

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT

DEFINITIONS. Restricted speed — add — The Maximum allowable speed for train or engine operating at Restricted speed is 15 miles per hour.

RULE 11. Five-minute fuses will be used in all territory.

RULES 11 and 15. To properly comply with these rules a train or engine must, unless the way can be seen or known to be clear, be operated at Restricted Speed: —

- (a) In Automatic Signal Territory, to the next signal.
- (b) In Non-Signal Territory, for at least one-half mile, and as much further as physical and weather conditions seem to warrant.

RULE 14. In the States of New Hampshire, Vermont, Maine and New York:

Approaching public crossings at grade whistle signal 14(l) to be prolonged or repeated until crossing is reached.

In case of fast moving trains the whistle signal shall be prolonged until engine is on the grade crossing. In case of slow moving trains the crossing signal shall be repeated, the last blast of which is to be sounded as engine goes on the grade crossing.

In the State of Massachusetts:

Enginemen will cause the engine bell to be rung from the whistling post to the crossing, and in addition whistle signal 14(l) (two long and two short) sounded just before reaching crossing, so that the last short blast will end as the engine goes onto the crossing, the duration of the whistle signal (two long and two short) to consume approximately ten seconds.

14(l) shall be sounded at crossings protected by watchmen if, when coming in view of crossing, Engineman is unable to see watchman at his post or that gates are closed, or being closed or he deems there is special reason for whistling.

14(m). To be sounded: —

Approaching junctions, and mail cranes where catcher service is performed.

Approaching points where tracks or bridges are undergoing repairs and reduced speed is required.

Approaching interlocking, yards, or other points where men may be at work on track and view is obscured by weather or other conditions (See Rules 31 (a) and 927).

RULE 19. Added — A train not equipped to display the prescribed signals will display a red flag by day and a red light by night to indicate the rear of the train.

RULE 21. Exception — On two or more tracks, extra trains (except when handling passenger equipment only), will not display white flags or white lights as prescribed by General Rule 21, except that when part of the trip is over single and part over two or more tracks, they may be displayed from the initial to terminal station.

RULE 26(a). Added — A red tag displayed on the throttle handle of an engine indicates that workmen are under, on or about it; when thus protected, the throttle, reverse lever or wheel, air brake handles, injectors or other of the engine's devices must not be operated. Each workman must display his personal tag specified for this purpose and the same workman is alone authorized to remove it.

RULE 34. Indications must not be called until seen by the person calling. (This does not prohibit engineman acknowledging by name, signal called, which he cannot see.) On curves, and under other conditions where engineman cannot see signals, fireman or trainman is expected to see, and call signal.

RULE 35. Electric lanterns of the approved type, are proper for use by flagman, and when used, the flagman must have with him at least one extra fusee. Flashlights of any kind must not be used in giving or passing motions and signals.

RULE 72. SUPERIORITY OF TRAINS.

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

RULE 83.

EXCEPTION.

If a train is not scheduled to stop at a register station, the conductor will fill out a register slip and throw it off to the agent or operator, but when required by rule will stop and make a personal examination of the register book unless both the conductor and engineman receive a train register clearance, Form 54, showing that all trains due which are superior or of the same class have arrived or left.

Trains entering two or more tracks from single track need not stop to examine train register; except that inferior trains entering two or more tracks from a branch will be governed by General Rule 83.

At Junction points, it will be the duty of operators, towermen or switch-tender, as the case may be, to stop and notify inferior trains, if all overdue superior trains moving in same direction on two or more tracks have not left, and conductors and enginemen of inferior train not so stopped will not be expected to stop to inquire about superior trains that should precede them.

RULE 85.

DELAYED TRAINS.

On two or more tracks, extra passenger trains not making local stops, wreck trains and snow-plows may precede local passenger trains and delayed superior trains from initial or junction points.

RULE 88. Added — Capacity of passing sidings wherever shown is based on 45 feet per car plus 90 feet for the engine.

RULE 93. When cars are handled on main tracks in yard limits from sunset to sunrise, a man must be stationed on rear of car with light, or a red light displayed on rear end of car.

