OUTBOUND TRAINS (WESTBOUND).—FIRST-CLASS.

STATIONS.			753	7	1	1114	857	3	23	21
			Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily
			D. & H.	Troy	Rotterdam	N.Y.,N.H.	Rutland	Troy	Greenfield	Rotterdam
			PM	PM	PM	PM	PM	PM	PM	PM
East Deerfield	W	N		s 3.10	3.55			7.29	s 8.55	9.14
Turners Falls Junction				3.17	4.02			7.37	8.57	9.19
Greenfield	W	N		s 3.20 / 3.27	s 4.05 / 4.10			s 7.40 / 7.50	A 9.00	s 9.21 / 9.33
West Deerfield				f 3.36						
South River				s 3.41	4.20			8.01		9.42
Bardwell	W			s 3.45						
Shelburne Junction		N		3.47	4.24	f 7.05		8.06		9.47
Shelburne Falls	W	D		s 3.57	s 4.35	A 7.15		s 8.17		s 9.57
Buckland	W			f 4.04	4.40			8.23		10.02
Charlemont	W	D		s 4.15	4.49			s 8.34		10.11
Zoar				s 4.21						
Hoosac Tunnel				s 4.33	s 5.04			s 8.51		
East Portal	W	N		4.36	5.06			8.53		10.25
West Portal		N		4.46	5.16			9.03		10.35
North Adams	W	N		s 4.50 / 4.55	s 5.20 / 5.24			s 9.07 / 9.11		s 10.39 / 10.44
Greylock										
Blackinton				f 5.00				f 9.16		
Williamstown		D		s 5.05	s 5.33			s 9.20		s10.53
Pownal	W	D		s 5.13	5.40			f 9.27		11.00
North Pownal				s 5.18				f 9.32		
Petersburgh Junction		N		s 5.27	J 5.50			f 9.40		11.10
Hoosick				s 5.32				s 9.44		
Hoosick Falls				s 5.38	s 5.59			s 9.53		s11.19
Hoosick Junction	W	D		s 5.42 / 5.48	6.02		s 8.33	f 9.57		11.22
Eagle Bridge		D	L 5.42	s 5.54	6.06		8.37	s10.03		11.26
East Buskirk				s 5.58				f10.06		
Summit Switch										
Johnsonville	W	N	5.52	s 6.07 / 6.20	s 6.15		s 8.47	s10.15		s11.35
Valley Falls			5.56	s 6.25			8.52	s10.19		
East Schaghticoke				s 6.29				f10.22		
Melrose			6.06	s 6.37			9.01	f10.28		
Lansingburgh			6.14	s 6.46			9.09	e10.37		
Middleburgh Street	W	D								
Troy, Union Station		N	A 6.24	A 6.55			A 9.20	A10.45		
Johnsonville	W	N			s 6.17					s11.35
West Valley Falls					f 6.22					
Schaghticoke	W	D			f 6.27					11.41
Reynolds										
East Saratoga Junction					6.36					11.50
Mechanicville	W	N			s 6.42					s11.54
West End		N			6.44					11.56
Usher			All trains using tracks between West End and Crescent will be governed by B. & M. R.R. and D. & H. Co. rules governing joint track, pages 43 and 44. For D. & H. trains, see pages 31 and 32.							
Elnora	W									
Crescent		N			6.58					12.09
Scotia		D			s 7.08					12.19
Rotterdam	W	N			7.16					12.25
Rotterdam Junction	W	N			A 7.20					A12.28
			PM	PM	PM	PM	PM	PM	PM	AM

TROY BRANCH.

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. **753.** Stop at any station to leave passengers from the D. & H. Co.

For references, see page 33. F. Div.

MAIN LINE AND TROY BRANCH.

OUTWARD TRAINS (WESTBOUND).—SECOND-CLASS.

Miles from Boston	STATIONS.		233	257	259
			Ex. Sun.	Ex. Sun.	Ex. Sun.
			S M 1	B M 3	B R 3
			P M	P M	P M
103.08	East Deerfield	W N		L 8.12	L 8.22
104.06	Turners Falls Junction				
105.61	Greenfield	W N	L 7.00	8.19	S 8.30 8.39
110.18	West Deerfield				
112.18	South River		7.14	8.33	8.53
113.69	Bardwell	W			
114.04	Shelburne Junction	N	7.19	8.38	9.00
118.63	Shelburne Falls	W D	7.36	8.53	9.20
121.47	Buckland	W	7.44	9.01	9.28
127.38	Charlemont	W D	7.56	9.12	9.45
130.82	Zoar				
134.98	Hoosac Tunnel		8.10	9.30	10.05
135.78	East Portal	W N	8.16	9.34	10.10
140.53	West Portal	N	8.32	9.50	10.26
142.41	North Adams	W N	S 8.38 8.45	9.55	10.33
144.53	Greylock				
145.30	Blackinton				
147.04	Williamstown	D	8.58	10.08	10.45 21 11.00
151.43	Pownal	W D	9.06	10.16	11.10
154.06	North Pownal				
158.38	Petersburgh Junction	N	9.18	10.30	11.24
160.19	Hoosick		9.23	10.35	11.30
163.44	Hoosick Falls		9.32	10.44	11.39
165.03	Hoosick Junction	W D	9.37	10.49	11.44
167.55	Eagle Bridge	D	9.42	10.54	11.49
169.50	East Buskirk				
170.52	Summit Switch		9.49	11.01	
174.13	Johnsonville	W N	9.56	11.08	12.06
176.76	Valley Falls	TROY BRANCH.			
178.26	East Schaghticoke	TROY BRANCH.			
181.94	Melrose	TROY BRANCH.			
187.20	Lansingburgh	TROY BRANCH.			
189.32	Middleburgh St.	W D TROY BRANCH.			
190.36	Troy, Union Station	N TROY BRANCH.			
174.13	Johnsonville	W N	9.56	11.08	12.06
176.88	West Valley Falls				
178.27	Schaghticoke	W D	10.05	11.16	12.15
182.86	Reynolds		10.15	11.26	12.25
185.80	East Saratoga Junction		10.23	11.34	12.33
187.06	Mechanicville	W N	10.30	11.40	12.39
187.86	West End	N	A 10.35	A 11.45	S 12.44
191.64	Usher		All trains using tracks between West End and Crescent will be governed by B. & M. R.R. and D. & H. Co. rules governing joint track, pages 43 and 44. For D. & H. trains, see page 31 and 32.		
194.61	Elnora	W			
196.76	Crescent	N			1.09
203.79	Scotia	D			1.27
207.59	Rotterdam	W N			A 1.35
209.35	Rotterdam Junction	N			
			P M	P M	A M

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

For references, see page 33. F. Div.

OUTWARD TRAINS (WESTBOUND).—THIRD-CLASS.

Miles from Boston	Passing Sidings. Capacity Cars.	STATIONS.		205	255	247	201	207	251	235	211	745	747	701
				Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
				B M 5	Mec'ville Local	Troy Local	E R 1	E M 1	E T 1	E R 3	B. & R. Troy	D. & H.	D. & H.	T. Falls
				A M	A M	A M	A M	A M	P M	P M				A M
103.08	Yard	East Deerfield	W N	L 4.30	L 6.30	L 7.00	L 7.30	L10.40	L12.45	L 4.00				
104.06		Turners Falls Junction												
105.61	Yard	Greenfield	W N											L11.15
110.18	98	West Deerfield												
112.18	41	South River												
113.69		Bardwell	W											
114.04		Shelburne Junction	N											
118.63		Shelburne Falls	W D											
121.47	36 36	Buckland	W											
127.38	72 31	Charlemont	W D											A11.50
130.82		Zoar												A M
134.98	40 177	Hoosac Tunnel												
135.78	32	East Portal	W N											
140.53		West Portal	N											
142.41	Yard	North Adams	W N	s 7.20	s 9.00	s10.00	s11.00	2.00	s 3.00	s 7.00				
144.53		Greylock												
145.30		Blackinton												
147.04	Yard	Williamstown	D											
151.43	42	Pownal	W D											
154.06		North Pownal												
158.38	20 25 219	Petersburgh Junction	N								P M			
160.19	30	Hoosick									L 1.15			
163.44		Hoosick Falls												
165.03		Hoosick Junction	W D									P M	P M	
167.55	19	Eagle Bridge	D									2.00	2.30	
169.50		East Buskirk												
170.52	63	Summit Switch												
174.13	64	Johnsonville	W N											
176.76		Valley Falls												
178.26		East Schaghticoke												
181.94	53	Melrose												
187.20		Lansingburgh												
189.32	Yard	Middleburgh Street	W D			A 4.25					A 5.00			
190.36		Troy, Union Station	N						A 5.50				3.40	
174.13	53	Johnsonville	W N										P M	
176.88		West Valley Falls												
178.27	79	Schaghticoke	W D											
182.86		Reynolds												
185.80		East Saratoga Junction												
187.06		Mechanicville	W N	10.30	A 3.00		S 1.30	4.55		s10.00		2.50		
187.86	Yard	West End	N	A10.40			2.00	A 5.00		10.10		A 3.00		
191.64		Usher		All trains using tracks between West End and Crescent will be governed by B. & M. R.R. and D. & H. Co. rules governing joint track, pages 43 and 44. For D. & H. trains, see pages 31 and 32.										
194.61	37	Elnora	W											
196.76	43	Crescent	N				2.30			10.40				
203.79		Scotia	D											
207.59	Yard	Rotterdam	W N				A 3.00			A11.15				
209.35		Rotterdam Junction	N											
				A M	P M	P M	P M	P M	P M	P M	P M	P M		

TROY BRANCH.

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

For references, see page 33. F. Div.

INWARD TRAINS (EASTBOUND).—FIRST-CLASS.

Miles from Rotterdam Junction	STATIONS.			18	22	14	856	900	1105	8	750	752	12	30	4
				Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily
				Rotterdam	Greenfield	No. Adams	Rutland	Saratoga	N.Y.,N.H.	Troy	D. & H.	D. & H. Milk	Troy	No. Adams	Rotterdam
				AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM
	Rotterdam Junction	N		L 1.15											L12.20
1.76	Rotterdam	W N		1.17											12.23
5.56	Scotia	D													s12.31
12.59	Crescent	N		1.33											12.40
14.74	Elnora	W D		All trains using tracks between Crescent and West End will be governed by B. & M. R.R. and D. & H. Co. rules governing joint track, pages 43 and 44. For D. & H. trains, see pages 31 and 32.											
17.71	Usher	D													
21.49	West End	N		1.46											12.54
22.29	Mechanicville	W N		f 1.48				s 7.19							s12.57
23.55	East Saratoga Junction			1.50				7.22							1.00
26.49	Reynolds							s 7.28							
31.08	Schaghticoke	W D		2.02				s 7.39							1.14
32.47	West Valley Falls							s 7.44							
35.22	Johnsonville	W N		2.09				A 7.50							1.23
	Troy, Union Station	N	TROY BRANCH.				L 7.40			L 7.45	L 8.10	L 9.00	L10.05	L12.30	
1.04	Middleburgh St.	W D													
3.16	Lansingburgh						7.48			s 7.54	8.18	9.08	10.14	s12.38	
8.42	Melrose						7.56			s 8.04	8.27	9.18	s10.24	s12.48	
12.10	East Schaghticoke									s 8.13				s12.55	
13.60	Valley Falls						v 8.04			s 8.17	8.35	9.28	10.33	s12.59	
Fr. T. 16.23	Johnsonville	W N		2.09			v 8.08			s 8.22 / 8.29	8.39	9.33	s10.38	s 1.05	1.23
40.38	Buskirk									s 8.37				s 1.14	
42.31	Eagle Bridge	W D		s 2.19			s 8.18			s 8.44	A 8.50	A 9.45	s10.48	s 1.20	s 1.36
45.49	Hoosick Jct. Crossover	N					8.22						s10.53	s 1.25	
45.95	Hoosick Junction	D					s 8.24							s 1.27 / 1.30	
46.94	Hoosick Falls	W		2.28						s 8.56			s10.58	s 1.35	s 1.46
50.34	Hoosick									s 9.02				s 1.42	
52.15	Petersburgh Junction	W N		2.36						s 9.09			s11.07	s 1.46	1.55
56.37	North Pownal									s 9.17			11.14	s 1.54	
59.00	Pownal	W D		2.45						s 9.23				s 2.00	2.04
63.39	Williamstown	D		2.51						s 9.33			s11.25	s 2.10	s 2.12
65.13	Blackinton													f 2.12	
65.90	Greylock													f 2.15	
68.02	North Adams	W N		s 2.59 / 3.04		L 7.10				s 9.42 / 9.51			s 11.33 / 11.38	A 2.20	s 2.22 / 2.26
69.90	West Portal	W N		3.08		7.14				9.55			11.42		2.30
74.65	East Portal	N		3.18		7.24				10.05			11.52		2.40
75.45	Hoosac Tunnel			s 3.20		s 7.26				s10.08			s11.54		s 2.42
79.61	Zoar					s 7.32				s10.14					
83.05	Charlemont	W D		3.30		s 7.39				s10.23			s12.06		2.54
88.96	Buckland	W				f 7.48									
91.80	Shelburne Falls	W D		3.41		s 7.55			L 8.30	s10.37			s12.19		s 3.09
96.39	Shelburne Junction	N		3.48		8.02			A 8.39	10.45			12.26		3.16
96.74	Bardwell					f 8.03				f10.46					
98.25	South River					s 8.08				s10.51					
100.25	West Deerfield					f 8.12									
104.82	Greenfield	W N		s 4.00 / 4.10	L 6.00	s 8.20 / 8.30				s 11.00 / 11.07			s 12.38 / 12.45		s 3.30 / 3.40
106.37	Turners Falls Junction			4.12	6.03	8.33				11.10			12.48		3.43
107.35	East Deerfield	W N		4.17	s 6.05	s 8.39				s11.17			12.55		3.49
				A M	AM	AM	AM	AM	AM	AM	AM	AM	P M	P M	P M

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. **30.** Leave Hoosick Junction 1.30 P.M. via Hoosick Junction Crossover.

For references, see page 33. F. Div.

OUTWARD TRAINS (WESTBOUND).—FIRST-CLASS. SUNDAY.

