



BOSTON AND MAINE CORPORATION

SUPPLEMENT NO. 19 TO

TIME TABLE No. 21

EFFECTIVE AT 0201 HOURS, SUNDAY

MARCH 5, 1978

The following pages are re-issued and must be replaced in Time Table No. 21:

1 - 2 - 79 - 80 - 81 - 82 - 105 - 106 - 121 - 122 - 123 - 124 - 125 -
126 - 127 - 128 - 163 - 164

Train Nos. 6053 - 6051 - 4301 - 4302 - 6052 - 6054 are annulled.
Remove pages 106A - 106B - 122A - 122B

The following pages are to be inserted to follow page 231. Taking the place of pages 123 - 124 - 125 - 126 - 127 which were left blank intentionally: R-1 - R-2 - R-3 - R-4 - R-5 - R-6 - R-7 - R-8 - R-9 - R-10 - R-11 - R-12 - R-13 - R-14 - R-15 - R-16 - R-17 - R-18

S. B. CULLIFORD

Vice President and General Manager-Transportation

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Superintendent
Operations

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Superintendent
New England
Division

G. F. GALLAGHER
Superintendent
Boston Division

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

**WESTWARD
(OUTWARD) TRAINS
READ DOWN**

FIRST CLASS

**EASTWARD
(INWARD) TRAINS
READ UP**

35 D&H Daily		STATIONS		34 D&H Daily	
.....	1411	.....	XO Tower .....	.....	1423
.....	1412	.....	WY CABIN .....	.....	1422
.....	1414	.....	Mechanicville West ..	.....	1420
.....	1424	.....	Cresent .....	.....	1410

BERLIN ROUTE MAIN LINE

WHITE RIVER JUNCTION AND WELLS RIVER

**NORTHWARD
(OUTWARD) TRAINS
READ DOWN**

**SOUTHWARD
(INWARD) TRAINS
READ UP**

Third Class	First Class	STATIONS		First Class	Third Class
8917				8904	
Daily				Daily	
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.

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

**WESTWARD
(OUTWARD) TRAINS
READ DOWN**

FIRST CLASS

**EASTWARD
(INWARD) TRAINS
READ UP**

35 D&H Daily	STATIONS		34 D&H Daily
..... 1411	XO Tower .....	..... 1423
..... 1412	WY CABIN .....	..... 1422
..... 1414	Mechanicville West ..	..... 1420
..... 1424	Crescent .....	..... 1410

BERLIN ROUTE MAIN LINE

WHITE RIVER JUNCTION AND WELLS RIVER

NORTHWARD
(OUTWARD) TRAINS
READ DOWNSOUTHWARD
(INWARD) TRAINS
READ UP

Third Class		First Class	STATIONS	First Class	Third Class	
8917				8904		
Daily				Daily		
C.P.R.				C.P.R.		
.....	2000	.....	White River Jct.	.....	A	1630
.....	2025	Kendall		1605
.....	2035	Ely		1555
.....	2050	Hooker Siding		1540
.....	A2100	Wells River		1530

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

**MECHANICVILLE AND CRESENT
(JOINT TRackage B&M AND D&H)**

121

**WESTWARD
(OUTWARD) TRAINS
READ DOWN**

FIRST CLASS

**EASTWARD
(INWARD) TRAINS
READ UP**

35 D&H Daily		STATIONS		34 D&H Daily	
.....	1411	.....	XO Tower .....	.....	1423
.....	1412	.....	WY CABIN .....	.....	1422
.....	1414	.....	Mechanicville West ..	.....	1420
.....	1424	.....	Crescent .....	.....	1410

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
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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; Asst. Trainmasters; Train Dispatchers; Train Directors; Conductors; Train Baggage-men; Trainmen; Flagmen; General Yardmasters; Yardmasters and Assistants; Station Agents; Operators and Towermen; Yard Foremen and Helpers; Retarder Operators; Switchtenders; Road Foremen; Enginemen; Reserve 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 Foremen and Assistants; Leading Signalmen; Signalmen; Signal Maintainers; Signal Testmen; Work Equipment Operators; Roadway Machine Operators; Welders (Track Repairmen); Hy-rail and Motor Car Operators; and such other employees as may be designated by the head of their Department.

3. STANDARD CLOCKS

Boston,	Crew Dispatcher's Office.
Boston,	Boston Engine Terminal Dispatcher's Office.
Boston,	Mystic Junction, Crew Dispatcher's Office.
North Billerica,	Train Dispatcher's Office.
Portland,	Rigby Yard Office and Eng. Dispatcher's Office.
Springfield, Mass.,	Penn Central Station Master's Office.