RULE 99. — GENERAL INSTRUCTIONS REFERENCE HANDLING OF WORK TRAINS, AND OBSERVANCE OF RULE 99 WHEN WORKING WITH WRECKERS AND WORK TRAIN EQUIPMENT.

The following procedure must be carried through when flagmen are protecting Wreckers and Cranes, Ditchers, and all other Work Train Equipment which may, or can, foul tracks other than the one occupied by the equipment:

1. Flagmen must go out in full compliance with Rule 99, place torpedoes, and permit no train or engine to pass them without first stopping and being fully advised as to the presence and location of work equipment unless called in by whistle signal or on personal advice of Conductor that line is clear for the passage of a train or trains.

2. The practice of sending out flagmen with instructions to let all scheduled trains by without flagging **must be discontinued. No flagman is to accept such instructions.**

3. Torpedoes are not to be picked up to permit the unrestricted passage of any train, and exploded torpedoes must be immediately replaced. We do not want trains passing work equipment on adjacent tracks except at restricted speed.

4. Flagmen must definitely know that the whistle recall signal has been sounded, that it was their equipment sounding it, and that it was intended for them before withdrawing flag for the passage of a train or engine. They must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

5. Conductors must when possible so arrange the work with Work Train Foreman as to clear up for schedule trains, and for other trains about which they have advice, without delay to those trains, and must arrange to give their flagmen notice of clearing in time to avoid stopping important trains.

6. Maintenance of Way Dept. Foreman is in charge of operation of cranes or any other work equipment which is being used, and a **definite understanding** must be reached whereby the conductor or yard foreman will notify M. of W. Dept. foreman, who will, in turn, see that equipment is cleared for safe passage of trains. If, for any reason, this M. of W. Dept. foreman is away from this part of the job on which equipment is working, a definite understanding must be reached as to who the conductor or yard foreman should notify in the Foreman's absence.

7. It is the duty of Crane Engineer when shutting down for meal periods, and/or when quitting work for the day to: —

1. Tie down the crane.
2. Set all brakes.

3. Engage clamps at rear of crane fastening boiler to frame of crane so that equipment cannot swing to foul adjacent tracks.

8. It is the duty of M. of W. Foreman to know that Crane Engineer complies with the above instructions, and to notify Conductor in charge of work train or protection when it has been done, and crane is secure.

9. Conductors assigned work equipment will not withdraw flag protection, or release themselves either for lunch periods or at end of day until they have been advised by M. of W. Foreman in charge that equipment is secured, and will not be used further.

10. Cranes secured as required in Paragraph 7 will not be unlocked and put into service until M. of W. Foreman has advised Conductor assigned that he is ready to go to work, and been advised by Conductor that necessary protection is being provided.

RULE 104(a) — Last sentence changed to read: —

"In switching passenger equipment the air brakes must be in use while handling occupied equipment, and when coming onto passenger trains or drafts made up for occupancy or placed on station tracks regardless of whether occupied or not. Cars must not be uncoupled while in motion."

RULE 104(g). Added — When a train or engine enters a siding or other track, the switch used in entering must not be changed until the train or engine is clear of the fouling point.

RULE 221(b) — Changed — Sentence starting, "A train must not pass . . ." changed to read — Except as provided by Rule 221(f), or in making scheduled station stop with a passenger train, a train must not pass a train order signal while "stop" is indicated without receiving Clearance Form A or before examining train orders or Clearance Form A received.

RULE 221(d), changed to read:

Clearance Form A must be delivered together with all train orders, showing the number of orders for the train and the number of each order. Con-

ductors and enginemen must, and when practicable the fireman and trainmen will, see that the information shown on Clearance Form A corresponds with the Form 19 train orders received.

RULE 221(e). Added — Before making delivery of Clearance Form A (Rule 221d) operators must transmit it to Train Dispatcher and must receive "complete" from Train Dispatcher. Train Dispatcher will enter the Form A in train order book, and will not give "complete" until he has checked order numbers with his book. The operator will enter the word "complete", the time and Superintendent's initials on the Form A directly under his signature.