Miles from Boston.	STATIONS.		851	11	155	153	151	157	867	1	753	175	3	859	21
			Daily	Ex. Mon.	Sun. only	Sun. only	Sun. only	Sun. only	Sun, only	Daily	Daily	Sun. only	Daily	Sun. only	Daily
			Rutland	Troy	Troy	No. Adams	Troy	Troy	Rutland	Rotterdam	D. & H.	Troy	Troy	Rutland	Rotterdam
			AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
103.08	East Deerfield	W N		3.21	6.31			s12.54		3.55			7.29		9.14
104.06	Turners Falls Junction			3.29	6.37			1.02		4.02			7.37		9.19
105.61	Greenfield	W N		s 3.32 3.42	s 6.40 6.46			s 1.05 1.15		s 4.05 4.10			s 7.40 7.50		s 9.21 9.33
110.18	West Deerfield							f 1.22							
112.18	South River			3.52	6.58			f 1.25		4.20			8.01		9.42
113.69	Bardwell	W						f 1.28							
114.04	Shelburne Junction	N		3.56	7.02			1.30		4.24			8.06		9.47
118.63	Shelburne Falls	W D		f 4.05	7.11			s 1.40		s 4.35			s 8.17		s 9.57
121.47	Buckland	W		4.11				f 1.46		4.40			8.23		10.02
127.38	Charlemont	W D		s 4.20	7.27			s 1.57		4.49			s 8.34		10.11
130.82	Zoar			4.31				f 2.03							
134.98	Hoosac Tunnel			4.42	7.42	L11.05		s 2.10		s 5.04			s 8.51		
135.78	East Portal	W N		4.45	7.44	11.08		2.13		5.06			8.53		10.25
140.53	West Portal	N		4.55	7.54	11.18		2.23		5.16			9.03		10.35
142.41	North Adams	W N		s 4.59 5.09	s 7.58 8.45	A11.22	L 1.40	s 2.27 2.30		s 5.20 5.24			s 9.07 9.11		s 10.39 10.44
144.53	Greylock				f 8.49	AM	f 1.44								
145.30	Blackinton				s 8.51		s 1.46						f 9.16		
147.04	Williamstown	D		s 5.17	s 8.56		s 1.50	s 2.38		s 5.33			s 9.20		s10.53
151.43	Pownal	W D		f 5.23	s 9.04	757	s 1.58	◇2.44		5.40			f 9.27		11.00
154.06	North Pownal			f 5.27	s 9.09		s 2.03	◇2.48					f 9.32		
158.38	Petersburgh Junction	N		f 5.33	s 9.16	Sun. only	s 2.10	◇2.54		J 5.50			f 9.40		11.10
160.19	Hoosick			f 5.37	s 9.19		s 2.13	◇2.56					s 9.44		
163.44	Hoosick Falls			s 5.43	s 9.26	D. & H.	s 2.19	s 3.01		s 5.59			s 9.53		s11.19
165.03	Hoosick Junction	W D	2.39	f 5.47	s 9.30	PM	f 2.23	◇3.04	s 3.28	6.02			f 9.57	10.07	11.22
167.55	Eagle Bridge	D	2.43	s 5.52	s 9.35	L12.15	s 2.27	◇3.07	3.32	6.06	L 5.42		s10.03	10.11	11.26
169.50	East Buskirk			f 5.55	s 9.39		s 2.31	◇3.10					f10.06		
170.52	Summit Switch														
174.13	Johnsonville	W N	s 2.53	s 6.03 6.10	s 9.49	12.25	s 2.41	s 3.17	s 3.42	s 6.15	5.52	L 6.23	s10.15	s10.21	s11.35
176.76	Valley Falls	TROY BRANCH.	2.57	f 6.15	s 9.53	12.29	s 2.45	◇3.21	3.46		5.56	s 6.27	s10.19	10.25	
178.26	East Schaghticoke			f 6.19	s 9.57		s 2.49	◇3.25				s 6.30	f10.22		
181.94	Melrose		3.07	s 6.26	s10.06	12.38	s 2.58	◇3.32	3.55		6.06	s 6.36	f10.28	10.34	
187.20	Lansingburgh		3.15	s 6.35	s10.16	12.46	s 3.07	◇3.40	4.02		6.14	s 6.44	e10.37	10.42	
189.32	Middleburgh Street	WD													
190.36	Troy (Union Station)	N	A 3.25	A 6.45	A10.25	A12.55	A 3.15	A 3.50	A 4.10		A 6.24	A 6.52	A10.45	A10.50	
174.13	Johnsonville	W N								s 6.17					s11.35
176.88	West Valley Falls									f 6.22					
178.27	Schaghticoke	W D								f 6.27					11.41
182.86	Reynolds														
185.80	East Saratoga Junction									6.36					11.50
187.06	Mechanicville	W N								s 6.42					s11.54
187.86	West End	N								6.44					11.56
191.64	Usher														
194.61	Elnora	W													
196.76	Crescent	N								6.58					12.09
203.79	Scotia	D								s 7.08					12.19
207.59	Rotterdam	W N								7.16					12.25
209.35	Rotterdam Junction	N								A 7.20					A12.28
			AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

All trains using tracks between West End and Crescent will be governed by B. & M. R.R. and D. & H. Co. rules governing joint track, pages 43 and 44. For D. & H. trains, see pages 31 and 32.

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

For references, see page 33. F. Div.

INWARD TRAINS (EASTBOUND).—FIRST-CLASS. SUNDAY.

STATIONS.			18	856	750	752	152	4	176	866	2	154	754	34	852
			Daily	Daily	Daily	Daily	Sun. only	Daily	Sun. only	Sun. only	Daily	Sun. only	Daily	Daily	Daily
			Rotterdam	Rutland	D. & H.	D. & H. Milk	Hos. Tun.	Rotterdam	Troy	Rutland	Troy	John'ville	D. & H.	No. Adams	Rutland
			AM	AM	AM	AM	AM	PM	AM	PM	PM	PM	PM	PM	PM
Rotterdam Junction		N	L 1.15					L12.20							
Rotterdam	W	N	1.17					12.23							
Scotia		D						s12.31							
Crescent		N	1.33					12.40							
Elnora	W		All trains using tracks between Crescent and West End will be governed by B. & M. R. R. and D. & H. Co. rules governing joint track, pages 43 and 44. For D. & H. trains, see pages 31 and 32.												
Usher															
West End		N	1.46					12.54							
Mechanicville	W	N	f 1.48					s12.57							
East Saratoga Junction			1.50					1.00							
Reynolds															
Schaghticoke	W	D	2.02					1.14							
West Valley Falls															
Johnsonville	W	N	2.09					1.23							
Troy (Union Sta.)		N		L 7.40	L 8.10	L 9.00	L 8.30		L10.50	L 2.15	L 2.30	L 4.45	L 5.25	L 7.05	L11.55
Middleburgh St.	W	D													
Lansingburgh				7.48	8.18	9.08	s 8.40		s10.59	2.23	s 2.38	s 4.54	5.33	s 7.13	12.03
Melrose				7.56	8.27	9.18	s 8.50		s11.09	2.31	s 2.48	s 5.04	5.42	s 7.23	e12.12
East Schaghticoke							s 9.00		s11.16		s 2.56	s 5.11		s 7.30	
Valley Falls				v 8.04	8.35	9.28	s 9.04		s11.20	2.39	s 3.00	s 5.15	5.50	s 7.34	12.20
Johnsonville	W	N	2.09	8.08	8.39	9.33	s 9.08 / 9.12	1.23	s11.26	2.43	s 3.06	A 5.20	J 5.55	s 7.39	J12.24
Buskirk							s 9.23		s11.35		s 3.15			s 7.48	
Eagle Bridge	W	D	s 2.19	s 8.18	A 8.50	A 9.45	s 9.29	s 1.36	s11.39	s 2.53	s 3.21		A 6.05	s 7.53	s12.34
Hoosick Jct. Crossover		N		8.22			9.34			2.57	3.26				12.39
Hoosick Junction		D		s 8.24						s 2.59					s12.41
Hoosick Falls	W		2.28	AM			s 9.40	s 1.46	s11.47		s 3.33			s 8.03	
Hoosick							s 9.47		s11.54		s 3.40			s 8.09	
Petersburgh Jct.	W	N	2.36				s 9.51	1.55	s11.58		s 3.43			f 8.14	
North Pownal							s10.00		s12.04		s 3.49			f 8.22	
Pownal	W	D	2.45	24			s10.06	2.04	s12.09		f 3.54			f 8.28	
Williamstown		D	2.51	Sun. only			s10.18	s 2.12	s12.18		s 4.02			s 8.38	
Blackinton				No. Adams			f10.22		f12.22		4.05			f 8.43	
Greylock				AM			f10.25		f12.24						
North Adams	W	N	s 2.59 / 3 04	L 7.05			s10.30 / 10.35	s 2.22 / 2.26	s12.28 / 12.31		s 4.10 / 4.14			A 8.50	
West Portal	W	N	3.08	7.09			10.39	2.30	12.35		4.18				
East Portal		N	3.18	7.19			10.49	2.40	12.45		4.28				
Hoosac Tunnel			s 3.20	s 7.21			A10.52	s 2.42	s12.48		s 4.30				
Zoar				s 7.27					s12.56		s 4.36				
Charlemont	W	D	3.30	s 7.34				2.54	s 1.02		s 4.42				
Buckland		W		f 7.43					s 1.12		4.50				
Shelburne Falls	W	D	3.41	s 7.51				s 3.09	s 1.20		s 4.57				
Shelburne Junction		N	3.48	7.58				3.16	1.28		5.04				
Bardwell				f 7.59					s 1.30		5.05				
South River				s 8.03					s 1.33		s 5.09				
West Deerfield				f 8.07					s 1.38		5.13				
Greenfield	W	N	s 4.00 / 4.10	s 8.15 / 8.25				s 3.30 / 3.40	s 1.45 / 1.55		s 5.20 / 5.27				
Turners Falls Junction			4.12	8.28				3.43	1.58		5.30				
East Deerfield	W	N	4.17	8.35				3.49	s 2.07		5.37				
			AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. **852** leaving Troy Sundays, stops at Melrose to leave passengers on notice to Conductor.

For references, see page 33. F. Div.

BENNINGTON BRANCH.

OUTWARD TRAINS (WESTBOUND).—FIRST-CLASS. SUNDAYS.

Miles from North Bennington	STATIONS.		851	831	853	865	807	857			851	867	859		
			Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			Daily	Sun. only	Sun. only		
			Rutland	Troy	Rutland	Rutland	Troy	Rutland			Rutland	Rutland	Rutland		
			AM	AM	PM	PM	PM	PM			AM	PM	PM		
	North Bennington	W D	L 2.26	L 8.00	L12.35	L 3.40	L 5.20	L 8.20			L 2.26	L 3.15[866]	L 9.55		
1.85	White Creek		2.29	f 8.03	12.38	3.43	f 5.25	8.23			2.29	3.18	9.58		
4.69	Walloomsac		2.33	s 8.08	s12.42	3.47	s 5.29	8.27			2.33	3.22	10.02		
5.92	North Hoosick		2.36	s 8.12	s12.46	v 3.50	s 5.33	f 8.30			2.36	v 3.25	f10.05		
6.89	Hoosick Junction	W D	2.39	s 8.14	s12.48	s 3.52[802]	s 5.35	s 8.32			2.39	s 3.27	10.07		
32.22	Troy	W N	A 3.25	A 9.10	A 1.50	A 4.35	A 6.55	A 9.20			A 3.25	A 4.10	A10.50		
			AM	AM	PM	PM	PM	PM			AM	PM	PM		
	Connects with Number		Through	31	9 & 30	Through	7	Through			Through	Through	Through		

INWARD TRAINS (EASTBOUND).—FIRST-CLASS. SUNDAYS.

Miles from Boston and Troy	STATIONS.		852	856	812	864	802	832			852	856	866		
			Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			Daily	Daily	Sun. only		
			Rutland	Rutland	N. Ben'ton	Rutland	Rutland	Troy			Rutland	Rutland	Rutland		
			PM	AM	AM	PM	PM	PM			PM	AM	PM		
	Troy	W N	L11.55	L 7.40	L10.05	L 1.40	L 2.30	L 5.00			11.55	L 7.40	L 2.15		
B 165 03 T 26.91	Hoosick Junction	W D	s12.44	s 8.27	s11.04	s 2.30	s 3.53[865]	s 6.20			s12.44	s 8.27	s 3.02		
B 166.00 T 27.88	North Hoosick		12.46	f 8.29	s11.07	f 2.33	f 3.56	s 6.23			12.46	f 8.29	f 3.05		
B 167.23 T 29.11	Walloomsac		12.49	s 8.32	s11.11	2.37	3.59	s 6.27			12.49	s 8.32	3.08		
B 170.07 T 31.96	White Creek		12.54	8.36	s11.16	2.41	4.04	f 6.31			12.54	8.36	3.12		
B 171.92 T 33.80	North Bennington	W D	A12.58	A 8.40	A11.20	A 2.45	A 4.09	A 6.35			A12.58	A 8.40	A 3.15[867]		
			AM	AM	AM	PM	PM	PM			AM	AM	PM		
	Connects with Number		Through	Through	12 & 25	Through 5	2	32 & 7			Through	Through	Through		

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. **865** is Superior to No. **802**, North Bennington to Hoosick Junction.

TURNERS FALLS BRANCH.

OUTWARD TRAINS (WESTBOUND).—FIRST-CLASS.

Passing Sidings. Capacity Cars.	STATIONS.											THIRD-CLASS. 701	703
												Ex. Sun.	Ex. Sun.
												Local	Local
												AM	PM
	Turners Falls	D										L 9.45	L 3.45
	Cutlery Works	Turners Falls Branch											
	Montague City												
	Riverbank												
	Turners Falls Junction											10.00	A 4.00
	Greenfield	N										A10.05	
												AM	PM

INWARD TRAINS (EASTBOUND).—FIRST-CLASS.

Miles from Greenfield	Passing Sidings. Capacity Cars.	STATIONS.										THIRD-CLASS. 700	702
												Ex. Sun.	Ex. Sun.
												Local	Local
												AM	PM
		Greenfield	W N										L 2.30
1.55		Turners Falls Junction										L 7.05	2.40
2.28		Riverbank											
2.79		Montague City	Turners Falls Branch										
		Cutlery Works											
4.37		Turners Falls	D									A 7.15	A 2.55
												AM	PM

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

For references, see page 33. F. Div.

OUTWARD TRAINS (WESTBOUND).—FIRST-CLASS.

Miles from Boston, via East Saratoga Junction	Passing Sidings. Capacity Cars.	STATIONS.		901	903	907	905	909	911
				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
				Saratoga	Saratoga	Mixed	Saratoga	Saratoga	Mixed
				A M	A M	P M	A M	P M	P M
187.06		Mechanicville	W N				s 9.35		L 5.30
185.80		East Saratoga Junction	Saratoga Branch	No. 901 is superior to No. 900, Schuyler Jct. to Saratoga Springs.	No. 903 is superior to No. 902, Schuyler-ville to Saratoga Springs.		9.39	No. 909 is superior to No. 908, Schuyler-ville to Saratoga Springs.	5.47
187.81		Stillwater					f 9.42		f 5.53
190.20		Stillwater Centre					f 9.48		f 6.03
192.68	25	Wayville					s 9.52		s 6.15
195.46		Cedar Bluffs					f 9.58		f 6.25
197.08		Saratoga Lake					f10.05		f 6.31
206.88		Schuylerville	W D Schuylerville Branch	L 5.40	L 7.50	L 1.15	No. 905 is superior to No. 904, Schuyler Jct. to Saratoga Springs.	L 5.00	No. 911 is superior to No. 910, Schuyler Jct. to Saratoga Springs.
206.41		Monument							
205.57		Victory Mills		s 5.45	s 7.55	s 1.25		s 5.05	
202.76		Gates		f 5.52	f 8.02	f 1.35		f 5.12	
201.58		Burgoyne		f 5.55	f 8.05	f 1.45		f 5.15	
198.90	30	Schuyler Junction	Sara-toga Br.	s 6.02	s 8.12	s 1.50 1.55	s10.10	s 5.22	s 6.45
201.74		Eureka Springs		f 6.09	f 8.17	f 2.03	f10.15	f 5.27	f 6.50
203.31		SaratogaSprings	W D	A 6.12	A 8.22	A 2.10	A10.20	A 5.32	A 7.00
				A M	A M	P M	A M	P M	P M

THIRD-CLASS.

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

INWARD TRAINS (EASTBOUND).—FIRST-CLASS.