93 continued

CHESHIRE BRANCH

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

CENTRAL MASS. BRANCH

Clematis Brook and Marlboro

BERLIN BRANCH

Gleason Jct. and Berlin

Rule 98. RAILROAD CROSSING AT GRADE

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

West Peabody.

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

Whitefield.

Waumbek Junction.

South Sudbury

POSITIVE STOP POSTS

Northampton (Conn. River Bridge, Wheelwright Branch)

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.

Rule 99. Change to read as follows: 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.

Exception: Light engine moving with the current of traffic between Tower H and West Cambridge, between Tower A Interlocking and Winter Hill Interlocking, between "FX" Interlocking and West Lynn, between Castle Hill Interlocking and West Lynn are relieved from complying with the provision of Rule 99.

When train dispatcher or operator, when authorized by the train dispatcher, has provided absolute block protection to the rear, operator of Interlocking plants will allow no following movement behind such light equipment until authorized by train dispatcher that block is clear.

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, and the rear of the train is protected by at least two (2) block signals, protection against following trains on 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.

CHANGES IN RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT

Rule C changed to read as follows:

C. As a condition of continued employment, employees must pass all required examinations.

Employees whose duties require them to be conversant with these rules and timetable must pass a satisfactory examination within 90 days after entering service, and must then pass a satisfactory examination at least every two (2) years or at more frequent intervals when directed.

When reporting for examination and when otherwise directed, employees must present their copy of the Rules for the Government of the Operating Department, timetable, and other instructions for inspection.

Rule O Added:

O. The possession or use of firearms while on duty or on the property of or under the control of the Boston and Maine Corporation is prohibited except by specifically authorized Police Department personnel.

"Firearms" is defined as a pistol, revolver, rifle, shotgun or any weapon of any description, loaded or unloaded, from which a shot, pellet or bullet can be discharged.

Rule P. No person other than an Engine Service employe or Engineer in training, under the personal supervision of the Engineer, will be permitted to operate an engine or (R.D.C.) unit unless qualified to do so by a duly authorized railroad officer.

Delete definition of **MANUAL BLOCK SIGNAL SYSTEM** Add the following new definitions:

MANUAL BLOCK SYSTEM—system of operation by which movements are made by authority of Block Clearances issued by the Train Dispatcher.

BLOCK CLEARANCE—a Form which is used to authorize movements within a Manual Block System.

BLOCK RESTRICTIONS—a Form used to give notice of speed restrictions, special instruction, etc. in Manual Block System Territory.

ABSOLUTE BLOCK—a block in which no train is permitted to enter while it is occupied by another train.

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.

Rules 26, 26a and 26b changed and new **Rule 26c** added as follows:

Rule 26. A blue signal displayed indicates that workmen are on, under, or between the equipment and the equipment must not be coupled to nor moved except as provided in Rule 26c. Other engines or cars must not be placed on the same track so as to block or reduce the view of the signals except as provided in Rule 26c or when a derail is used as prescribed by Rule 26b to divide a track into a separate work area.

When a blue signal is displayed at one or both ends of a track, engines and/or cars must not be permitted to enter the track except as provided in Rule 26c.

When workmen are working on, under, or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group of workmen that placed them.

When emergency repair work is to be done on, under, or between an engine or one or more cars coupled to an engine and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures taken to protect the employees making the repairs.

26a. Except when work is being protected as prescribed by Rule 26c, workmen may not work on, under, or between an engine and/or car(s) until:

- (1) Each manually operated switch, including crossover switches, providing access to that track is lined against movement to that track and secured by an effective locking device. In addition, a blue signal must be placed at or near each such manually operated switch.
- (2) Whenever one switch of a crossover is located beneath engine(s) and/or car(s) which are under blue signal protection, the next switch on the crossover providing access to the track must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.
- (3) The person in charge of the workmen has notified the operator of remotely-controlled switches of the work to be performed and has been informed by the operator that each remotely-controlled switch providing access to the track has been lined against movement to that track and locked as prescribed by Rule 26a (4).
- (4) After the operator of the remotely-controlled switches has received notification that work is to be performed, he must line each remotely-controlled switch against movement to that track and apply an effective locking device to the lever, button, or other device controlling the switch before he may inform the employee in charge of the work to be performed that protection has been provided.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so. The operator must maintain for thirty (30) days a written record of each notification which contains the following information: the time and date he received notification of work to be performed; the name and craft of the employee in charge who provided the notification, the number or other designation of the track involved; the date and time he notified the employee in charge that protection

had been provided; and the date and time he was informed that the work had been completed and the name and craft of the employee in charge who provided this information.