If communication with Dispatcher fails, train orders which have been made "complete" may be delivered with a Form A Clearance endorsed by operator "Circuit has failed".

If additional train orders are received after Clearance has been endorsed "complete", Clearance must be destroyed and a new one issued.

RULE 221(f). Added — In delivering a "19" train order or Clearance Form A, without stopping a train, the operator must leave the train order signal at Stop indication, go on the ground and give signal as prescribed by Rule 12(b), using a yellow flag by day and a yellow light by night, and deliver the orders or Clearance Form A in the usual manner. This combination of signals must be acknowledged as prescribed by Rule 14(g) and the speed of the train reduced sufficiently to enable the operator to deliver the order or Clearance Form A. If the engineman or conductor fails to catch the order or Clearance Form A, the train must be stopped and not proceed without Clearance Form A.

Operator will not use this rule except on authority of the Train Dispatcher.

Train Dispatcher will not authorize in two or more track territory where train orders to be delivered involve reverse running, or in single track territory where train order to be delivered is the restricting order establishing a meet unless middle order is placed, or train is created in the same order establishing such meet.

RULES 265, 266, 267 and 268 — RULES GOVERNING THE MOVEMENT OF TRAINS UNDER A SIGNAL CONTROL SYSTEM AND OPERATION OF DUAL CONTROL SWITCHES IN CONNECTION THEREWITH.

RULE 265, changed to read:

On portions of the railroad, and on designated tracks so specified on the time-table, trains will be governed by Automatic Block Signals and Interlocking, which will constitute a Signal Control System under the direction of a designated Train Dispatcher, Train Director, or Signalman, and will supersede superiority of trains from both directions.

Except as affected by this rule, all Block Signal Rules and Operating Rules remain in force.

No train or engine shall pass an interlocking signal indicating stop without first securing authority from the Train Dispatcher, Train Director, or Signalman, and then only: —

(a) At restricted speed to the next signal, and

(b) Examining all intervening switches to know they are in proper position for the move.

Trains or engines may, within the limits of track and time specified by the Train Dispatcher, Train Director or Signalman in charge of the territory, occupy and use the designated tracks without protection required by Rule 99.

This applies only in Signal Control territory during switching operations when the trackage involved is being used under exclusive occupancy permission from the Train Dispatcher, Train Director or Signalman, and only when the train or engine enters the main track, or crosses over between main tracks through electrically-locked or Dual Control switches.

RULE 267(a). Added — Except when permitting an engine to return to its train, a switcher or helper engine to go onto a train, or some such short, local move when the conditions are fully known, and the move to be made is already fully protected, Train Dispatcher, Train Director or Signalman must not authorize a train or engine to pass a Home Interlocking Signal displaying a "stop" indication when that signal governs movements on a Neutral (two-way-running) track until: —

(1) Every train and engine moving in the opposite direction on any track within the territory controlled by the signal in question shall have passed one "O.S." point where its position, both as to location and track-occupied, can be checked on the indicator board, and

(2) Conditions have been fully explained to the Chief Dispatcher or Assistant Chief Dispatcher on duty, and he has authorized the move.

(NOTE. — In the case of a train or engine working between "O.S." points, personal check with conductor or engineer on telephone to establish its position will cover.)

RULE 267(b). Added — In authorizing any movement past a "stop" signal, it must be specifically stated that authority is given to move at restricted speed to the next signal, checking all intervening switches as to their position before passing over them.

Such authority must be given directly to a member of the crew of the train or engine concerned, repeated by him, and his name recorded.

RULE 268. 1. There is no provision in our Remote Control Rules which authorizes the granting of permission by anyone, except under the provisions of Rule 99, or by train order, or pilot, to enter or use any main track in the direction for which that track is not signalled.

2. There is no provision in our Remote Control Rules which authorizes the granting of permission by anyone, except under the provisions of Rule 99, to make a move without a proper Signal Indication on a neutral track in the reverse direction from that on which the original entering move was made when such a reverse move is to go beyond the point occupied by some portion of the train, or cut of cars.