Miles from Saratoga	Passing Sidings. Capacity Cars.	STATIONS.		900	902	904	906	908	910
				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
				John'ville	Schu'ville	Schu'ville	Mixed	Schu'ville	Mixed
				A M	A M	P M	P M	P M	P M
		SaratogaSprings	W D Sara-toga Br.	L 6.30	L 8.45	L12.30	L 3.30	L 5.50	L 7.25
1.57		Eureka Springs		f 6.32	f 8.47	f12.32	f 3.35	f 5.52	f 7.30
4.41	30	Schuyler Junction		s 6.40	s 8.58	s12.40	s 3.45	s 6.00	s 7.40
7.09		Burgoyne	Schuylerville Branch	No. 901 is superior to No. 900, Schuyler Jct. to Saratoga Springs.	f 9.04	f12.46		f 6.04	f 7.50
8.27		Gates			f 9.08	f12.50		f 6.08	f 7.54
11.08		Victory Mills			s 9.15	s12.57		s 6.15	s 8.04
11.92		Monument							
12.39		Schuylerville	W D		A 9.20	A 1.02		A 6.20	A 8.15
6.23		Saratoga Lake	Saratoga Branch	f 6.43	No. 903 is superior to No. 902, Schuyler-ville to Saratoga Springs.	No. 905 is superior to No. 904, Schuyler Jct. to Saratoga Springs.	f 3.50	No. 909 is superior to No. 908, Schuyler-ville to Saratoga Springs.	No. 911 is superior to No. 910, Schuyler Jct. to Saratoga Springs.
7.85		Cedar Bluffs		s 6.49			f 3.58		
10.63	25	Wayville		s 6.56			s 4.10		
13.11		Stillwater Centre		f 7.02			f 4.20		
15.50		Stillwater		f 7.07			f 4.30		
17.50		East Saratoga Junction		7.11			4.36		
18.76		Mechanicville	W N	s 7.16			A 4.45		
				A M	A M	P M	P M	P M	P M

THIRD-CLASS.

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

For references, see page 33. F. Div.

SPECIAL INSTRUCTIONS.

FITCHBURG DIVISION.

REFERENCES.

† Stop on signal for passengers for Bellows Falls and points north.
‡ Stop Sundays to leave passengers or when signaled to take passengers.
* Stop to leave passengers from Baldwinville and West, Winchendon and north.
** Stop to leave passengers from South Ashburnham and stations north.
¶ Stop to leave passengers from stations west of Concord Junction.
□ Stop on signal to take passengers for Troy, Rotterdam and beyond.
A Arrive.
B Stop Mondays; other days stop to leave passengers from west of Rotterdam.
C Stop to leave passengers from Greenfield and west.
D Day train-order office.
E Stop to leave passengers on notice to conductor.
F Flag stop to receive or discharge passengers or freight.
G Stop on signal to take passengers for Lincoln and west.
H This train will be annulled July 5, September 6 and October 12, 1915.
◇ Stop to leave passengers from stations east of North Adams.
J Stop Sundays. K Stop only to leave passengers from Boston.
L Leave.
M Stop when signaled to take passengers for Ayer and west.
N Day-and-night train-order office.
O Stop to leave passengers from Gardner and from stations west of Gardner and north of South Ashburnham.
P Stop to leave passengers from North Adams and west.
Q Stop to leave passengers from stations east of Fitchburg.
R Between August 1 and 31, inclusive, stop to leave passengers from Fitchburg and points east. S Regular stop.
T Stops on signal to take passengers for the Cheshire Branch.
U Between August 1 and 31, regular stop.
V Stop only on signal to take passengers.
W Water station.
W Stop to leave passengers from the Rutland Railroad and Connecticut & Passumpsic Division north of Bellows Falls.
Z Stop to leave passengers from Troy, Rotterdam and the West.
✻ Stop at Ice House just west of Brookline on signal to receive or discharge passengers.
■ Stop at Hall Crossing between Walpole and Westmoreland to receive milk.
⊙ Stop at Putnam between Troy and Fitzwilliam on signal to take or leave passengers.
⸸ Stop on signal to take or leave passengers at Maple Shade Farm between Wayville and Cedar Bluffs.

DOUBLE TRACK.

	From	To
Main Line.	West Cambridge.	Rotterdam Junction.
Watertown Branch.	West Cambridge.	A point near the west end of the first bridge east of Waltham station.
Troy Branch.	Johnsonville.	Grand Street, Troy, N.Y.

Trains on double track must keep to the right, except between Hoosick Falls and Johnsonville, where they must keep to the left.

FOUR-TRACK SECTION.

	From	To
Main Line.	Washington Street Junction.	West Cambridge.

YARD LIMITS.

Waltham.	Athol.	Marlboro, Mass.	Troy, N.Y.
Ayer.	Gardner.	Turners Falls.	Schuylerville.
Greenville.	East Deerfield.	Greenfield	Saratoga Springs
East Fitchburg.	Winchendon.	North Adams.	North Bennington.
Fitchburg.	Keene.	Mechanicville.	Johnsonville.
Ashburnham.	Bellows Falls.	Rotterdam.	

STANDARD CLOCKS.

Ayer, Mass.	Telegraph Office, Passenger Station.
Bellows Falls, Vt.	Telegraph Office, Passenger Station.
Boston, Mass.	Union Station, head of stairs in hall, east wing.
Charlestown, Mass.	Master Mechanic's Office.
East Deerfield, Mass.	Foreman's Office, M. P. Department.
Fitchburg, Mass.	Passenger Station, in hall.
East Fitchburg, Mass.	Engine House.
Greenfield, Mass.	Lower Hall, General Offices.
Keene, N.H.	Telegraph Office, Passenger Station.
Marlboro, Mass.	Ticket Office.
Mechanicville, N.Y.	Trainmaster's Office and Engine House.
North Adams, Mass.	Electric Shop.
Rotterdam, N.Y.	Telegraph Office.
Troy, N.Y.	Union Station, Telegraph Office.
Troy, N.Y.	Engine House.

Standard time will be telegraphed from the train dispatcher's office, Greenfield, at 12 o'clock noon, daily.

WATCH INSPECTORS.

Ayer, Mass.,	H. J. Webb.
Boston, Mass.,	John A. Coville, Superintendent Time Service.
Bellows Falls, Vt.,	Barnard Brothers.
Fitchburg, Mass.,	O. S. Rice & Co.
Greenfield, Mass.,	Foster Brothers.
Keene, N.H.,	W. E. Wright.
Marlboro, Mass.,	H. O. Barthelmes.
Mechanicville, N.Y.	C. H. Haviland.
North Adams, Mass.,	L. M. Barnes.
Schenectady, N.Y.,	Chas. Bickelmann.
Schuylerville, N.Y.,	George Proper.
Troy, N.Y.,	N. J. Myers.

REGISTERING STATIONS.

Boston.
East Deerfield. (Freight trains only).
South Acton. (Marlboro Branch trains).
East Saratoga Jct. (Branch Trains).
C. M. Junction.
Marlboro. Mass.
Ayer. (Milford and Greenville Branch).
Squanacook Junction.
Milford.
Greenville.
South Ashburnham. (Cheshire and Ashburnham Branches).
Bellows Falls.
Hoosick Junction. (Branch).
Troy, N.Y.
North Bennington.
Schuyler Junction.
Saratoga Springs.
Schuylerville.

Passenger trains that do not stop at points where register is kept will be registered by the agent or operator. The conductor is required to throw off a register slip, and agent or operator must be on hand to receive it. Conductors of all trains must leave register card at initial and terminal stations unless such stations are register stations for their trains.

First-class trains will leave register slip at Greenfield.

BULLETIN-BOARDS.

Passenger Stations.	Yard Offices.	Engine Houses
Boston, Conductors' Room.	Charlestown.	Charlestown.
" Trainmen's Room.		
Waltham.		
	East Fitchburg.	
South Acton.		
Marlboro, Mass., Telegraph Office.		
Ayer, " " "		
Fitchburg, " " "		East Fitchburg.
South Ashburnham.		
Winchendon, Telegraph Office.		
Keene, " "		
Bellows Falls, " "		Bellows Falls.
Gardner.		
Athol.		
East Deerfield, " "		East Deerfield.
Greenfield,		
Shelburne Falls.		
North Adams,		N. Adams Elec. Shop
Eagle Bridge.		
Hoosick Junction, Telegraph Office.		
Mechanicville, Trainmaster's Office		Mechanicville.
Rotterdam, Telegraph Office. Rotterdam.		Rotterdam.
Rotterdam Junction.		
Troy, N.Y. Agent's Office, Hoosick Street.		
" " Passenger Conductors' Room.		Troy, N.Y.
Saratoga Springs.		
Schuylerville.		
North Bennington.		

SPEED RESTRICTIONS.

MAIN LINE.	Miles Per Hour. Pass.	Frt.
Maximum Speed.	60	35
Washington Street Junction.	25	20
West Cambridge slips and interlocking.	25	20
Waltham (slips and interlocking).	25	20
Concord (curve at depot).	40	20
Concord Junction (interlocking and cross frogs).	25	20
South Acton (slips and interlocking).	25	20
East Fitchburg Yard (east and west end).	30	20
Fitchburg (interlocking and cross frogs).	25	20
South Ashburnham (Hill "Inward").	50	20
South Ashburnham (curve west of station, inward).	10	—
Gardner (slips and interlocking).	25	20
Baldwinville (interlocking and cross frogs).	25	20
Royalston to (Athol "Outward").	45	20
Erving to (Millers Falls "Outward").	45	20
Millers Falls (curve at station).	35	20
East Deerfield Yard (east and west end).	25	20
Greenfield Yard (east and west end).	25	15
Bardwell (over bridge).	25	20
Shelburne Junction (interlocking).	25	20
East Portal to Shelburne Junction.	45	20
East Portal (interlocking).	25	20
West Portal { interlocking	25	20
West Portal { when using crossovers.	15	8
North Adams (to West End Little Tunnel).	20	15
Williamstown (approaching station "Inward").	15	8
Pownal (curve 4000 feet east).	45	25
Petersburgh Junction (Rock Cut East Station "Outward").	35	25
" " (cross frogs).	25	20
Hoosick Falls (street crossings "Outward").	12	8
" " (long curve "Inward").	20	15
Hoosick Junction (crossover and interlocking).	25	20
Eagle Bridge ("Inward" all trains stop).	—	—
Johnsonville (slips and interlocking).	25	20
" (to Hudson River Bridge).	45	25
Hudson River Bridge.	25	20
Mechanicville (Saratoga Avenue to X. O. tower).	10	6
Crescent (interlocking).	25	20
Scotia (between N. Y. C. Bridge "Outward" and station).	—	35
Rotterdam (east and west end yard).	25	20
WATERTOWN BRANCH.		
Maximum Speed.	50	35
West Cambridge (interlocking crossing to or from the branch or main line or to or from the freight yard).	10	10
Watertown (reverse curve west of station).	15	10
" ("Outward" and "Inward").	—	8
Waltham (between station and Charles River Bridge.	15	10
MARLBORO BRANCH.		
Maximum Speed.	35	25
South Acton (interlocking).	15	10
" " (station to one-half mile west).	15	10
Maynard (Power House switch).	25	15
CHESHIRE BRANCH.		
Maximum Speed.	60	35
Curves (from Gulf Bridge to M. P. 84).	20	15
" Troy to Keene.	—	25
" Keene (Eastern Avenue and Island Street).	8	8
" Summit to Keene.	—	25
" Summit to Hall Crossing	—	25
Bellows Falls Yard.	25	15
ASHBURNHAM BRANCH.		
Maximum Speed.	25	—
TURNERS FALLS BRANCH.		
Maximum Speed.	—	15
Connecticut River Bridge.	—	10
Turners Falls.	—	4

	Miles Per Hour. Pass.	Frt.
BENNINGTON BRANCH.		
Maximum Speed.	50	35
Hoosick Junction (between station and junction switch).	10	10
North Hoosick (curve north of bridge No. 484).	35	25
Curve north of bridge No. 489.	35	25
" south of bridge No. 490.	35	25
TROY BRANCH.		
Maximum Speed.	60	35
Johnsonville (yard and slips).	25	15
Troy, N.Y. (Middleburg Street).	15	15
Troy yard and streets (Hoosick St. Arch and Union Sta.).	10	10
Troy (over Adams Street to dock).	10	10
SARATOGA BRANCH.		
Maximum Speed.	35	20
East Saratoga Junction to curve west of brick yard.	15	10
Saratoga Lake (trestle and curve west of trestle).	10	10
Saratoga Yard.	15	10
SCHUYLERVILLE BRANCH.		
Maximum Speed.	35	20
Victory Mills (trestles east and west of station).	10	6
Schuylerville Village.	6	6
MILFORD BRANCH		
Maximum Speed.	35	20
Curve at Milford.	25	20
GREENVILLE BRANCH		
Maximum Speed.	35	20
1st and 2d curves west of Ayer.	15	15

Light engines or engines with caboose only (not restricted to slower speed) should not exceed 35 miles per hour on any portion of the road.

The speed of engines running backward, without cars, or with freight equipment, must not exceed 20 miles per hour.

The speed of any passenger train, the engine of which is running backward, must not exceed 25 miles per hour.

WHISTLING RESTRICTIONS.

The long blast of the whistle (Rule 14 *m*) will not be sounded for approaching stations, railroad crossings and junctions or at stations east of Silver Hill, except, when coming in view of crossings, the engineman is unable to see that crossing tender or gateman is at his post or that the gates are closed or being closed, or if for any reason he deems there is special occasion for whistling. Enginemen of eastbound freight trains must sound the road-crossing whistle before passing under third bridge west of Watertown, and must not, except to avoid accident, sound the whistle again between that point and Gilkeys crossing.

Approaching Athol, long whistle (as per General Rule 14 *m*) should be discontinued and trainmen should co-operate in getting in flagman by motion, in so far as possible, rather than by use of whistle signal.

Location.	Street.	Direction.
Kendal Green.	Church.	{ Inward, or
Hastings.	Conant Road.	{ Outward.
Concord.	*Sudbury Road.	Inward.
"	*Belknap.	{ Inward.
		{ Outward.

Attention is called to General Rule No. 32.

* Except when engineman is unable to see the crossing tender or gateman at his post or that the gates are closed or being closed, or if for any reason he deems there is special occasion for whistling.

SPECIAL RULES.

1. Employees whose duties require a knowledge of Terminal Division movements should have in their possession Book of Special Rules issued by the Terminal Division.

2. On four-track section, tracks will be designated as follows:

Track 1.	Outward.	Middle.
" 3.	Outward.	Outside.
" 2.	Inward.	Middle.
" 4.	Inward.	Outside.

(*a*) Trains scheduled in italics thus: *12.38*, will use tracks 3 and 4. Trains scheduled thus: 12.38, will use tracks 1 and 2.

(*b*) In case signals are set for tracks on which trains are not scheduled, the engineman running train will satisfy himself that the signal man knows the number of his train before proceeding.

(*c*) Should two trains running in same direction approach stations at the same time, the trains on tracks 1 and 2 will have precedence.

(*d*) Trains calling in flags on tracks 3 and 4 will precede the signal with one short blast of the whistle, then give the signal as per General Rule 14 (*d*) and (*e*).

(*e*) Trains using tracks 3 and 4 shall turn the inside marker to show green.

3. The Watertown Branch track between Waltham and Roberts will be used only for westbound movements.

(*a*) **Outward trains shown in italics between Waltham and Roberts will use Watertown Branch track.**

(*b*) Eastbound trains will not be run on this track without special orders.

4. Pusher or helping engines may precede second-class trains between South Ashburnham and Gardner, and between East end Royalston middle and Athol.

04. Flagmen and gate tenders, east of Fitchburg, except at crossings, where night men are employed regularly, need not be on duty for trains Nos. 100 and 155, or for trains 520 and 40, until 6.00 A.M.; and at crossings between Stony Brook and Fitchburg where night men are not employed regularly, they need not be on duty after the time trains Nos. 2 and 505 are due to pass.