26b. A derail capable of restricting access to a portion of a track when workmen are working on, under, or between an engine(s) and/or car(s) fulfill the requirements of a manually operated switch. The derail must be placed at least 150 feet from the engine(s) and/or car(s) to be protected and locked in the derailing position with a private lock which can only be removed by the workmen who placed it. In addition, a blue signal must be displayed at each derail.

26c. Workmen may work on, under or between an engine on a designated engine service area track under exclusive control of Mechanical Department forces after the following protection is provided:

(1) Each manually operated switch including crossover switches providing access to the designated engine service area must be lined for movement to another track and secured with a private lock that can only be removed by the same class or group of workmen who placed it. In addition, a blue signal must be attached to the controlling unit at a location where it is readily visible to the engineman or operator at the controls of that engine.

(2) If speed is restricted to not more than five (5) miles per hour within the designated locomotive servicing area, a derail capable of restricting access to that portion of a track within the servicing area on which the locomotive is located will fulfill the requirements of manual operated switch in a designated locomotive servicing area when positioned at least fifty (50) feet from the end of the locomotive to be protected by the blue signal, when locked with an effective locking device, and when a blue signal is displayed at the derail.

An engine must not be moved onto or off from a designated engine service area track unless the blue signal is first removed from the entrance to the track and the engine that is moved onto the track is stopped short of coupling to another engine. Before an engine is removed from such track, the blue signal must be removed from the controlling unit to be moved and from the switch at the entrance to the track.

(3) A locomotive protected by blue signals may be moved on a track within a designated locomotive servicing area under exclusive control of mechanical forces when operated by an authorized employee under direction of the employee in charge of the workmen after the blue signal has been removed from the controlling locomotive to be repositioned and the workmen on the track notified of the movement.

(4) Engines and/or cars protected by blue signals on car shop repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee under direction of the employee in charge of the workmen, after the workmen on the track have been notified of the movement.

Note: The term "workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components including brake systems. Train and yard crews are excluded except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

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 93 changed as follows:

93. Yard Limits will be designated in the Timetable and by Bulletin Order and the limits will be defined by yard limit signs, and the letters Y-L may be used as a designation on yard limit signs.

Within yard limits, movements may be made on the main track clearing the time an approaching first class train is due to leave the nearest station where time is shown, but not less than 5 minutes.

In case of failure to clear the time of an approaching first class train, protection as prescribed by Rule 99 must be provided.

All trains, except first class trains, must move on main tracks within yard limits at yard speed, unless the main track is known to be clear by automatic block signal indications.

Within yard limits, movements against the current of traffic must not be made unless authorized and protected by train order or as prescribed by Rule 99. Such movements must be made at yard speed.

Note: In Automatic Block Signal Territory "known to be clear" means a "clear signal indication" may be accepted as indication that track is clear, but only to the Next signal or "End of Signal Territory" sign.

Rule 93a eliminate entirely.

Rule D-93 eliminate entirely.

Rule D-97. Second paragraph is changed to read: "Operators will not clear trains as above mentioned without authority from the train dispatcher."

Rule 99 changed as follows:

99. When a train is moving on a main track at less than one-half the maximum authorized speed (including slow order limits) for that territory, flag protection against following trains on the same track must be provided by crew member dropping off a lighted fusee at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum authorized speed (including slow order limits) for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection must consider the grade, curvature of track, weather conditions, sight distance, and speed of the train relative to that of following trains, when deciding if lighted fusees should be dropped.

When a train stops on main track, flag protection against following trains on the same track must be provided as follows:

A crew member with flagman's signals must immediately go back at least one mile, unless otherwise prescribed by timetable special instructions or bulletin order for that territory, place two torpedoes on the rail not less than 100 feet apart and display a lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled. When recalled, he must leave a lighted fusee and while returning to his train he must also place lighted fusees at intervals that do not exceed the burning time of the fusee.

When the train departs, a crew member must leave a lighted fusee and drop lighted fusees at intervals that do not exceed the burning time of the fusee until the train resumes a speed not less than one-half the maximum authorized speed (including slow order limits) for any train in that territory.

The front of the train must be protected in the same way, when necessary, against opposing movements.