3. In Signal Control Territory on a Neutral Track, regardless of the number of main tracks, Automatic Signal Rule 509 (B) is the applicable rule.

4. In switching moves it is not improper when the move is understood and authorized by the Director, Dispatcher or Towerman in charge to make a reverse move to a home signal when that signal can be seen to be displaying a permissive indication, and the way can be seen to be clear to the signal.

AUTOMATIC CAB INDICATOR RULES.

These rules apply to steam locomotives having automatic cab indicators and, where applicable, to Diesel locomotives having automatic cab indicators. They supersede Automatic Train Stop Rules, pages 141 to 150, inclusive, in Book of Rules for the Government of the Operating Department, effective February 1, 1931.

Automatic Cab Indicator Territory may be designated by Time Table.

RULE 400. Automatic cab indications supplement automatic block signal indications in governing the use of blocks but do not supersede the superiority of trains nor dispense with the use or the observance of automatic block or interlocking signals or other signals, except as provided for in Rules 402 and 403.

RULE 401. The normal indication of the automatic cab indicator is "Proceed" (green light).

RULE 402. A Lunar white cab indication in automatic cab indicator territory indicates a restricted condition of the track ahead and the Engineman must immediately control his train in accordance with the following conditions: —

(a) If the cab indication changes to Lunar white as the locomotive is passing a wayside signal, other than a clear signal, the speed of the train will be governed in accordance with the wayside signal indication.

(b) If the cab indication changes to Lunar white as the locomotive is passing a clear wayside signal or at a point where there is no wayside signal present or visible, the train will be brought to a STOP and then proceed at restricted speed to the next wayside signal or until the cab indication changes to green when Rule 403 will govern.

If the cab indication remains Lunar white passing the second consecutive clear wayside signal, the speed of the train must not exceed medium speed until the fact is reported to the Superintendent at first available point of communication.

EXCEPTION: In "Grade Signal" territory (see General Rule 501-b) train may proceed at restricted speed without stopping.

(c) Engineman will not operate the acknowledgment on a change of cab indication from green to Lunar white until the warning whistle sounds and until the governing indication is observed and is in process of being obeyed.

RULE 403. In automatic cab indicator territory, General Rules 501-b and 509 (B) are modified as follows:

When a train is proceeding under a Lunar white cab indication, if the cab indication changes from Lunar white to green and remains green the train may resume normal speed after it has moved one train length beyond the point where the cab indication changed from Lunar white to green.

RULE 404. If the wayside signal indication is more restrictive than the cab indication, the speed of the train will be governed by the wayside signal indication except that the speed must not exceed medium speed until the wayside signal indication and the cab indication agree or the fact is reported to the Superintendent at the first available point of communication.

EXCEPTION: The Lunar white cab indication will change to dark and may change to green before returning to Lunar white when an engine is within a section 100 feet long immediately preceding a wayside signal indicating other than clear.

RULE 405. The turbo-generator throttle must remain open, main switch must remain closed (except in case of failure of equipment) while the locomotive is in automatic cab indicator territory or on sidings pertaining thereto. On Diesel locomotive, the changeover switch on the operating end must remain in "continuous" position (except in case of failure of equipment) while the locomotive is in automatic cab indicator territory or on sidings pertaining thereto.

RULE 405 (a). When operating more than one engine on a train the main switch at the equipment box must be opened (OFF) after making the departure test, on all engines other than the leading engine. If not required for lights the generator may also be shut off.

If conditions arise in cab indicator territory which require the use of such an engine as the leading engine the main switch must immediately be closed (ON) and generator operated as per Rule 405 before moving the train.

RULE 406. Whenever an engine is running backward, pushing cars or running against the current of traffic, the cab indication will be Lunar white except that the cab indication should change to dark, then to green, when the engine is within a section 100 feet long immediately preceding each home signal. The movement with the current of traffic will be governed by the wayside signal indications.