5. When using switches to and from main tracks or *sidings* trains must not exceed a speed of ten miles an hour, or *much less* as may be necessary to insure safety, and must proceed over *crossovers* and *through sidings* only as the way is known to be clear.

6. The third track between Fitchburg and East Fitchburg is to be considered as a main eastbound track, and trains running on that track must be protected as per General Rule 99. Trains using track 3 shall turn the inside marker to show green. Trains calling in flag on this track will precede the signal with one short blast of the whistle, then give the signal as per General Rule 14-*d*.

The yardmaster at East Fitchburg will have authority over the movement of trains between the tower at the New Haven crossing and East Fitchburg, and will arrange movements as circumstances may require, giving instructions through the towerman.

(*b*) For the protection of yardmen at East Fitchburg, engineers of all westbound trains will blow the regular station whistle when passing "OX."

7. Helping engines will not carry number of the train they are helping on headlight, between Athol and Royalston.

8. Eastbound freight trains will have the right to run from Waltham to West Cambridge either via main line or Watertown Branch on receiving proper signal from the tower at Waltham. Westbound freight trains will have the right to run from West Cambridge to Waltham, via Watertown Branch, on receiving proper signal from the tower at West Cambridge.

9. Trains of the Fitchburg Division, in using the new connection from the middle of Hill Crossing yard to the track of the Massachusetts Central Branch of the Southern Division, will not leave cars standing on this connection at any time except during the process of switching.

10. One or more members of freight train crews must be at the head end of train before leaving sidings, water stations or inspection points to inspect train as it passes, watching for any defects. Engineers will reduce speed so as to permit of running inspection of entire train.

11. West of Waltham fusees that burn red for five minutes and then yellow for a like time are to be used in all cases.

East of Waltham a special form of fusees that will burn red three minutes and then yellow five minutes will be used.

This latter form will be distinguished by a covering of red paper.

12. The telegraph operator at South Ashburnham, Ayer, South Acton, Concord Junction and Waltham will stop and notify inferior eastbound trains if superior trains bound in the same direction from branches, or superior trains originating at their stations, have not left.

The telegraph operator at Greenfield, Shelburne Junction, North Adams, Hoosick Junction, Eagle Bridge, Johnsonville, X O tower Mechanicville, will stop and notify inferior westbound trains if superior trains bound in the same direction from branches, or superior trains originating at their stations have not left.

The telegraph operator at Crescent X O tower Mechanicville, Johnsonville, Hoosick Junction, Williamstown, Shelburne Falls and Greenfield will stop and notify inferior eastbound trains if superior trains bound in the same direction from branches or originating at their stations have not left.

13. EXCEPTION TO GENERAL RULES 92 AND 220.—Third-class trains on double track may run in advance of their schedule time from initial and between initial and terminal points and SECOND-CLASS trains may run in advance of their schedule time between initial and terminal points, but when doing so must run with care, looking out for trains that may be occupying the track up to the schedule time of such trains or in other words, they will proceed only under the rights of an EXTRA.

14. EXCEPTION TO GENERAL RULE 21.—On double track, a regular train may by special order be run via other than its regular route, retaining its own number (and without display of signals as per General Rule 21), but having the rights of an extra train only and when so run, it must not be again restored via its regular route.

If the train detoured displays signals for following sections, all sections must be run via the detoured route.

15. All freight trains except second-class trains and No. 251 will stop at the switch cabin at Soapstone siding and call up the tower at East Portal and be governed by instructions received from the tower. If for any cause they cannot communicate with the tower they will pull into the siding at once.

TELEPHONES.

SOAPSTONE SWITCH.

15*a* Telephone box on pole. Call for Hoosac Tunnel Station, three long and one short ring. East Portal Tower, two short rings. Soapstone Siding, one long ring.

SOUTH ACTON.

Yard telephone has been extended to crossing tender's shanty on Martin Street. Call for Freight House, one short ring. Station, two short rings. Tower, three short rings. Martin St., four short rings.

WEST DEERFIELD MIDDLE.

Telephone located near east switch connecting train dispatcher's office. Call, five short rings.

BALDWINVILLE.

Telephone set on train dispatcher's circuit located near east end of middle, automatically cuts in when door is opened, and ready for service.

All the above telephones are locked with switch key. Train and enginemen should use these telephones promptly when meeting with delays or accidents at or near these points. Telephone Box must always be left locked.

SPECIAL STATION AND JUNCTION RULES.

SHIRLEY.

(*a*) When trains are set off on siding at Shirley, the locomotive must clear within 300 feet of the crossing, in order that the view may be as much unobstructed as possible, in accordance with the agreement made with the town of Shirley. A post has been erected to mark the exact spot.

SOUTH ASHBURNHAM.

(*b*) All eastbound trains will come to a full stop before fouling the crossovers east of depot at South Ashburnham and will not proceed until it is known that switches are clear and set for their route.

LITTLETON

(*c*) CONNECTING SWITCH STANDS.—These two switches will be equipped with standard switch stands and pipe line will be so arranged that main line switch normal will lock middle siding normal so that it will be necessary in making move, to throw the main line switch which will unlock the middle siding switch.

On the reverse move it will be necessary to throw middle siding switch before main line switch can be straightened up.

WATERTOWN.

(*d*) The electric banner signal on the eastbound track, west of the first overhead bridge, west of the Watertown station, is connected with the gates at Church Street crossing, at the west end of the Watertown station, for the purpose of showing the position of the gates, and will be observed in accordance with the following rules:

When this signal is at safety it indicates that the gates are down across the street, and enginemen will omit the sounding of the whistle.

When this signal is at caution it indicates that the gates are up.

(*e*) **Lincoln.**—Westbound freight trains will take water at easterly waterspout, and will cut off engine, leaving cars standing east of the crossing so as to avoid blocking the crossing while taking water.

Agent will report any violations of this rule.

(*f*) **Concord Junction.**—All trains having work to do will cut off so that train will stand outside derail switch and not foul it.

Towermen will report any violations of this rule.

(*g*) **Concord.**—A banner signal located to the right of the outward track about 1000 feet east of Concord station.

Williamstown.—A banner signal located to the right of the inward track about 800 feet west of the Williamstown station.

These banner signals have a round yellow banner or yellow light to indicate "Caution" and a green oblong banner or a green light to indicate "Proceed."

The signals showing a yellow banner or a yellow light indicate "Caution"—a train on the opposite track may be approaching or stopping at the station.

Trains not scheduled to stop, finding the signal indicating "Caution" must, when on the time of an overdue train, or when near the time of a train, which in either case is scheduled to stop at the station, immediately slow down, and proceed with "Caution" prepared to stop before passing the station, should a train on the opposite track be entering or standing at the station to leave passengers.

Trains scheduled to stop at the station finding this signal indicating "Caution" will hold back and not make the station stop until the train on the opposite track has passed the station.

AYER.

(*h*) All eastbound freight trains stopping for water must leave their train clear of the crossovers from west wye leading to the main line. All westbound freight trains, except second-class trains, taking water at Ayer must leave their trains to clear the crossovers leading from the Southern Division yard to W., N. & P. Division that traffic may not be interfered with from and to Ayer yard.

ATHOL.

(*i*) Engineers will approach Athol with train under full control, expecting to find Boston & Albany trains receiving and discharging passengers.

ROYALSTON.

(*j*) Westbound freight trains must approach East and West end of Royalston passing siding under full control, expecting to find pusher engine crossing over through the middle siding or crossover. (See Rule 4).

SHELBURNE JUNCTION.

(*k*) In case westbound trains of the same class arrive at Shelburne Junction from the New York, New Haven & Hartford Railroad and the Boston and Maine Railroad at the same time, operators will allow the train which is scheduled first to go ahead.

WEST DEERFIELD MIDDLE.

(*l*) Middle siding near signals Nos. 1087 and 1090 east of West Deerfield station, will be known as "West Deerfield middle" and train dispatchers will use this name in train orders or instructions.

EAST DEERFIELD AND GREENFIELD.

(*m*) East Deerfield and Greenfield Yard Limits adjoin, therefore light engines, switchers, and any extra movements can be made without "running" train orders, and extra trains including light engines, may run ahead of second-class trains between East Deerfield and Greenfield, but such extra trains or light engines must not delay second-class trains unnecessarily and will be governed by Rule 93.

HOOSICK JUNCTION.

(*o*) A white post west of the arch at Hoosick Junction marks the easterly clearance for cars left on the westbound sidings, and trainmen must be sure that no cars are left in yard, east of this post, as passenger trains going up the branch are liable to back into such cars, if left east of this point.

Eastbound trains connecting at Hoosick Junction with Bennington Branch trains will run to Hoosick Junction crossover and then back carefully to the station. When ready to proceed, they will pass out again via the crossover onto the eastbound track. All westbound freight and extra trains will approach Hoosick Junction with great care.

All westbound trains coming from Bennington Branch on main line at Hoosick Junction, will come to full stop before passing to the main line. All eastbound trains going onto Bennington Branch must leave via the West Leg of "Wye." It is necessary for passenger trains to stop on the Hoosick Junction arch when handling their connections to and from the Rutland Railroad trains. Trainmen should be extremely careful to keep gates closed and prevent injury to passengers, who might fall from the narrow clearance of the arch into the river. All trains backing up between Hoosick Junction crossover and Hoosick Junction should not exceed a speed of ten miles per hour.

Cars of any kind must never be left standing on the "Y" at Hoosick Junction.

Conductors of Bennington Branch trains arriving at or leaving Hoosick Junction must leave a register slip at the telegraph office and when running in sections must personally register.

The one-arm train order block at Hoosick Junction governs westbound main-line movements. When there are train orders for east or westbound branch trains the operator will display a red flag on the north side of the telegraph office.

INFERIOR CLASS TRAIN CLEARANCES.

EASTWARD.

17. With the exception of second-class trains and Nos. 216, 218 and 220, all freights originating at East Deerfield must be called so as to leave the yard 30 minutes in advance of the schedule leaving time of any first-class train. They must clear such trains at least 10 minutes at Farley, Erving, Athol, Baldwinville, Gardner and Fitchburg.

Eastbound freights, except Nos. 218, 220 and 216, will not pass West Deerfield Middle unless they can clear first-class trains at Greenfield 15 minutes.

WESTWARD.

(*a*) With the exception of second-class trains, all freights must clear first-class trains 15 minutes at East Fitchburg and must clear such trains 15 minutes at East Deerfield and will not pass Schaghticoke within 25 minutes of the time a first-class train is due in the same direction where they have over 25 cars.

At other points, inferior trains will be governed as per Rule 86.

TRAINMEN ON FREIGHTS MUST BE ON TOP OF TRAIN.

Shelburne Falls 1 mile west to Shelburne Junction, eastward.
Greenfield to East Deerfield, both directions.
Approaching Gardner, both directions.
Approaching South Ashburnham, both directions.
East Gardner to East Fitchburg, eastward.
Approaching Ayer, both directions.
Hoosick Falls to Hoosick Junction, westward.
East Saratoga Junction to west yard limits, westward; and at all other points approaching grade crossings with other railroads and in bad localities.

LITTLE TUNNEL.

18. (*a*) The semaphore signal over Little Tunnel 1700 feet west of North Adams station is for the government of eastbound movements. When semaphore arm is at Stop or shows red light at night, eastbound trains will stop west of block 1428, 300 feet west of Little Tunnel, and if, on account of fog or other cause, signal cannot be seen, trains will come to a full stop and send a flagman ahead a proper distance to flag them to North Adams station.

JOHNSONVILLE WATER PLUG

19. Eastbound trains (freight) taking water at Johnsonville will use the westerly water plug, to avoid blocking the crossovers and Troy Branch trains.

EAST SARATOGA JUNCTION.

20. Westbound trains arriving at East Saratoga Junction near the time eastbound Saratoga Branch trains are due must come to a full stop 500 feet east of the crossover farthest east and not proceed until certain that the track is clear.

MECHANICVILLE YARD.

21 (*a*) Track 1 in new west yard at Mechanicville is to be kept clear of cars and used as passing track. Capacity — 80 cars.

(*b*) Westbound freight trains terminating at Mechanicville, when setting off train in the D. & H. R.R. receiving yard, will use greatest care in backing into yard tracks, around the curve near Hudson Valley overhead bridge.

(*c*) After westbound freight trains have set off their trains and are ready to run back to "XO" tower with caboose and engine, they should not cross over to the southbound D. & H. main, at the Hudson Valley overhead bridge crossovers, until the towerman at "WY" (West End) tower has been advised that such move is to be made, this is to avoid B. & M. engines getting in the way of southbound D. & H. passenger trains on joint track.

(*d*) The B. & M. R.R. has no water plug or stand pipe on the main line in Mechanicville yard, the stand pipe between "XO" and "WY" towers being for D. & H. trains only.

(*e*) Eastbound trains from Rotterdam should not stop on joint track between "WY" and "XO" tower to cut off engine, get coal, water, or for any other purpose, without first notifying the tower man at "XO" tower and getting permission from him.

(*f*) Signals at "XO" and "WY" towers are of the upper quadrant type—the Proceed indication for all "pot" signals is yellow, and the night Proceed indication for all "pot" and "dwarf" signals and "calling on" arms is yellow.

CHESHIRE BRANCH.

WINCHENDON.

23. (*a*) All trains moving east from Peterboro Branch must stop west of switch leading to Cheshire Branch main track, west of station, and not proceed until way is known to be clear.

(*b*) When trains have orders to meet at Winchendon it will be understood they are to meet at siding west of Ware River bridge. When necessary to avoid delay, westbound trains will back in on turnout known as Spring crossing, east of Ware River bridge. When necessary for eastbound trains to set off at Spring crossing, they will send out a flagman as per Rule No. 99.

Westbound trains will approach Spring crossing under control.

KEENE.

24. No train or engine shall be *backed* over Main Street in Keene without keeping a man in a suitable position at the rear, or in advance of the rear end of the train or engine, to give any needed warning. No two trains or engines shall pass over said street at the same time.

BELLOWS FALLS.

25. Regular freight trains must not leave Bellows Falls without running orders.

Rutland Railroad trains or engines will not go on tracks on stone arch bridge over the Connecticut River from the west without first sounding the whistle. Fitchburg Division trains or engines, before using the tracks

from the east, will also give notice to Rutland Railroad train or yard men in the same manner, it being also understood and required that the engines or trains of both roads must be moved at such a rate of speed upon or in approaching this bridge that they can be stopped instantly if any obstruction is found or if trains or engines are approaching in the opposite direction.

TURNERS FALLS BRANCH.

26. All trains when passing to and from main line and branch must protect themselves. The use of this branch by trains other than those scheduled must be given by train order.

TURNERS FALLS.

27. Conductors of branch trains leaving Turners Falls will ascertain from the agent whether all trains due have passed Turners Falls Junction.

BALL SIGNALS.

MAIN LINE.

AYER.

28. (*a*) A ball signal is located *near switch house on north side of westbound main track east of station* and governs as follows:

Absence of balls or lights: westbound trains on Fitchburg Division main track must stop before passing the stop post located 700 feet east of the signal. Greenville Branch trains must stop to clear the Southern Division track.

One ball or one red light: trains on the Southern Division may enter or leave the station.

One ball or one red light: trains on the Fitchburg Division westbound main track may enter the station.

Two balls or two red lights: Fitchburg Division westbound trains may enter the station via the Greenville Branch track.

Four balls or four red lights: Fitchburg Division eastbound trains may leave the station via Greenville Branch track.