Unless otherwise provided, when a train stops under circumstances in which it may be overtaken by another train on the same track in Automatic

Block Signal or Centralized Traffic Control System territory, with the protection of at least two block signals to the rear, protection will have been afforded when flagman has taken a position on the ground from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The Conductor and Engineer are responsible for protection of their train.

Flag protection against following trains on the same track is not required when:

- (a) The rear of the train is within interlocking limits.
- (b) The rear of the train is protected by an Absolute Block.
- (c) The rear of the train is protected by Train Order.

Rule 104f eliminate entirely.

Rule 203 add the following "24 hour time will be used."

Rule 206. In train orders, regular trains will be designated by number as "No 10," adding engine numbers if desired. Extra trains will be designated by engine numbers and the direction as "Extra 798 'East' or 'West,'" or "Psg. Extra 1500 'East' or 'West.'" Work extras will be designated by engine numbers as "Work Extra 798." For the movement of an engine of another company the initials as well as the engine number will be used.

When two or more units are coupled, the number of the leading unit will be used in train orders, except in work orders where more than one unit is used the number of the leading or rear unit may be used.

In transmitting train orders, the numbers of trains and engines in the address must be plainly pronounced and then spelled letter by letter. All stations and numerals in the body of an order must first be plainly pronounced and then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a and 1015 N-a-u-g-h-t O-n-e N-a-u-g-h-t F-i-v-e Hours.

The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

Train Dispatcher must write the train order as he transmits it and underscore each word and figure as it is repeated by each operator.

Rule D-225 and note thereto eliminated entirely.

Rules D-251 to D-255 inclusive, added as follows:

RULES GOVERNING THE MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS

D-251 On portions of the railroad so specified in the timetable, trains or engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains.

D-252 The movement of trains will be supervised by the train dispatcher who will issue instructions to operators when required.

D-253 A train having work to do which may detain it more than five minutes, must obtain permission from the operator at the last station at which there is a siding before entering the block in which work is to be done. The operator must obtain authority to give permission from the train dispatcher.

D-254 A train must not enter on nor foul a main track, nor re-enter a main track after having cleared it except by signal indication or until permission has been received from the operator or train dispatcher. Permission must not be given by the operator without authority of train dispatcher.

D-255 Except as affected by Rules D-251 through D-254, all operating, Automatic Block Signal and Interlocking rules remain in force.

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.

Home Interlocking Signals**Add the following aspect:**

Fig. 10D

R

FY

R

R-Red

FY-Flashing Yellow

Indication—Medium speed within Interlocking Limits. Proceed at Medium Speed. Approach next signal at Slow Speed.

Name—Medium Approach Slow

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.

(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."

Delete present **Manual Block Signal System Rules (Rules 301-373)** and add the following new Rules:

301. On portions of the railroad so specified in the Timetable or by special instructions, the use of the main track will be governed by manual

block system. All operating, automatic block signal and interlocking rules remain in effect, except as provided by these Rules.

302. The movement of trains, engines and Engineering Department equipment within manual block territory will, unless otherwise provided, be authorized by the train dispatcher who will issue instructions orally, by means of radio or telephone, or in writing as may be required.

Note: Whenever the words "train dispatcher" appear herein they apply to the employee performing the duties.

303. The movement of trains, engines and Engineering Department equipment will be governed by block clearance Form "M", which will supersede the authority of trains.

Note: All requirements of Rule 93 will remain in force within designated yard limits.

304. All train, engine, and Engineering Department equipment movements will be authorized by the train dispatcher who will issue block clearances and block restrictions as may be required, all of which must be repeated to insure proper understanding. The employee receiving the instructions will be responsible to insure that all other members of the crew are apprised of the instructions received before any movement is initiated. If necessary, all members of the crew are required to remind engineman, conductor or foreman of their contents.

Note: Whenever the word "foreman" appears herein, it will apply to the following employees: Track and Bridge and Building Foremen, Signal Foremen and Maintainers. Assistant Foremen and Hi-Rail, Motor, Trailer and push car operators and such other employees as the railroad may direct.

305. Block clearances and block restrictions will be numbered consecutively beginning at 0001 hours each day.

306. In block clearances, regular trains will be designated by No. as No. 10, adding engine numbers if desired.

Extra trains will be designated by engine numbers, and direction as extra 798 east or west, or PSGR. Extra 1500 east or west. Work extras will be designated by engine numbers as work extra 798. For the movement of an engine of another company, the initials as well as the engine number will be used.

When two or more units are coupled, the number of the leading unit will be used in block clearances, except in work clearances where more than one unit is used the number of the leading or rear unit may be used.

