	J. V. CUNNEY	744-0806
Wells River, Vt.	H. M. ROWE	757-2325
White River Jct., Vt.	S. L. GARIPAY	295-7883
White River Jct., Vt.	R. A. WHITNEY	295-3770
Woodsville, N. H.	C. D. EASTMAN	747-3721
Worcester, Mass.	J. W. HENDERSON	754-5517