Three balls or three red lights: trains may pass from Worcester, Nashua & Portland Division or from Southern Division into the freight yard, crossing both of the Fitchburg Division main tracks; and trains on either the westbound or eastbound main track of the Fitchburg Division must not approach within fifty feet of the crossover.

(*b*) A ball signal is located at the *crossing of Fitchburg Division and Worcester, Nashua & Portland Division near west end of station*, and governs as follows:

When two red balls or two red lights are displayed at masthead, trains on the Worcester, Nashua & Portland Division may pass over the tracks of Fitchburg Division main line and Greenville Branch. When one ball or one red light is displayed at masthead, trains of the Fitchburg Division main line and Greenville Branch may pass over the tracks of the Worcester, Nashua & Portland Division.

BENNINGTON BRANCH.

NORTH BENNINGTON.

29. Balls by day and lights by night, on signal pole located opposite passenger station, operated by the station employee, govern movements of first-class trains only, to passenger station, as follows:

One ball or one red light: first-class northbound main-line trains have right of track to passenger station.

Two balls or two red lights: first-class southbound main-line trains have right of track to passenger station.

Three balls or three red lights: first-class trains from Bennington Branch have right of track to passenger station.

30. All telegraph orders pertaining to the movement of trains between North Bennington and White Creek will be given over the signature of the Superintendent of the Fitchburg Division.

CHESHIRE BRANCH.

WINCHENDON.

31. A ball signal *east of the station* governs as follows:

One ball or one red light: Fitchburg Division trains cross.

Two balls or two red lights: W., N. & P. Division trains cross.

Three balls or three red lights: Boston & Albany Railroad trains cross.

The normal position of ball signal and switches, when not otherwise in use, must be Fitchburg Division.

BELLOWS FALLS.

32. A ball signal *just west of Sullivan Railroad* governs as follows:

One ball or one red light allows Rutland Railroad trains to pass.

Two balls or two red lights allow Fitchburg Division trains to pass.

Three balls or three red lights allow Connecticut & Passumpsic Division trains to pass.

HOOSAC TUNNEL ELECTRIC ZONE.

1. Extra trains, including motors and light engines, may run between Williamstown and Hoosac Tunnel station, without running orders, or a clearance card.

2. Third-class and extra trains, including light engines, in both directions, may run ahead of second-class trains, between Hoosac Tunnel station and Williamstown. Electric motors may run ahead of second class trains between Hoosac Tunnel station and North Adams.

INTERLOCKING.

3. The interlocked switches and signals at East and West Portal are operated from the towers and the method of operation of these switches and signals is described in Superintendents order No. 128, issued May 4, 1911.

TELEPHONES.

4. (*a*) Saloon cars having been equipped with profile and plan of Hoosac Tunnel showing manholes, telephone stations, and signals in the tunnel, and until further notice the following rules will govern the use of telephones:

(*b*) Telephones are located at:

3,000	feet	from	East	Portal.	
6,000	"	"	"	"	
9,000	"	"	"	"	
12,000	"	"	"	"	near shaft.
12,789	"	"	"	"	at old office.
16,051	"	"	"	"	
19,031	"	"	"	"	
22,031	"	"	"	"	

(*d*) To call East Portal, ring two.

(*e*) It sometimes happens that the bell will not ring at first, in such cases persons calling should listen on the line and then hang up the receiver and call again.

LOCATION OF MANHOLES.

(*f*) Boards three inches by eight inches, with figures burned in, showing the distance in feet from East Portal, are located at each manhole, about four feet above the rail.

PROTECTION OF TRAINS.

(*g*) In case a train breaks apart or is suddenly stopped, other than by use of the power brake from the engine, the engineer will immediately send his fireman or head brakeman ahead with danger signals to stop trains on the opposite track, and hold all trains until it is known the opposite track is in no way obstructed.

The conductor will immediately ascertain what the trouble is, and after assuring himself the proper signals for protection are displayed, will get in communication with the towerman at either portal, giving all the information he can regarding the probable delay to his train and obstruction to either track.

MOTORS.

5. (*a*) Unless otherwise ordered all trains, including light engines propelled by steam, will be hauled through the tunnel by electric motors.

(*b*) Motors hauling first-class trains westbound, will keep into clear of the westbound main track until the first-class train is seen to be approaching the tower at East Portal, they will then get on to the main line and couple to the train with least possible delay. This is to avoid stopping first-class trains at automatic blocks east of East Portal.

(*c*) Motors on eastbound first-class trains that are scheduled to stop at Hoosac Tunnel station, will run through to the station and cut off at that point. Eastbound trains that are not scheduled to stop at Hoosac Tunnel station will cut off motor at the east end of the middle siding known as track "O."

(*d*) In case of a wreck in the Electric Zone, trainmen must caution all persons against coming in contact with electric wires. The conductor will proceed to the nearest telephone and advise the East and West Portal towermen as to the location, extent of the trouble, tracks obstructed, wires affected, etc., who will notify the superintendent's office at Greenfield, giving same information.

(*e*) Motors will not carry the numbers of the trains they are hauling, in the headlight.

6. THE FOLLOWING RULES WILL GOVERN THE CONTROL OF THE ELECTRIC POWER AND THE OPERATION OF ELECTRIC ENGINES IN THE HOOSAC TUNNEL ELECTRIC ZONE:

ELECTRIC POWER.

(*a*) Electric power is furnished by the power house at Zylonite and Plant No. 5, and is supplied to the Electric Zone trolley system through the switching station located at the West Portal, and through East Portal yard wires.

SUB-STATIONS.

Sub-stations are located at East Portal and at the North Adams Repair Shop, from which the power on certain tracks can be controlled.

LOAD DISPATCHER.

The switch-board operator at West Portal will be called the Load Dispatcher, and the operators at East Portal and the Repair Shop will receive their instructions from him in regard to handling the power on the lines, which are controlled from their respective stations.

REMOVING POWER FROM WIRES TO ALLOW CONSTRUCTION OR MAINTENANCE WORK.

(*b*) In case that it becomes necessary to remove the power from any part of the trolley system in the Hoosac Tunnel Electric Zone, for construction or maintenance work, permission for such removal must be obtained from the Train Dispatchers office. The Train Dispatcher, representing the Superintendent, will notify the Load Dispatcher specifying the sections from which the power is to be removed, and the name of the person requesting the removal. The Load Dispatcher will then arrange for the removal of the power from the section specified, and when same has been removed will notify the Train Dispatcher. The Train Dispatcher will then issue the following, Form 31, train order, addressed to the person requesting the removal of the power and to the enginemen of all electric engines in the Electric Zone.

EXAMPLE OF ORDER.

31. Train order No. 22 to Foreman J. Hebert,
to enginemen of engines, 5000, 5001, 5002, 5003 and 5004.
"After ten (10.00) A.M. and until this order is annulled, the power will be removed from track No. 2 between the Little Tunnel and strut No. 69 (crossover No. 5)."

ENGINEMEN.

(c) Enginemen coming on duty will communicate with the towerman, West Portal and receive a telegram stating whether there are any special instructions or not before leaving the Repair Shop yard with an engine. In case that the above order is issued, the engineman receiving same will lower his pantagraphs before coming into the dead section in order to avoid grounding the line.

In case that there is any failure of electric engines, such as the grounding of motors, breaking of pantagraphs, air brake or air compressor failures, or any unusual delay, the engineman will make a report to the Train Dispatcher's office as soon as convenient, either by telephone or telegraph.

Engineman will transfer all train orders in effect when they are relieved at any time, as called for in General Rule 204B.

STEAM ENGINES.

(d) Enginemen of steam engines in the Electric Zone must use great care to avoid stopping engines beneath insulators, as the steam emanating from engines is liable to break insulators.

USE OF STEAM IN TUNNEL.

When for any reason the power leaves the lines, or there is a failure of the electric locomotive at such time as a train is being handled in the tunnel, the engineer on the electric engine will notify the engineer on the steam engine and will arrange with him for the necessary assistance in order that there may be as little delay as possibleto trains in the tunnel.

DANGER.

There is danger within fourteen inches of any wire that is alive and firemen and others must be careful in using fire hooks or in standing on locomotive tenders while shoveling over coal or while taking water. Fire hooks must never be used to haul water spouts around to tanks.

EMERGENCY RULES.

7. The attention of engineers is called to the fact that the trolley wire must always be grounded before any attempt is made to work on the top of a train or locomotive in the tunnel. It is not only necessary to remove the power from the trolley wire to avoid danger to the men, but this wire must be grounded in every instance. There exists at all times on these wires a voltage which is produced by the current on the adjacent wires and to guard against the effects of this voltage it is necessary to ground the line.

This fact was very noticeably demonstrated when it became necessary to drop a brake staff which had come in contact with the trolley wire. The power was removed from the wire but this wire was not grounded. As the brake staff was being adjusted, it came in contact with the wire and the man on the other end of the staff received a very severe shock.

The engineers are asked to give this matter their careful attention in order that no accidents may result in case that it becomes necessary to make repairs similar to those mentioned.

In the event of a serious line failure at East Portal or in the North Adams yards, which is of such a nature as to endanger life or property, the operators at these points must take the initiative in removing the power from the lines effected. Immediate notice must then be given to the Load Dispatcher at West Portal and the power must not be restored to these lines, except upon receipt of instructions from him.

Whenever a short circuit occurs, or any line failure, such as a broken deflector, broken trolley or feed wire, any person observing such must at once telephone the towerman and the Load Dispatcher, giving all the information possible.

In case of a line failure in any part of the Zone, which results in throwing the power off the lines, the Load Dispatcher at West Portal will at once attempt to locate the trouble, and if same is permanent, will cut out the section in which the "ground" is found. He will then notify the Train Dispatcher that power has been removed from such section. Upon receipt of such information, the Dispatcher will issue train order "31" to all electric engines, as called for in section 2 of these rules, in the "example of order."

The Train Dispatcher will also communicate immediately with the foreman of the emergency crew, giving him the location of the trouble. Upon request from the foreman, the Dispatcher will arrange for an engine and train crew to handle the emergency train. In case that the line trouble occurs between 5.30 P.M. and 7.00 A.M. the Train Dispatcher will communicate with the line foreman by telephone at his residence, and with the coal-shoveler at the North Adams station, who will call the members of the emergency crew.

TRAIN ORDERS.

8. Train orders for the electric engines will be issued by the Train Dispatcher by telephone to the repair shop at North Adams, and by telephone or telegraph at West Portal, East Portal or Hoosac Tunnel station, on regular forms and in the regular manner.

LOCATION OF CROSSOVERS IN ELECTRIC ZONE.

9. Crossovers are numbered and located as shown below:

No. 1. Just west of State Street Crossing at North Adams.
No. 2. Just east of station at North Adams.
No. 3. At Sprague's Cabin.
No. 4. Double crossovers at West Portal.
No. 5. Double crossovers at West Portal.
No. 6. At East Portal; applies to all the crossovers in front of tower.
No. 7. Just east of Hoosac Tunnel station.

STRUTS.

The struts are the steel towers or bridge structures which support the overhead wire system, and are numbered consecutively commencing with No. 1 at Little Tunnel, to No. 117 at the east end of Zone at Hoosac Tunnel.

REPORTING TROUBLE IN THE TUNNEL.

10. Enginemen and others, in reporting the location of trouble on the line or track in Hoosac Tunnel, will give the number of feet west of East Portal as shown in the diagram of tunnel issued September, 1909.

Any employee noticing broken wires or defective or broken insulators, or any condition which is liable to result in accident or injury to employee, will make immediate report to the Train Dispatcher, giving as near as possible, the location where such condition exists.

TONNAGE OF TRAINS.

11. The conductors of all trains running in the electric zone will hand a slip to the enginemen of the electric locomotive which hauls their train through the tunnel, this slip to show tonnage, number of cars and number of the steam engine.

HOOSAC TUNNEL.

12. Automatic block signals on both tracks between the East and West Portals.

WESTBOUND	EASTBOUND
H-1371 just west of Manhole 7250	H-1392 just east of Manhole 17781
H-1387 just west of Manhole 15031	H-1376 just east of Manhole 9750

These signals will always give the night indication and will be operated under the General Rules governing the use of automatic block signals.

Block posts for these signals will be designated by a white light.

Lower light on block signal H-1376 will act as a distant signal for rear home signal at East Portal.

Lower light on block signal H-1387 will act as a distant signal for home signal at West Portal.

CENTRAL SHAFT.

Two white lights in a perpendicular position have been installed on each side of Hoosac Tunnel wall at a point 12,400 feet west of East Portal, to show the location of Central Shaft, and for the guidance of all enginemen and trainmen.

TUNNEL BLOCKS.

General Rule 504-B, so far as it applies to the operation of automatic signals H-1371, H-1387, H-1392, H-1376 in the Hoosac Tunnel, is modified as follows:

Trains will not pass block signals inside Hoosac Tunnel while they indicate "Stop," except that eastbound trains may proceed if the engineer receives instructions to do so from the signalman at West Portal Tower, and westbound trains may proceed if the engineer receives instructions from the signalman at East Portal Tower. Telephones will be established at each block signal inside the tunnel. Call for East Portal will be two rings and for West Portal three rings. When a train is stopped at any of these block signals the engineer will go to telephone and ask signalman at proper portal tower for instructions. If tunnel is clear of trains signalman will instruct him to proceed with caution, and give his name. Engineer will repeat instructions and give his name. Towermen will keep a written record of such conversation on train sheet.

Each passenger train in the Hoosac Tunnel shall have exclusive use of and right over the track it occupies between the portal towers.

Towermen must be certain that extra trains passing through tunnel are or are not passenger trains.

EAST PORTAL.

13. East and westbound home signals semi-automatic; westbound movements into, and eastbound movements from the tunnel will be governed as follows:

Westbound:—By a semi-automatic home advance signal located about 500 ft. east of East Portal; lower arm on this signal will act as a distant signal for block signal H-1371.

Eastbound:—By an automatic rear home signal located about 200 ft. east of East Portal; lower arm on this signal will act as a distant signal for eastbound home signal.

WEST PORTAL.

14. East and westbound home signals semi-automatic; eastbound movements into the tunnel will be governed as follows:

Eastbound:—By a semi-automatic home advance signal located about 500 ft. west of West Portal: lower arm on this signal will act as a distant signal for block signal H-1392.

Lower arm will be attached to block signal 1408 which will act as an eastbound distant signal for West Portal tower signals.

15. Signalmen at East Portal and West Portal must report promptly the arrival and departure of trains, and must make a record of the report on the blanks provided for that purpose, and give "O K" promptly.

16. All westbound trains except first-class must be under full control in approaching first crossover east of Hoosac Tunnel station and first crossovers west of the West Portal expecting to find the motors crossing over. All eastbound trains must approach crossovers at East Portal just east of Deerfield River Bridge under full control. (See Rule 30.) Motors must never stop on crossovers to foul either main, but must run clear across before stopping.

17. The following rules must be observed for trains in the Hoosac Tunnel:

Conductors of freight or work trains must see, before entering the tunnel, that all car doors are secured, and that all freight is in a secure position.

Trainmen must be particularly vigilant to prevent collisions in the tunnel on account of trains breaking apart; also to prevent detached parts from running back.

When running on the wrong track in the tunnel, run at a uniform speed and keep the bell ringing constantly.

In running through the tunnel all signals displayed by trains must be night signals at all times, and the headlight on front of engine and all car lamps and lanterns must be lighted.