307. When transmitting a block clearance, except for reference to the repeat time and time block is reported clear, the train dispatcher must read aloud all parts of the block clearance adding the required information. Block clearance will be repeated in the same manner. Train dispatcher must underscore each word and figure as it is repeated.

A check mark must be shown in the appropriate box where boxes are provided to indicate one of two or more conditions.

When block is reported clear, the time must be shown on block clearance and in the block clearance book.

308. After a block clearance has been correctly repeated the train dispatcher will state the time made effective and his initials, which must be recorded on the block clearance and in the block clearance book.

309. A block clearance remains in effect until fulfilled or cancelled.

310. If communication fails before block clearance has been made effective by the train dispatcher, the block clearance is of no effect and must be treated as if it had not been sent.

311. The train dispatcher's office record of block clearances will be maintained in the block clearance book and block restrictions on prescribed form provided for that purpose.

When a train dispatcher is relieved, he must make a written transfer of all block clearances, block restrictions.

312. A train, engine or Engineering Department equipment, must not enter on, or foul, a main track without the authority of a block clearance, except within yard limits.

313. If a train or engine fouls any part of the manual block system territory without proper authority, protection must be immediately provided as prescribed by Rule 99.

Engineering Department equipment must not foul or render track impassable in any part of manual block system territory without proper authority, except in emergency, and then protected as prescribed by Rule 1004A.

314. Following movements must not be authorized in same limits until preceding trains are instructed to protect against such following movements.

Engineering Department equipment must not be authorized to protect against following trains or engines, but may be authorized to protect against following Engineering Department equipment.

315. Before issuing block clearance to permit or increase multiple train or engine occupancy of the same limits, all block clearances in effect within those limits must be cancelled. The new block clearances must be issued immediately specifying the protection required.

316. A train, engine or Engineering Department equipment authorized by block clearance to "proceed from" one point to another, must move only in the direction specified.

317. When a train, engine or Engineering Department equipment stops at the point to which it was last authorized, stop must be made so as not to obstruct an opposing train, engine or Engineering Department equipment from using siding or designated track.

318. A train, engine or Engineering Department equipment authorized by block clearance to "work between" one point and another may move in either direction between the points named, during the time specified.

319. Trains, engines or Engineering Department equipment authorized to work between two points must be clear of the main track before the expiration of time specified in the block clearance, but the train, engine or Engineering Department equipment must not be considered clear of main track until positively reported clear by the same employee to whom the block clearance was issued.

If additional time is required, it must be authorized by the train dispatcher prior to the expiration of the time originally specified.

320. Unless otherwise stated, a block clearance to work between two stations does not permit use of main track between siding switches at stations named.

321. The engineman, conductor or foreman must promptly report to the train dispatcher the following times:

(a) When train, engine or Engineering Department equipment is clear of main track.

(b) When rear of train, engine or Engineering Department equipment exits the limits of the manual block territory.

(c) When the rear of the train has passed the limits of each passing siding as requested by the train dispatcher.

(d) When requested to do so by the train dispatcher and at other points listed in special instructions.

322. When necessary to cancel a block clearance, the following procedure must be followed:

(a) Engineman, conductor or foreman will acknowledge the intended cancellation and state his name, location and train, engine or equipment number.

(b) Block clearance may then be cancelled by train dispatcher stating time and his initials.

(c) Engineman, conductor or foreman will then write on block clearance time cancelled and dispatcher's initials.

(d) Train dispatcher must write the word "cancelled", the time and the "employee" acknowledging the cancellation over the corresponding block clearance in the block clearance book.

Note: A new block clearance must be issued IMMEDIATELY, except when train, engine or Engineering Department equipment is clear of main track.

323. Block clearances will be issued to foreman for protection of track equipment and any work that will render track impassable. Flag protection as prescribed by the 1004 Rules is not required.

324. Block restrictions will be issued as required to give notice of track or other conditions and must be numbered consecutively, using a separate series of numbers, beginning at 0001 hours each day. All block restrictions must be re-issued daily, if continuing in effect.

Block clearance issued must show block restriction numbers in effect. If no block restrictions in effect, the word "nil" must be shown.

Engineman and conductors are responsible for being in possession of each block restriction before leaving their initial terminal.