RULE 407. Diesel Locomotive Departure Test. — Before leaving enginehouse territory the engineman or authorized person must move changeover switch to "continuous" position and note that cab indicator displays a lunar white indication and that warning whistle sounds until acknowledged and that pneumatic equipment is cut in and sealed. To acknowledge move handle on acknowledging switch to acknowledging position for approximately two (2) seconds and then allow handle to snap to normal position. The locomotive will then pass over an energized circuit, at which time the cab indicator should change to display a green indication. After passing off the energized circuit, the cab indicator should change to display a lunar white indication and warning whistle should sound immediately and continue to sound until proper acknowledgment is made.

Employee making departure test will fill out Record of Departure Test form ML 250 and leave in designated holder in cab of locomotive.

RULE 408. Steam Locomotive Departure Test. — Before leaving the enginehouse territory, engineman must open the throttle to the turbo-generator, close main switch to the electrical equipment box and note that a lunar white indication is given by both cab indicators and that the pneumatic equipment is cut in and sealed at the brake valve. After leaving the turntable the engine will pass over an energized circuit and note that a green indication is given by both cab indicators. The green indication should then change to lunar white and the warning whistle should sound immediately and continue to sound until acknowledged, which consists of moving the acknowledging valve from "running" to "acknowledging" position for approximately three seconds and returning it to "running" position.

Employee making departure test will fill out Record of Departure Test form ML 250 and leave in designated holder in cab of locomotive.

RULE 409. Whenever a change of cab indication from green to Lunar white is received in either automatic cab indicator territory or non-automatic cab indicator territory the warning whistle will sound after which the engineman may silence it by properly acknowledging.

NOTE: — When operating in restricted territory and passing a restricted signal the cab indicator should change from Lunar white to dark then to green when an engine is passing over a section 100 feet long immediately preceding the wayside signal then to Lunar white and the warning whistle should sound until properly acknowledged.

RULE 410. Pneumatic equipment must not be cut out while engine is operating in automatic cab indicator territory unless necessitated by reason of a broken pipe or failure when the continuous sounding of the warning whistle can be avoided by breaking the seal and moving the cut out cock to the down or "cut out" position, the fact must be reported to the Superintendent from the first available point of communication. Electrical equipment if in proper condition must remain cut in.

RULE 412. All enginemen will report the operation of the automatic cab indicator equipment on the work sheet. If the equipment functioned as intended, mark work sheet "Automatic cab indicator equipment OK." If equipment did not function properly, give a detailed account as to place, cab indications received, and any other information possible, filling out Form ML-169A, and when used shall be left with Departure Test form ML-250 in designated holder in cab of locomotive.

NOTE: — In addition to departure test of automatic cab indicator prescribed by Rule 408, Diesel locomotives must also pass departure test of automatic train stop equipment as prescribed by Rule 427 of Special Instructions for the Fitchburg Division.

RULE 501(a), last paragraph changed to read:

"Trains or engines finding Automatic Block Signal indicating Stop, after receiving an approach indication on preceding block signal, must stop before passing the home block signal.

Trains or engines, after passing an Automatic Block Signal displaying clear or approach medium indication, finding the next block signal displaying stop indication, must stop as quickly as possible consistent with safety.

Such occurrence must be reported to the Superintendent."

RULE 509. When a train is stopped by an automatic block signal it may proceed:

(A) On single track, at once at restricted speed, if next signal in advance can be plainly seen to indicate proceed, and track is clear of opposing trains. If next signal in advance cannot be seen to indicate proceed, send flagman ahead immediately to continue ahead until overtaken, wait five minutes, and proceed at restricted speed to next signal in advance, picking up flag-

man when he is overtaken. Under conditions which seem to Conductor and Engineer to warrant or require extra care, flagman may be instructed and required to precede train through to next signal.

(B) On two or more tracks at once at restricted speed.

RULE 509(c), revised. — A train or engine entering the main track between block signals must proceed at restricted speed to the next signal. Rule 403 applies.

RULE 509(c), Application. — It must be understood this rule also applies in Signal Control System, after necessary permission is granted by the authorized Train Dispatcher, Director, Signalman, or Towerman, for trains or engines to enter main track through electrically locked or straight hand throw switches.