INTERLOCKING SIGNALS. MAIN LINE.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
Distant, f–19 Home, two arms	Washington Street Jct.	Home, L 24 Distant, L–30 Track 4 Home, E–24 Distant, E–30 Track 2
Track 1 Distant Home, three arms Track 3 Distant Home, three arms	West Cambridge	Home, two arms Track 4 Home, two arms Distant Track 2
Home	Hill Crossing	Home
Distant, Block 95 Home, two arms Home Home	Waltham	Home, two arms Home, two arms Home Track 4 Home, two arms Home, two arms Home Distant, Block E–102 Track 2
Distant, Block 113 Home	Roberts	Home Distant Distant, Block 120
Home (not interlocked)	Concord	Home
Distant Home	Concord Junction	Home Distant
Distant Home Home, two arms	South Acton	Home, two arms Distant
Home	West Acton	Home
Home	Littleton	Home
Home	Ayer	Home, two arms
Home, two arms Home	East Fitchburg	Home Home, two arms Track 4 Home, two arms Distant, Block 482 Track 2
Distant, Block 485 *Home Home (not interlocked)	Fitchburg	Home Track 4 Home, two arms Track 2 Home (not interlocked) Distant
Home	South Ashburnham	
Distant, Block 641 #Home, three arms #Home, three arms	Gardner	#Home, three arms #Home, three arms Distant, Block 652
Distant Distant, Block 703 Home	Baldwinville	Distant Distant Home Distant
Home	Royalston	Home
Home (not interlocked)	Athol	
Home	Millers Falls	Home
Distant, Block 1029 Home Home, two arms Distant, Block 1033 Home, two arms Home, "From Yard"	East Deerfield	Home, Distant, Block 1032 Home, C. & P. Connection Home, two arms Distant

MAIN LINE.—CONCLUDED.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
Home	Turners Falls Junction	
Home Home Home	Greenfield	Home Home
Distant Home	Shelburne Junction	Home, two arms Distant
Distant, Block 1175 Distant Home	Shelburne Falls	Home Distant, Block 1192
Home	Hoosac Tunnel	Home
Distant, Block 1351 Home, two arms Home	East Portal	Home, two arms Home Distant, Block H–1376
Distant, Block H–1387 Home, two arms	West Portal	Home, 2 arms Track 4 Home Home, 2 arms Track 2 Distant, Block 1408
Distant, Block 1419 §Home (not interlocked)	North Adams	Home (not interlocked)
Home	Williamstown	Home
Distant Home	Petersburgh Junction	Home Distant
Home	Hoosick Junction Crossover	Home Distant
Home	Hoosick Junction	
Home (not interlocked)	Eagle Bridge	Home (not interlocked)
Distant, two arms Home, three arms Home Home, three arms Home, two arms, G.&J. R.R.	Johnsonville	Home Home, two arms Home, two arms Distant, Block 1762
	Mechanicville	
	Rotterdam	Home, two arms

TROY BRANCH.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
	Johnsonville	Home Home, two arms Distant, Block T–1746
Home	Middleburg Street	Home
Home	Troy, N.Y.	Home

The interlocking signals at Troy, N.Y., Union Station, must be observed in accordance with the rules issued by the Troy Union Railroad.

WATERTOWN BRANCH.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
	West Cambridge	Home, three arms Distant
Distant Home, two arms Home, two arms	Waltham	Home, two arms Y Track Home, two arms Home, two arms

MARLBORO BRANCH.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
Home	C. M. Junction	Home, two arms
Home, two arms	South Acton	Home, two arms *Home Home

* Engines or trains occupying the long siding or engine-house track must keep into clearance until the home signal is set for them to proceed and the rear home signal set to indicate stop to protect them in the rear.

\# Lower blade, calling on arm.

CHESHIRE BRANCH.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
Home (not interlocked)	Bellows Falls	
	South Ashburnham	Home (not interlocked)

AUTOMATIC ELECTRIC SEMAPHORE BLOCK SIGNALS.

Signal Number Outward		Between Stations	Signal Number Inward	
Track 3	Track 1		Track 2	Track 4
		Terminal Division		
		and	20	
		Union Square		
L-25	E-25	and	E-24	L-24
		Somerville		
L-31	E-31	and	E-30	L-30
		Cambridge		
L-37	E-37	and	E-36	L-36
			E-42	L-42
		West Cambridge		
	§45	and	50	
	51			
		Hill Crossing		
	57	and	§58	
		Belmont		
	65	and	68	
	71		74	
		Waverly		
	79	and	82	
		Clematis Brook		
	87	and	90	
		Beaver Brook		
	95	and	96	
		Waltham		
	E-101	and	E-102	
		Riverview		
L-101				
L-103	107	and	E-108	
L-109	§113			
		Roberts		

Signal No. Outward	Between Stations	Signal No. Inward	Signal No. Outward	Between Stations	Signal No. Inward
	West Cambridge			Stony Brook	
W-45	and	W-50	125	and	128
	Fresh Pond			Kendall Green	
W-53	and		133	and	136
	Mt. Auburn			Hastings	
W-61	and	W-60	141	and	142
	East Watertown			Silver Hill	
W-67	and	W-68	149		150
	Union Market		155	and	160
W-77	and	W-78	165		166
	Watertown			Lincoln	
W-85	and	W-86	171	and	174
	West Watertown			Bakers Bridge	
	and		179		182
	Bemis		187	and	188
W-95	and	W-94	195		196
	Bleachery			Concord	
W-103	and	W-104	203		204
	Newton Street		209	and	210
	and	W-106			218
	Waltham			Concord Junction	
			221		228
	Roberts		229		236
117	and	§120	237	and	244
	Stony Brook		245		250
				South Acton	

Signal No. Outward	Between Stations	Signal No. Inward	Signal No. Outward	Between Stations	Signal No. Inward
	South Acton		711	Baldwinville	712
251	and	258	719		722
259	West Acton	266	729	and	732
			737		738
269	and	272	745		746
277		280	755		756
285	Boxboro	288		Royalston	
			761		762
293	and	296	771		772
301		304	779		782
311	Littleton	312	789	and	788
			796		798
319		318	805		806
327		326	811		812
339	and	336		Athol	
347		346	821		822
#355		354	829		832
	Ayer Junction	358	837	and	838
			847		846
363		370	857		854
371		378			864
379	and	386		Orange	
387		392	865		868
393	Shirley		871	and	878
			881		886
401		400	889		
411	and	410		Wendell	
419	Lunenburg	418	897	and	896
			905		904
		428		Erving	912
427	and	436	915		
437		444	923	and	922
445	North Leominster	452	933		932
				Farley	
453		460	941		938
463		466	949	and	948
471	and	474	959		956
479		§482	967		964
§485		490		Millers Falls	972
§493	Fitchburg		975	and	982
			983		988
497	and	502	993	Lake Pleasant	
505		512	1001	and	998
513	West Fitchburg			Montague	
			1009		1008
521	and	522	1019	and	1018
529	Wachusett	530	§1029		1028
				East Deerfield	
537	and	538	§1033		§1032
545	Westminster	546	1037		1036
			1043	and	1042
553		556	1049		1048
563		566	1053		1056
571	and	576		Greenfield	
579		586	1057		1058
589		594	1063		1064
#595	South Ashburnham		1069		1074
			1077	and	1080
S-601		602	1087		1090
605	and	610	1095		1100
613	East Gardner	616		West Deerfield	
			1105		1110
623		624	1113	and	1118
629	and	630		South River	
635		636	1123		
§641		644	1131	and	1128
	Gardner			Bardwell	
649		§652		Shelburne Jct.	
655		658	1149		1138
661	and	664	1157		1150
671		674	1167	and	1164
679		682	1175		1174
					1182
	Otter River			Shelburne Falls	
689		688	1191		1192
695	and	696	1199	and	1198
§703		704	1209		1212
	Baldwinville			Buckland	

Signal No. Outward	Between Stations	Signal No. Inward
1217	Buckland	1218
1225		1228
1235		1238
1243	and	1246
1251		1256
1259		1266
1269	Charlemont	1274
1279		
1289	and	1284
1295		1294
1305	Zoar	1304
		1312
1315		1318
1323	and	1328
1333		1336
1341	Hoosac Tunnel	1346
1351	and East Portal	1354
H1371	and	H1376
H1387	West Portal	H1392
1407		1408
1413	and	1416
§1419	North Adams	1424
1425		1428
1433	and	1434
1441	Greylock	1442
1449	and Blackinton	1448
		1456
1457	and	1462
1463	Williamstown	1468
1471		
1477		1474
1483		1482
1489	and	1488
1495		1498
1503		1508
1511	Pownal	
1517		1518
1525	and	1522
1533	North Pownal	1534
1543		1544
1551		1552
1559	and	1562
1569		1572
◇1579	Petersburgh Jct.	1584
1589	and	
1599	Hoosick	1594
1609		1604
1619	and	1612
1629	Hoosick Falls	1622
1639		1632
1647	and	
1657	Hoosick Junction	
1667	and	
1677	Eagle Bridge	
1687	and	
1699	East Buskirk	
1709		
1719	and	
1729		
⊕1737	Johnsonville	
	Hoosick Falls	
		1638
		1648
	and	1658
		1668
		1676
	Eagle Bridge	

Signal No. Outward	Between Stations	Signal No. Inward
	Eagle Bridge	
	and	■1692
	Buskirk	1698
		1708
		1722
	and	1726
		1732
		1742
		1752
	Johnsonville	
1755		
1761	and	⊕1762
1771		1774
1779	West Valley Falls	
		1782
1791	and	1792
	Schaghticoke	
1797		
1809		1798
1815	and	1808
1825		1818
1833		1828
1839	Reynolds	1836
		1844
1847		1852
1853	and	1858
1859		1862
1867	East Saratoga Jct.	1868
1875	and	1876
1879	Mechanicville	1882
	Crescent	
1983		
1989		1990
1999		2000
2007		2008
2017	and	2018
2025		2026
2035		2036
2045	Scotia.	2046
2053		2054
2063		2064
2071		2072
2081	and	2080
2083		2084
2089		2090
2095		2098
		2104
	Rotterdam Jct.	
	Johnsonville	
T-1743		★⊕T-1746
T-1753	and	T-1754
T-1761		T-1764
	Valley Falls	
T-1771	and	T-1772
T-1779		T-1780
	East Schaghticoke	
T-1789		T-1790
T-1797	and	T-1800
T-1805		T-1808
T-1813	Melrose	T-1818
T-1821		T-1826
T-1831		T-1832
T-1841		T-1844
T-1849	and	T-1852
T-1857		T-1860
T-1865		T-1868
	Lansingburgh	
T-1875		T-1876
T-1881	and	T-1886
T-1889		T-1890
		T-1896
	Hoosick St. Arch.	

CHESHIRE BRANCH.

Signal No. Outward	Between Stations	Signal No. Inward
	So. Ashburnham	
C-603		C-608
C-619	and	C-624
C-635		C-640
	Naukeag	
C-649	and	C-654
C-665		C-668
	Winchendon	
C-683	and	C-686
C-699		C-704
	State Line	
C-717		C-722
C-733	and	C-738
C-751		C-756
	Fitzwilliam	
C-769		C-772
C-781	and	C-786
C-797		C-802
C-807		C-812
	Troy	
C-819		C-824
C-833	and	C-838
C-847		C-850
	Webb	
C-859		C-864
C-873	and	C-878
C-885		C-892
	Joslin	

Signal No. Outward	Between Stations	Signal No. Inward
	Joslin	
C-903	and	C-908
	Keene	
C-915		C-920
C-931		C-936
C-949	and	C-954
C-965		C-968
	Summit	
C-981	and	C-986
	10th Section	
C-997	and	C-1002
	Gilboa	
C-1013	and	C-1018
C-1029		C-1034
	Westmoreland	
C-1045		C-1050
C-1061	and	C-1066
C-1077		C-1082
C-1091		C-1096
	Walpole	
C-1109	and	C-1114
	Cold River	
C-1129	and	C-1130
C-1135		C-1136
	Bellows Falls.	

Lower blade on signal 595 governs movements on Cheshire Branch to a point 1,000 feet west of Mile Post 61.

Track circuit for signal C-608 ends at clearance point of main-line track.

Track circuit for signal C-1135 ends near centre of Connecticut River Bridge No. 434.

★ Bottom blade on signal T-1746 will act as an eastbound distant signal for Johnsonville Tower.

§ Automatic distant signal. # Automatic routing signal.

All hand derails on side tracks leading to the main line have been connected with the automatic block signals, so as to show a stop signal on the main line when the derail is closed.

Great care must be taken by switching and train crews to leave these hand derails open at all times when not in use to avoid stopping main-line trains.

§ The lower arm of automatic block signal No. 485 will act as the westbound distant signal for Fitchburg tower.

§ The lower arm of automatic block signal No. 703 will act as a cautionary signal for the westbound main-line home signal as well as for automatic block signal No. 711.

§ Lower blade on signal 113 will act as a cautionary signal for westbound yard signal at Roberts as well as automatic signal 117.

§ The lower arm of automatic block signal No. 482 will act as a cautionary signal for the upper main-line home signal as well as for automatic block signal No. 474.

§ The lower arm of automatic block signal 1419 will act as a cautionary signal for the new yard signal as well as automatic block signal No. 1425.

§ The lower arm of automatic block signal No. 1029 will act as a cautionary signal for the west bound mechanical home signals at the east end of the yard as well as for automatic block signal No. 1033.

§ The lower arm of automatic block signal No. 1032 will act as a cautionary signal for the eastbound mechanical home signal at the east end of the yard as well as for automatic block signal No. 1028.

§ The lower arm of automatic block signal No. 1033 will act as a cautionary signal for the mechânical home signal at the west end of the yard as well as for automatic block signal No. 1037.

§ The lower arm on automatic block signal No. 45 will act as a distant signal for outward mechanical signal at Hill Crossing, as well as automatic block No. 51.

§ The lower arm of automatic block signal No. 641 will act as a cautionary signal for the upper main line home signals as well as for auto block signal No. 649.

§ The lower arm of automatic block signal No. 652 will act as a cautionary signal for the upper main line home signals at Gardner as well as for auto block signal No. 644.

§ The lower arm on automatic block signal No. 58 will act as a distant signal for inward mechanical signal at Hill Crossing as well as automatic block signal No. 50.

§ The lower blade on automatic block signal No. 493 will act as distant signal for westbound yard signal at Fitchburg Station as well as automatic block signal No. 497.

S Signal 601 cautionary for signal 605.

◇ Automatic signal 1579 east of Petersburgh Junction on westbound track does not indicate when the derail is open at Petersburgh Junction Tower.

■ On eastbound track circuit for automatic signal No. 1692 ends at a point just west of passing track switch east of Eagle Bridge and shows train and track conditions to that point.

⊕ Westbound automatic signal circuit for signal No. 1737 ends at Home three arm signal just west of Johnsonville station, and the eastbound circuit for signal T-1746 coming from Troy branch ends at Home three arm signal west of Johnsonville tower on Troy branch.

⊕ Circuit for eastbound main line signal No. 1762 ends at Home two arm signal west of Johnsonville tower. Circuit east of Johnsonville beginning with signal No. 1752.

MECHANICVILLE TO CRESCENT.

Automatic signals between Mechanicville and Crescent are of D. & H. R.R. pattern, with normal position at "Danger" and when a train enters a circuit it does not set a clear signal at "Danger" until the rear car has passed the block. Providing there is no train ahead or no condition to cause signals to display caution or danger, these signals clear from danger to proceed position when a train enters a block in the rear.

See Rule 50 for numbers of signals in this territory.

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.

FITCHBURG DIVISION.