BOSTON AND MAINE CORPORATION—DEBTOR

ROBERT W. MESERVE, BENJAMIN H. LACY, TRUSTEES

FORM M

BLOCK CLEARANCE

BLOCK CLEARANCE NO. _____ DATE _____ 19 ____

TO _____ CONDUCTOR
ENGINEMAN
FOREMAN _____

AFTER ARRIVAL OF _____ THIS IS YOUR AUTHORITY
TO PROCEED FROM _____ TO
 WORK BETWEEN _____ AND
UNTIL _____ HOURS AND HOLD MAIN TRACK AT _____
 TAKE SIDING

PROTECTING AGAINST _____

BLOCK RESTRICTIONS _____ IN EFFECT

REPEATED AT _____ HOURS EFFECTIVE AT _____ HOURS DISPATCHER _____

BLOCK REPORTED CLEAR AT _____ HOURS. THIS BLOCK CLEARANCE CANCELLED AT _____ HOURS.

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.

Delete present RAILROAD RADIO RULES GENERAL 713a-726 and add following new rules.

RAILROAD RADIO RULES GENERAL

The following rules and instructions cover the use of a Railroad Radio Communicating System and govern the employes using such system.

Definitions:

"Railroad Radio Communicating System": A system employing radio for the transmission and reception of voice communications between moving equipment, between moving equipment and a fixed point, between fixed points and/or between employes provided with portable radio equipment.

"Employes": Any person who is authorized by the Company to use its radio facilities in connection with railroad operations.

"Railroad operation": Any movement of a train, engine, or track car, single or in combination with other equipment, on the track of a railroad.

712. Radios are under the jurisdiction of the Federal Communications Commission (FCC). The Company and its employes are governed by the rules of the FCC and any violation is a Federal offense. The use of radios other than those furnished by the Company for Railroad operations is prohibited.

713. Radios will be used exclusively for railroad operations and in the event of the failure of such communications other means must be used to avoid delay. Fixed base stations, wayside stations, periods attended and assigned radio channels will be designated in the timetable or by bulletin order.

714a. Before transmitting by radio, employe must listen to insure that channel on which he intends to transmit is not in use.

714b. The following procedures will govern identification and content of messages when using radio.

To originate a call, say "Boston and Maine".

Identify your base station, wayside station or yard station by name or other designation of station and location.

Identify your radio unit by train number or other appropriate unit designation, the word "engine", "caboose", "track car", "pakset", or other word which indicates the precise mobile transmitting station, unless identical to train name or number.

Employes must identify themselves by name, occupation and location.

If positive identification is achieved in connection with switching, classification, and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission.

If an exchange of communications continues without substantial interruption, positive identification must be repeated every 15 minutes.

For the movement of an engine of another company, the initials must precede the engine number. Example: "Boston and Maine D&H Engine 713 to Billerica West End dispatcher".

Communications must be as brief as possible using these key words:

"**Roger**" to be used to signify that message was received and understood. When required by Rule 715, "**Roger**" also means that "you have repeated instructions correctly".

"**Over**" must be used at the close of each transmission to which a response is expected.

"**Out**" must be used at the close of each transmission to which a response is not necessary.

"**Emergency**" repeated three times to obtain use of radio channels for initial report of conditions endangering train movements.

714c. All radio calls directed to a station must be promptly acknowledged. Employe must identify the station in accordance with the requirements of Rule 714b and standby to receive, except when this would inter-

fare with other duties relating to the safety of railroad operations. If the station acknowledging transmission fails to identify itself properly, the employe shall require a proper identification before proceeding with the transmission.

Employes shall make a voice test of radio on channels provided when taking charge of such equipment. Such test shall be made between fixed stations, fixed stations and trains or other portable equipment and end to end test of trains. The other station shall advise the station conducting the test of the quality and readability of its transmission. If radio does not operate properly, it must be removed from service until repaired, and each crew member and train dispatcher or yardmaster notified promptly. In event of radio failure enroute, train dispatcher must be notified as soon as practicable.

Engines, cabooses, other equipment and fixed points when equipped with radio and attended, must have radio on and tuned to the proper channel at all times, with volume control adjusted to insure reception of all calls.

715. Except in yard switching operations, all instructions involving equipment or track conditions must be repeated by the employe receiving them. Employes who have transmitted instructions affecting the railroad operation must listen carefully to the instructions as they are repeated and approve them as correct or retransmit the instructions until accuracy is attained in the repeated portion. Employes receiving instructions authorizing the movement of trains, engines, or track cars on a main track must write the instructions and repeat them to the employe transmitting them. All written instructions must be retained and held available for inspection until completion of the tour of duty. Transmitting employes must make record on prescribed form or train sheet.

716. When radio is used in operations such as switching, backing or pushing of a train, engine, or cars, employe directing movement shall give complete instructions or keep in continuous radio contact with employes receiving the instructions.

When backing or pushing a train, engine or cars, the distance of the movement must be specified and the movement must stop in one half the remaining distance unless additional instructions are received.

If instructions are not understood or continuous radio contact is not maintained, movement must be immediately stopped and remain stopped until misunderstanding has been resolved, communication is made by words, radio contact restored, or proper hand signal has been received.

717. Train orders may not be received and copied by an employe operating the controls of a moving train, or when the speed of the train is in excess of 30 miles per hour. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the train dispatcher, conductor or engineer, the train order cannot be received and copied without impairing the safe operation of the train.

Train dispatcher or operator shall call the addresses and state intention to transmit train order. Before train order is transmitted, employe to receive and copy the order shall state his name, identification, location and that he is prepared to copy the order. Train orders must be copied in writing by the receiving employe.

After train order has been received, it must be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, the train dispatcher shall then state "complete", time and the initials of the Superintendent. Employes copying train orders must then acknowledge by repeating "complete" and the time.

Before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that it is read and understood by other members of the crew.

A train order which has not been completed may not be acted upon and must be treated as though not sent.

718. Conductor and engineer, or operator of track car must personally receive all communications and take all necessary action pertaining to the movement of their train or track car.

Employees must insure being in communication with the proper persons and must not take action until certain that all conversation concerning them has been heard, understood and acknowledged.

Any radio communication which is not fully understood or completed in accordance with the requirements of these rules, shall not be acted upon and shall be treated as though not sent.

719. Train and engine crew members must not request, and train dispatchers or operators must not advise by radio, the name, aspect or indication of any fixed signal. However, when a train is approaching a location where conditions require that the crew know whether train is to be held, crews may be instructed to stop at an appropriate location.

Train dispatcher or operator may advise when train may resume movement prepared to stop at next signal.

These communications do not supersede the indication of the fixed signals.

720. If necessary for clarity, a phonetic alphabet will be used to pronounce any letter used as an initial, except initial letters of railroads. A word which needs to be spelled for precision will first be pronounced, and then spelled, letter by letter, and if necessary, the word will be spelled again, using a phonetic alphabet. Numbers will be spoken as digit, except that exact multiples of hundreds and thousands will be stated as such. A decimal point shall be indicated by the word "decimal".

721. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to tracks and other hazardous conditions which could result in injury, damage to property, or serious disruption of railroad operations. Emergency transmissions must describe as completely as possible the nature, degree and location of the hazard.

722a. All employees must give absolute priority to emergency communications, and except in answering or aiding a station in distress shall refrain from sending any communication until there is assurance that no interference will result in that station.

722b. No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language.

722c. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message and the word "SECURITY" a safety message. Railroad employes may hear such messages sent by aircraft, or in coastal areas, by boats. Employees hearing such messages must report them immediately through authorized channels in addition to taking such appropriate action to relieve the distress as may be practicable.

723. No employe shall divulge the existence, contents, purport, effect or meaning of communications (distress communications excluded) except to the person for whom the communication is intended or to another employe of the Company whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

724. All employees except those specifically authorized to do so, are prohibited from making any technical adjustments to a railroad radio set. When a radio set is not operating properly the fact must be reported to the train dispatcher or yardmaster as soon as practicable.

725. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

726. Employees using radio equipment will exercise care to prevent dam-

age to or loss of such equipment. Employees assigned a portable radio will be responsible for the proper care and protection of such radio.

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, Asst. 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."

Rule 903. New paragraphs added:

When leaving R.D.C. unit or Diesel Locomotive for layover, or under conditions in which the effectiveness of the air brake system may become impaired, 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 the usual procedure for leaving units.

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.

- (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

AIR BRAKE RULES

Rule 2

ENGINEMEN TAKING ENGINES:—(P and F)

Enginemen on taking engine must ascertain by suitable tests and inspection of notification that:

(Remainder of rule unchanged.)

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 pounds. 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 pounds. *(With 26—L brake equipment, as soon as the brake pipe exhaust has stopped completely, depress and move the automatic brake valve cut off pilot valve to out position.)* 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. *(with 26—L brake equipment, reduce equalizing reservoir pressure, to that of brake pipe pressure, before cutting the cut—off pilot valve to in position.)* A full service reduction must then be made.

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.

(with 26—L brake equipment, move brake valve handle to release position, and then move cut off pilot valve to in position.)