RATING CHANGE POINTS.	CLASS.												Trains will take additional tonnage, if offered, at points between	
	105	100	85	80	70	65	60	50	45	40	35	30		
Boston to Fitchburg	1400	1350	1100	1040	890	850	775	650	590	525	460	390		
Fitchburg to East Deerfield	990	940	750	710	600	575	540	450	400	360	310	260	East Gardner	East Deerfield
East Deerfield to North Adams	1075	1025	825	775	660	640	590	490	440	390	340	290	East Portal	Buckland
North Adams to Rotterdam	1625	1575	1300	1225	1050	990	910	760	690	610	540	460	Crescent	Rotterdam
Rotterdam to Mechanicville	1950	1850	1600	1440	1250	1175	1075	900	810	725	625	540	Williamstown	Mechanicville
Mechanicville to North Adams	1700	1650	1385	1250	1075	1010	940	790	700	625	550	475		
Mechanicville to Saratoga Springs	950	910	750	710	600	575	515	430	387	344	300	258		
North Adams to East Deerfield	2050	2000	1700	1040	890	850	——	775	650	590	460	390		
East Deerfield to Athol	1350	1300	1025	960	840	790	725	610	550	490	425	360	Shelburne Falls	East Deerfield
Athol to Fitchburg	1140	1090	850	800	690	650	600	500	450	400	350	300	East Gardner	Fitchburg
Fitchburg to Boston	2150	2110	1750	1650	1425	1340	1240	1025	925	825	725	625	Lincoln	Boston
Fitchburg to Bellows Falls	990	940	750	710	600	575	540	450	400	360	310	260	Troy, N.H.	Keene
Bellows Falls to Fitchburg	990	940	750	710	600	575	540	450	400	360	310	260	Gilboa	Bellows Falls
Troy to Johnsonville	1250	1225	1000	940	810	760	700	590	525	475	410	350		
Johnsonville to Troy	2210	2160	1800	1690	1450	1375	1275	1060	950	850	740	640		
South Acton to Hudson	1225	1175	950	900	775	725	675	560	510	450	390	340		
Hudson to Marlboro, Mass.	650	610	475	450	390	360	340	275	250	225	200	170	Hudson	Maynard
Marlboro, Mass., to South Acton	1250	1210	990	925	800	750	700	575	525	460	400	350		
Ayer to Milford	1100	1050	850	800	690	650	600	500	450	400	350	300		
Milford to Ayer	1050	990	800	750	650	610	560	475	425	375	325	275	No. Brookline	Ayer

When, for any reason, engines assigned to freight trains are unable to handle assigned tonnage rating, conductor, after consultation with engineman, will reduce to tonnage that engine can handle.

In all cases when this is done a message signed by conductor and engineman will be sent to Dispatchers Office stating where and why reduction was made, also number of cars and whether empty or loaded, and contents.

Engineman must report by wire at first convenient telegraph office, any engine failures enroute.

TONNAGE RATING ELECTRIC ZONE.

5000 = 2000 tons.
5001 = " "
5002 = " "
5003 = 2000 tons.
5004 = " "

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

CLASS 105 –2640 to 2709, inclusive.

CLASS 100 –2600 to 2639, inclusive.

CLASS 85 —2310 to 2429, inclusive.

CLASS 80 —2900 to 2917, inclusive.

CLASS 70 —4, 5, 6, 7, 8, 23, 27, 28, 1356 to 1499, inclusive, 2301 to 2308, inclusive, 3600 to 3679, inclusive.

CLASS 65 —1324 to 1355, inclusive, 2000 to 2025, inclusive, 2030 to 2055, inclusive, 2070, 2071, 2074 to 2079, inclusive, 2100 to 2129, inclusive.

CLASS 66 —9, 10, 11, 21, 29, 30, 1319, 1950 to 1982, inclusive, 2060, 2061, 2062, 2063, 2064, 3204 to 3230, inclusive, 3232 to 3239 inclusive.

CLASS 50 —1131, 1133, 1136, 1137, 1141, 1142, 1143, 1144, 1165, 1166, 1167, 1168, 1170, 1171, 1172, 1173, 1315, 1915, 1928, 1941 to 1945, inclusive, 1947, 1948, 1949, 1984, 3200.

CLASS 45 —2, 3, 25, 26, 950 to 1029, inclusive, 1100 to 1130, inclusive, 1132, 1134, 1135, 1140, 1150, 1151, 1152, 1153, 1154, 1155, 1160, 1161, 1162, 1163, 1164, 1311, 1901 to 1902, 1904 to 1908, 1911 to 1914, inclusive, 1916, 1917, 1918, 1919, 1922, 1925, 1926, 1931, 1932, 1933, 1940.

CLASS 40 —24, 803, 804, 850, 853, 854, 855, 856, 858, 870 to 874, 876 to 879, 881, 883 to 890, inclusive, 910 to 921, inclusive, 930 to 939, inclusive, 1920, 1921.

CLASS 35 —809, 832 to 839, inclusive, 842, 843, 844, 845, 846, 900 to 909, inclusive.

CLASS 30 —722, 724, 731, 746, 770, 771, 772, 780, 785, 787, 788.

JOINT TRACK BETWEEN MECHANICVILLE AND CRESCENT, N. Y., D. & H. CO. AND B. & M. R.R.

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

(*b*) All trains before passing to or from joint double track at Crescent must reduce speed and be prepared to stop, and may proceed only when the switches and signals are seen to be right and the track clear.

(*c*) When signal and switches are right for trains to pass, conductors and enginemen on eastbound trains may regard it as a notice from the operator that all trains that are due and have a right to the track over other trains have departed. Operators must not allow inferior trains to pass on the time of delayed trains of a superior class until they are sure that conductor and engineman of the inferior train hold orders giving them the right to run on the time of superior train.

(*d*) **Extra** trains will have the right to run ahead of second-class trains without telegraph orders.

(*e*) When a train stops or is delayed, under any circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled, he may return to his train, first placing two torpedoes on the rail when the conditions require it. In calling in the flag, audible signals should be used as follows:

—— —— —— —— Flagman return from the west.
—— —— —— —— —— Flagman return from the east.

AUTOMATIC BLOCK SIGNALS.

53. (*a*) Automatic Electric Semaphore Block Signals are in service between Mechanicville and Crescent, N. Y.

These signals are of the two bladed pattern, the upper blade being the home or stop signal for the first block in advance, and the lower blade being the distant or cautionary signal for the second block in advance.

The upper signal, which is a home signal, has a pointed end, and is painted red with a white > shaped stripe near its outer end.

This signal in a horizontal position or displaying a red light indicates Stop — that the section to which this signal applies is blocked by a train or car, or possibly a switch leading to or from the main line is open, or a rail out or broken.

When inclined at an angle of sixty degrees or more, or displaying a green light, this signal indicates Proceed.

The lower signal blade has a forked end and is painted yellow with a < shaped black stripe near its outer end, and is a distant or cautionary signal for the next home signal in advance.

This signal in a horizontal position or displaying a yellow light, indicates Caution — the next home signal may indicate Stop.

When inclined at an angle of sixty degrees or displaying a green light, this signal indicates that the next home signal indicates Proceed.

Trains finding the home signal in the Stop position must stop before passing the signal. After coming to a full stop back of the signal, if the home signal does not clear, after an interval of fifteen seconds, trains may proceed into the block under full control, expecting to find the track occupied by a train, a switch open, or a rail broken or up.

Trains finding the home signal indicating Proceed and the distant signal indicating Caution, must be prepared to stop before passing the block limit post at the next block, should they find the home signal of that block indicating Stop.

(*b*) **Immediate report** must be made by enginemen, on blanks furnished for the purpose, to the Superintendent of every case of being stopped by these signals. Conductors will promptly make a written report to the Superintendent.

(*c*) In case of accident or other delay, **all the existing rules and precautions must be rigidly observed, and it must be fully understood by all employees that these signals are not intended as a substitute for such safeguards, but only additional thereto; and Stop signals must be sent to the rear and kept there, as required by the rules.**

(*d*) Freight trains and shifters standing on sidings for trains on main line to pass, or cars left on sidings, must all be inside the fouling point to prevent stopping main-line trains unnecessarily.

(*e*) All switches leading to the main line must be set straight in ample time before main-line trains are due, in order that the signal connected with that block will indicate Proceed for such trains.

(*f*) **Interlocking switches and signals at Crescent** will govern train movements as follows:

WESTBOUND MOVEMENTS.

54. (*a*) SECTION 1. By three semaphore signals, on a post located to the right of D. & H. Co.'s track, about 3400 feet east of home signal; the upper signal being an automatic block signal, the block extending to the home signal, the middle signal being the distant signal for the D. & H. Co., and the lower signal being the distant signal for the B. & M. R.R.

SECTION 2. By two semaphore signals on a post located to the right of D. & H. Co. tracks about 160 feet east of tower opposite easterly end of crossover between main lines; the top arm governing westbound movements to the D. & H. Co., the lower arm governing westbound movements to the B. & M. R.R.

(*b*) SECTION 1. By a dwarf signal located to the right of side track about 50 feet east of derail, governing westbound movements from side track by any possible route.

SECTION 2. By a dwarf signal located to the right of the eastbound main line opposite derail on side track, governing westbound movements on or from the eastbound main by any possible route.

BOSTON AND MAINE RAILROAD.

EASTBOUND.

55. (*a*) SECTION 1. By a distant signal located to the right of eastbound main line about 1200 feet west of home signal.

SECTION 2. By a semaphore signal on the right-hand pole of a bracket post located to the right of B. & M. eastbound main line about 350 feet west of tower governing through eastbound movements. The middle pole of this bracket post will be provided with a blue lantern at night.

SECTION 3. By a dwarf signal located to the right of westbound main opposite bracket post governing eastbound movements on or from the westbound main by any possible route.

DELAWARE AND HUDSON COMPANY.

(*b*) SECTION 1. By two semaphore signals, on a post located to the right of D. & H. Co.'s main line, about 2400 feet west of home signal; the upper signal being an automatic block signal, the block extending to the home signal, the lower signal being the distant signal.

SECTION 2. By a semaphore signal on the left hand pole of a bracket post located to the right of B. & M. eastbound main about 350 feet west of tower governing through eastbound movements.

SECTION 3. By a dwarf signal located to the right of westbound main about 80 feet east of bracket post governing eastbound movements on or from the westbound main by any possible route.

BOSTON AND MAINE RAILROAD AND DELAWARE AND HUDSON COMPANY.

JOINT EASTBOUND MOVEMENTS.

(*c*) SECTION 1. By two semaphore signals on a post located to the right of eastbound main line just east of easterly end of crossover between main lines; the top arm governing through eastbound movements, the lower arm governing eastbound movements from the eastbound main line to the side track.

(*d*) **Bulletin Orders.**— All special notices or orders of either company, which may in any way affect the operation of joint double track, will be posted on Bulletin Boards at the following places: Mohawk, Rotterdam, Crescent, West End, and Train Master's Office, Mechanicville.

(*e*) **Speed.**— Speed of freight trains when descending grades is limited to 20 miles per hour. Other trains must not exceed their schedule time.

(*f*) A yellow flag by day and in addition two yellow lights by night, or a [**slow**] board displayed beside the tracks, indicates speed of train to be reduced at once to 8 miles per hour and maintained until entire train has passed over that portion of track under repairs.

(*g*) **Movement of Trains.**— If from any cause at any time it should become necessary to operate any portion of the joint double track as single track, or if for any reason it becomes necessary or desirable to interfere with the rights of trains, as prescribed by the D. & H. time-table, the same shall be done by telegraphic orders issued from the Train Dispatcher's office at Greenfield and over the signature of the Superintendent, according to the general rules governing the movement of trains by telegraphic orders of the Boston and Maine Railroad Company.

(*h*) **Switch Targets.**— Switch targets and lamps have been removed from trailing point switches and crossovers on the joint track between West End and Crescent.

(*i*) **Train Clearance from Crescent.**— A freight train of more than twenty-five (25) cars, except a second-class train, will not pass Crescent eastbound, within thirty-five (35) minutes of the time a first-class train is due in the same direction. THIS WILL GOVERN BOTH D. & H, R. R. AND B. & M. R. R. TRAINS.

B. & M. trains Nos. 218, 220 and 222 will have equal rights with D. & H. second-class freights.

LOCATION OF AUTOMATIC SIGNALS

"WY" TO CRESCENT, N. Y.

SOUTHBOUND.

M 2–2 South of "W Y" Tower.
M 2–4 1st north of Coons.
M 4–2 1st south of Coons.
M 6–2 1st south of Ushers.
M 7–2 1st north of Elnora.
M 8–2 1st south of Elnora.
M 9–2 1st north of Crescent.

NORTHBOUND.

M 3–1 North of Coons.
M 4–1 South of Coons.
M 5–1 Ushers.
M 6–1 2d north of Elnora.
M 7–1 1st north of Elnora.
M 8–1 1st south of Elnora.
M 9–1 1st north of Crescent.

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1 min. 0 sec.	60.00	1 min. 31 sec.	39.56	2 min. 2 sec.	29.50	2 min. 33 sec.	23.53	3 min. 4 sec.	19.56	3 min. 35 sec.	16.74
1 " 1 "	59.02	1 " 32 "	39.13	2 " 3 "	29.27	2 " 34 "	23.38	3 " 5 "	19.46	3 " 36 "	16.66
1 " 2 "	58.06	1 " 33 "	38.71	2 " 4 "	29.03	2 " 35 "	23.23	3 " 6 "	19.35	3 " 37 "	16.59
1 " 3 "	57.14	1 " 34 "	38.29	2 " 5 "	28.80	2 " 36 "	23.08	3 " 7 "	19.25	3 " 38 "	16.51
1 " 4 "	56.25	1 " 35 "	37.89	2 " 6 "	28.57	2 " 37 "	22.93	3 " 8 "	19.15	3 " 39 "	16.43
1 " 5 "	55.38	1 " 36 "	37.50	2 " 7 "	28.34	2 " 38 "	22.78	3 " 9 "	19.05	3 " 40 "	16.36
1 " 6 "	54.55	1 " 37 "	37.11	2 " 8 "	28.12	2 " 39 "	22.64	3 " 10 "	18.95	3 " 41 "	16.29
1 " 7 "	53.73	1 " 38 "	36.73	2 " 9 "	27.91	2 " 40 "	22.50	3 " 11 "	18.85	3 " 42 "	16.22
1 " 8 "	52.94	1 " 39 "	36.36	2 " 10 "	27.69	2 " 41 "	22.36	3 " 12 "	18.75	3 " 43 "	16.14
1 " 9 "	52.17	1 " 40 "	36.00	2 " 11 "	27.48	2 " 42 "	22.22	3 " 13 "	18.65	3 " 44 "	16.07
1 " 10 "	51.43	1 " 41 "	35.64	2 " 12 "	27.27	2 " 43 "	22.08	3 " 14 "	18.55	3 " 45 "	16.00
1 " 11 "	50.70	1 " 42 "	35.29	2 " 13 "	27.09	2 " 44 "	21.95	3 " 15 "	18.46	3 " 46 "	15.93
1 " 12 "	50.00	1 " 43 "	34.95	2 " 14 "	26.87	2 " 45 "	21.82	3 " 16 "	18.37	3 " 47 "	15.86
1 " 13 "	49.31	1 " 44 "	34.61	2 " 15 "	26.67	2 " 46 "	21.69	3 " 17 "	18.28	3 " 48 "	15.79
1 " 14 "	48.65	1 " 45 "	34.29	2 " 16 "	26.47	2 " 47 "	21.56	3 " 18 "	18.18	3 " 49 "	15.72
1 " 15 "	48.00	1 " 46 "	33.96	2 " 17 "	26.28	2 " 48 "	21.43	3 " 19 "	18.09	3 " 50 "	15.65
1 " 16 "	47.37	1 " 47 "	33.64	2 " 18 "	26.09	2 " 49 "	21.30	3 " 20 "	18.00	3 " 51 "	15.58
1 " 17 "	46.74	1 " 48 "	33.33	2 " 19 "	25.90	2 " 50 "	21.17	3 " 21 "	17.91	3 " 52 "	15.51
1 " 18 "	46.15	1 " 49 "	33.03	2 " 20 "	25.71	2 " 51 "	21.05	3 " 22 "	17.82	3 " 53 "	15.45
1 " 19 "	45.57	1 " 50 "	32.73	2 " 21 "	25.53	2 " 52 "	20.93	3 " 23 "	17.73	3 " 54 "	15.38
1 " 20 "	45.00	1 " 51 "	32.43	2 " 22 "	25.35	2 " 53 "	20.81	3 " 24 "	17.64	3 " 55 "	15.32
1 " 21 "	44 44	1 " 52 "	32.14	2 " 23 "	25.17	2 " 54 "	20.69	3 " 25 "	17.56	3 " 56 "	15.25
1 " 22 "	43 90	1 " 53 "	31.86	2 " 24 "	25.00	2 " 55 "	20.57	3 " 26 "	17.48	3 " 57 "	15.19
1 " 23 "	43.37	1 " 54 "	31.58	2 " 25 "	24.83	2 " 56 "	20.45	3 " 27 "	17.39	3 " 58 "	15.12
1 " 24 "	42.86	1 " 55 "	31.30	2 " 26 "	24.66	2 " 57 "	20.34	3 " 28 "	17.31	3 " 59 "	15.06
1 " 25 "	42.35	1 " 56 "	31.03	2 " 27 "	24.49	2 " 58 "	20.22	3 " 29 "	17.22	4 " 0 "	15 00
1 " 26 "	41.86	1 " 57 "	30.77	2 " 28 "	24.32	2 " 59 "	20.11	3 " 30 "	17.14		
1 " 27 "	41.38	1 " 58 "	30.51	2 " 29 "	24.16	3 " 0 "	20.00	3 " 31 "	17.06		
1 " 28 "	40.91	1 " 59 "	30.25	2 " 30 "	24.00	3 " 1 "	19.89	3 " 32 "	16.98		
1 " 29 "	40.45	2 " 0 "	30.00	2 " 31 "	23.84	3 " 2 "	19.78	3 " 33 "	16.90		
1 " 30 "	40.00	2 " 1 "	29.75	2 " 32 "	23.68	3 " 3 "	19.67	3 " 34 "	16 82		