Rule 14

ROAD TRAIN BRAKE TESTS

C. Change in Motive Power or Caboose (F)

At a point other than initial terminal where locomotive or caboose or both are changed, or where one or more consecutive cars are cut off from rear end or head of train with consist otherwise remaining intact; after train brake system on a freight train is charged to 65 lbs. as indicated at rear of train, a 20-lb. brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

Before proceeding, it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

D. Change of Controlling Unit of Engine (P)

At a point other than initial terminal of equipment where controlling unit of engine is changed; or where control station is changed on a multiple unit engine, with consist otherwise remaining intact except for cutting off one or more consecutive units or cars from the rear, and after the brake system is charged to at least 90 lbs., a 20-lb. brake pipe reduction must be made, and it must be determined that brakes on rear unit or car apply and release properly.

E. Change of Control Station of Single Unit Engine (P)

At an intermediate or turnaround point where control station on a single unit engine is changed, a test of the brakes from the controlling brake valve to be used must be made as follows:

After properly cutting in the automatic brake valve and recharging the air brake system, move the brake valve handle to service position and reduce the brake pipe pressure 10 pounds, noting from the air gauges that the brake pipe and equalizing reservoir pressures reduce properly and that brake cylinder pressure increases to approximately 25 pounds.

F. Change in Engine Crew and/or train crew (P)

At a point where engine crew and/or train crew is changed, with consist remaining intact, except for cutting off one or more cars from the rear, a running test of the brakes must be made in compliance with Rule 18.

G. Inspect and Test of Run—Through Train or Unit Run—Through Train

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.—F6180—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 reduction.

If the cab of the locomotive does not contain a completed form F.R.A.—F6180—48 the train must be inspected and tested prescribed by power brake law before it proceeds.
(as per Rule 11)

Rule 17**ADDING CARS TO TRAINS (P and F)**

A-1. At a point other than an initial terminal where one or more cars not previously inspected and tested according to Rule 11 are added to a train, and after the train brake system is charged to not less than 60 lbs. as indicated by a gauge at the rear of freight train and on a passenger train to not less than 90 lbs., tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 lbs. brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on rear car apply and release.

Before proceeding, it must be known that the brake pipe pressure at rear of freight train is being restored. Cars thus added which have not had complete inspection in accordance with Rule 11 will be so inspected at first point car (s) is reclassified.

2. At a point where car or cars, which have been previously charged and tested as prescribed by Rule 11 are added to a train, test must be made to determine that brakes on rear car of train apply and release. Before proceeding, it must be known that the brake pipe pressure at the rear of the freight train is being restored.

Rule 18**RUNNING TESTS (P)**

A running test of the brakes must be made on a passenger train as soon as the speed of the train permits after:

- (a) Change of controlling unit of engine
- (b) Change of control station of engine (or train)

- (c) Leaving terminals
- (d) Change of engine crew
- (e) Change of train crew
- (f) Helper engines are added or detached
- (g) Cars or engine unit(s) are added
- (h) Any angle cock has been closed (except for cutting off one or more consecutive cars or engine units from rear.)
- (i) Or at any time or place where good judgment would require engineer to know that he has control of the train brakes.

Such a running test should be made by applying the brakes with a sufficient reduction in brake pipe pressure to ascertain that the brakes are operating properly.

If power is being used, it should not be shut off unless conditions require it.

In case the brakes do not operate properly in this test, train must be stopped and defect ascertained and corrected, and running test repeated. Signal to apply brakes must be given, as per Operating Rule 14—A, if conditions are such that train cannot be stopped from operating cab.

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 and 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 reapplied with a full service brake pipe reduction unless it is known that the train can immediately proceed.

POWER BRAKE LAW

In accordance with the amended Power Brake Law effective August 1, 1972, the following Carriers have agreed to participate in a run through basis with trains listed below:

<u>Carrier</u>	<u>Trains</u>
Boston & Maine and ConRail	Unit Coal Trains
Boston & Main and ConRail	NY-10 and BM-7
Boston & Maine and ConRail	BM-17 and NY-20
Boston & Maine and Central Vermont	CV-390 and JS-4
Boston & Maine and Central Vermont	SJ-3 and CV-447
Boston & Maine and Canadian Pacific	CP-904 and JS-6
Boston & Maine and Delaware & Hudson	B&M AP-3 and D&H AP-3
Boston & Maine and Delaware & Hudson	B&M NE-84 and D&H NE-84

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

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carrier, the receiving carrier shall inspect and teest 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.