CHANGES AND ADDITIONAL GENERAL RULES.

ADDITION TO GENERAL RULE 14-K. — Trains displaying signals for a section will sound the whistle referred to in General Rule 14 (*k*), when approaching towers and ends of double track, to call the attention of towerman, switchman or operator.

EXCEPTION TO GENERAL RULE 27. — In absence of a light at night on train order signals or on top arm of electric automatic block signals, trains will stop, and if position of the arm indicates clear signal, trains may then proceed.

In absence of a light at night on electric automatic cautionary block signal, trains will be governed by General Rule 27-A.

CHANGE IN GENERAL RULE 91.— In the absence of any form of block signal, trains will be spaced not less than ten (10) minutes, and where train order signals are provided, this signal will be used for the purpose of spacing trains. It is imperative that telegraph operators place the signal in stop position as soon as the rear of the train passes it and before performing any other duty.

All trains must approach the train order signal prepared to stop before passing it when in stop position. At points where passenger trains are required to stop for passengers, engineers may pull their trains by the signal carefully, so as to get their train to the station, providing the track is clear and their time-table schedule and other rules or orders permit.

EXCEPTION TO GENERAL RULE 97.— On double track, extra trains except work trains will run extra with the current of traffic only, without "running" train orders, but must first obtain a clearance card from the operator at initial station designating to what point cleared. Such trains will not run beyond the point named in the clearance card or make a return movement on the opposite track from any point between terminals without first receiving a train order. Operators before issuing clearance cards will first get permisson from train dispatcher, except in case of wire trouble, in which case the train must be reported to the train dispatcher just as soon as the wire is in working order.

SUPERSEDING GENERAL RULE D153 AND D153-A.— Trains must not enter or pass a station when occupied by another train receiving or discharging passengers except in case of emergency, when protection is given by trainmen or station men, in which case speed must not exceed four (4) miles per hour. In absence of signals from men on ground, trains must not pass until the entire train has cleared the station platform.

At points where inter-track fences are provided, a train will be permitted to pass a train in the opposite direction *at a low rate of speed and under control*.

If two passenger trains on double track approach a station at the same time, the inward train will have the precedence from 12.01 A.M. until 12.01 P.M., and the outward train will have the precedence from 12.01 P.M. until 12.01 A.M.

CHANGE IN GENERAL RULE 504.— When a train is stopped by a block signal, it may proceed when the signal is cleared. If not immediately cleared it may proceed:

(A) On single track, preceded by a flagman to the next clear signal. Or, train may wait clear of the block limit post five minutes after the flagman has started and then follow the flagman into the block. When it is evident that there is no opposing train approaching in the block, the train may overtake and pick up the flagman and continue with caution to the end of the block. Bad weather and track conditions and location of grades and curves must be considered. Flagman must keep proceeding through the block until overtaken by his train.

Or,

(B) On double track at once with caution.

EXCEPTION TO GENERAL RULE 504-A.— When two trains are to meet at a siding within the limits of a block, the train that is to take the siding may, if stopped by the block signal, proceed with caution to the siding without being preceded by a flagman; provided it can clear superior train as prescribed by the rules.

A train stopped by a block signal may proceed at once with caution through the block without being preceded by a flagman if engineman is advised personally by a flagman from a train ahead or from an opposing train of conditions existing in the block which hold the signal at stop.

When a train is to cross over from one main track to another, the conductor must obtain permission from the signalman and protect his train in accordance with Rule 99 before making the movement, except that where switches are interlocked and protected by Home and distant signals the movement may be made under their protection. Cross over movements against the current of traffic outside of the home and dwarf signal limits of an interlocking plant must not be made except under train order or flag protection.

When using switches to and from main tracks or *sidings* trains must not exceed a speed of ten miles an hour or as much less as may be necessary to insure safety and must proceed over *cross-overs* and *through sidings* only as the way is known to be clear.

Under no circumstances will an engine couple on to trains that are in motion for the purpose of pushing them.

IN BLOCK SIGNAL TERRITORY it is possible for an engine to stand between cross-over switches with both main line switches set for main track, and signals remain in clear position.

Therefore, under no circumstances, must trains use cross-overs until both cross-over switches are opened, and both switches must be left open until train or engine has pulled through both cross-over switches and occupies the opposite main track.

This relates to cross-over switches leading from main track to sidings as well, and also to switches on middle tracks. Switch must not be closed behind trains using middle tracks until the entire train is clear of the fouling point.

CHANGE IN GENERAL RULE 712.— Attention is called to the Safety Appliance Act, as amended March 2, 1903, that on and after September 1, 1910, whenever any train is operated with power or train brakes, not less than eighty-five per centum of the cars in such train shall have their brakes used and operated by the engineer of the locomotive drawing such train, and all power braked cars in such train which are associated together with said eighty-five per centum shall have their brakes so used and operated; therefore, when the makeup of freight trains will permit, without extra switching, all the available air-brake cars must be connected and in use.

On sidings used by trains in both directions, trains must run expecting to meet opposing trains.

Employes must examine and know for themselves that grab irons, brake shafts and attachments, running boards, steps and all other parts of cars and engines which they are to use, and all mechanical appliances, tools, supplies and facilities of every kind of which they must make use in performing their duties, are in proper condition. If not, they must put them so or report them to the proper person and have them put in order before using.

Employes handling switches must stand at least twenty (20) feet from main-line switch while trains are passing over them. When practicable they should stand on the opposite side of track from switch, and before leaving switch should inspect the point of same to see if it is closed tight against stock rail.

Conductors and enginemen will notify the Superintendent when they or any members of their crews have been on duty fourteen hours

When instructions cannot be obtained on account of no open telegraph offices, wires down, or other such causes, conductors and enginemen must reduce train's load, or take such action as is necessary to insure reaching terminal or relay point and being relieved before having been on duty sixteen hours.

In case any train, yard, telegraph, station, or engine employe receives instructions that will cause him to exceed the legal hours of work, or to report for work in less than the legal time off duty, he must immediately call attention to the party giving the instructions to the fact.

IN CASE A TRAIN BREAKS APART or is suddenly stopped other than by the use of power brake on the engine, the engineer will immediately send his fireman or head brakeman ahead with danger signal to stop trains on the opposite track and hold all trains until it is known that the opposite track is in no way obstructed.

IN SINGLE TRACK TERRITORY conductors of passenger trains must give a signal by air whistle of one short and one ong blast approaching all meeting and waiting points. Enginemen must acknowledge by giving three short blasts of the whistle. Enginemen of all other trains must give two short and one long blast of whistle approaching scheduled or train order meeting or waiting points and points where they are ordered to *stop for orders*, this signal must be given one mile distant from the point. Should enginemen fail to give this signal, conductors and brakemen will give stop hand or lamp signal and must make every possible effort to bring the train to a stop before passing that point.

ADDITION TO GENERAL RULE 873. — Train or yard men giving signals will place themselves in a position so that a signal given cannot be mistaken by an engineer other than the one for whom it is intended.

Enginemen of extra trains must keep a sharp lookout for trackmen, hand cars and obstructions, sounding the whistle when approaching curves and obscure places when necessary.

One or more members of Freight Train Crews must be at the head end of train before leaving sidings, water stations or inspection points to inspect train as it passes, watching for any defects. Engineers will reduce speed so as to permit of running inspection of entire train.

Trains scheduled to make flag stop at a station after Agent goes off duty or where no Agent is employed should reduce speed upon approaching such stations prepared to stop, regardless of position of target, if any one be seen waiting.

EXPLOSIVES AND DANGEROUS ARTICLES.

G. Violations of these regulations and accidents or explosions occurring in connection with the transportation of explosives and dangerous articles must be reported.

1667. A car containing any of the explosives (as prescribed in paragraph 1661) must not be permitted to leave a station or siding without having the certificates and placard prescribed in paragraphs 1665 and 1666 securely and properly affixed.

1668. (*b*) The revenue waybill, card waybill, and envelope containing revenue waybill when used as a card waybill, for a car containing any quantity of the explosives named in paragraph 1661, except a shipment of blasting caps or electric blasting caps not exceeding 500 caps, must have plainly stamped or plainly written across the top the word "EXPLOSIVES" in letters not less than three-eighths of an inch high. The card waybill, or running slip, or envelope containing waybills for any car which under these regulations should bear the inflammable or acid placards must have plainly stamped or written across the top the word "Inflammable" or "Acid."

1669. (*a*) If shipments of explosives named in paragraph 1661 are accepted at non-agency stations, provision must be made for the proper certification and placarding of cars, examination of shipments, and loading and staying of packages in cars.

(*b*) Shipments of explosives named in paragraph 1661 must not be unloaded at non-agency stations unless the consignee is there to receive them, or unless proper storage facilities are provided at that point for their protection.

CARS PLACARDED "EXPLOSIVE."

1. This car must not be placed in a passenger train nor in a mixed train if avoidable.*

2. Cars containing explosives must be near middle of train and may be together if desired; must be at least 15 cars from engine and 10 cars from caboose when length of train will permit. In local freight trains, to avoid the danger of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from caboose or the second car from engine.

3. Cars containing explosives must not be placed next to cars bearing the inflammable or the acid placard, or cars containing lighted heaters. Whenever it is possible to avoid so doing they must not be placed next to tank cars or flat cars or next to carloads of lumber, poles, iron, pipe or other articles liable to break through end of car from rough handling.

4. The air and hand brakes on this car must be in service.

5. In shifting have a car between this car and engine whenever possible and do not cut this car off while in motion.

6. Avoid all shocks to this car and couple carefully.

7. Avoid placing it near a possible source of fire.

8. Engines on parallel track must not be allowed to stand opposite or near this car when it can be avoided.

9. This placard must be removed from car when the explosives are unloaded.

CARS PLACARDED "INFLAMMABLE."

1891. A car placarded "INFLAMMABLE," or known to contain inflammable liquids must not be entered with a lighted lantern, torch, or other fire until both car doors have been opened and sufficient time allowed for ventilation and escape of any vapors. The presence of these vapors will generally be indicated by characteristic odors. Packages protected by white and yellow labels, respectively, must not be loaded in the same car or stored together.

* Must not be hauled in any train carrying passengers for hire in Massachusetts or Canada.

1903. When the lading requiring the placard is moved from cars placards must be removed, except that "INFLAMMABLE" placards must remain on *tank* cars moved as "empty" until such cars are known to have been properly cleaned with steam or reloaded with a substance that does not require the "INFLAMMABLE" placard.

1904. A carrier must not move from a station or siding a car known to require placards until the proper placards are attached. Placards lost in transit must be replaced by the carrier.

1905. Tank cars placarded "INFLAMMABLE" must be placed in trains, if possible, at least five cars from the engine and five cars from the caboose. When length of train does not permit this, they must be placed as near the middle of the train as practicable; and in all cases carriers must see that their train crews are informed of the presence and location of such cars in the train.

Special care must be taken to avoid rough treatment and unnecessary switching of placarded tank cars.

1906. When cars protected by "INFLAMMABLE" placards are received or held in yards, particularly at night, the carrier must see that all necessary precautions are taken to prevent accidents. These precautions must include provision for quickly isolating them in case of fire.

1907. In classification yards, and in switching, it must be determined by inspection and trial that such a car has its brakes in first-class order before a draft containing it is cut; and a tank car placarded "INFLAMMABLE" must not be started down a ladder track, incline, or hump until the preceding car has cleared the ladder. It also must clear the ladder before another car is allowed to follow.

IN CASE OF A WRECK.

1697. In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group "High explosives" may burn in small amounts quietly and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should be removed to a place of safety and as much of the broken packages as possible gathered up and likewise removed, and the rest saturated with water. Many explosives are readily fired by a blow or by the spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces the possibility of producing sparks must be considered. With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamites wetting does not make them safe from blows. With all explosives mixing with wet earth renders them safer from either fire, spark, or blow. In case fulminate has been scattered by a wreck, after the wreck has been cleared the top surface of the ground should be removed, and, after saturating the area with oil, be replaced by fresh earth. If this is not done, when the ground and fulminate become dry small explosions may occur when the mixed material is trodden on or struck.

1946. In case of a wreck involving a car containing inflammable freight, it should be assumed that packages are broken and that leakage has occurred which may cause fire if lighted lanterns or other flames are taken into or near these cars. As much of the train as possible should be moved to a place of safety. A car containing inflammable freight should be opened for ventilation and packages protected by red labels, and cylinders of compressed gases should be removed to a safe place. Substances spilled from broken packages protected by yellow label should also be carefully removed. Cylinders of compressed gases may be exploded if they are exposed to fire or struck a sharp blow, and the flying fragments would then be dangerous. Inflammable liquids spilled from broken packages or tank cars should be well covered with dry earth before a lighted lantern, torch, or an engine is used in the vicinity. Acids spilled in cars should be covered with dry earth and the car floor should be thoroughly swept.

1957. An empty or partially empty tank car, with or without placards, is very liable to contain explosive gases, and lights must not be brought near it.

For paragraph references, see Boston & Maine R.R. General Superintendent's Order No. 827, covering Interstate Commerce Commission's regulations for the transportation of explosives and other dangerous articles.

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