RULE 509d. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS.

(Note. — Rule 509d does not apply to any type of Interlocking Signals.)

Movement to Main Line.

For movement to main line, signal will clear immediately after crossover or turnout has been reversed provided block is clear and no train is approaching on main line track. In case of a spring switch, push the signal button, in lieu of throwing the switch. If a train is on the approach circuit, signal will clear after a predetermined clearing time, as shown in time table, provided train has not passed into the block.

Trains or engines may accept Green or Yellow Signal Indication as authority to enter main track without compliance with General Rule 513 revised.

Trains or engines entering main track with Signal displaying a Red Indication may do so only after waiting clearing time as shown in time table and only with full compliance with General Rules 511 and 513 as revised and complying with Rule 509B.

Movement on Siding having Crossover.

With crossover set straight for siding movement, Signal will clear to Yellow, but signal does NOT indicate whether or not Siding track is occupied.

Signal may be passed at Stop for siding movement only after it is known that crossover switches are set straight and track is clear.

RULE 513 revised:

Before entering a main track protected by Block Signals, trains or engines must wait three minutes after opening the main track switch, to allow a train or engine moving in the same direction that may be approaching, time to come to a stop before reaching the switch. Enginemen of trains will give signal 14b and receive signal 12c from the rear end of the train before permitting train to foul the main track. This will not relieve employees in train service from promptly and properly protecting their train as prescribed by Rule 99 and 893, or when conditions require, from waiting as much longer as may be necessary to insure safety. It will not apply at meeting points on single track when the train to be met has just passed the switch and is occupying the main track, or when governed by interlocking Signals, or when switching on main track under flag protection as prescribed by Rule 99.

Note. — It must be understood it will also apply to trains or engines before entering main track in Signal Control System through main track switches electrically locked or through straight hand throw switches, after obtaining necessary permission from authorized Train Dispatcher, Director, Signalman, or Towerman.

Trains, engines or cars, standing on sidings or adjoining tracks must clear the fouling point.

The "clearance point" on passing tracks may be indicated by a yellow stripe on web of rail.

RULE 601. CHANGE OF INDICATION AND NEW SIGNAL ASPECTS.

	Indication.
(R) (G) (E)	Proceed through crossovers or turnout at not exceeding medium speed, then resume normal speed to next signal. Name: — clear, medium through crossovers or turnout. Medium speed, in accordance with the above, for freight trains through crossovers or turnout only, is 30 instead of 20 miles per hour.
(R) (R) (G)	Proceed through crossovers or turnout at not exceeding slow speed, then resume normal speed to next signal. Name: — Clear, slow, through crossovers or turnouts.
(Y) (Y) (R)	Approach next signal at not exceeding slow speed. Name: — Approach slow.
(E) (R) (FY)	Proceed through crossovers or turnout at not exceeding slow speed, (Name: — Slow approach) prepared to stop at next signal.
(Y) or (Y) (Y)	Approach next signal at not exceeding slow speed. Name: — Approach slow.

COLOR LIGHT DWARF INTERLOCKING SIGNALS.

(G) (G)	Indication.	(Name: — Clear)
(Y) (G)	Proceed.	(Name: — Approach medium)
(Y) (Y)	Approach next signal at medium speed.	(Name: — Approach slow)
(Y) (R)	Approach next signal at slow speed.	(Name: — Approach stop)
(G) (R)	Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	(Name: — Medium clear)
(R) (G) or (G)	Proceed through crossovers or turnout at medium speed. Then resume normal speed.	(Name: — Slow clear)
(R) (FY) or (FY)	Proceed through crossovers or turnout at slow speed. Then resume normal speed.	(Name: — Slow approach)
(R) (Y) or (Y)	Proceed through crossovers or turnout at not exceeding slow speed prepared to stop at next signal.	(Name: — Restricting)
(R) (R) or (R)	Proceed at restricted speed.	(Name: — Stop)

KEY.

- (G) — Green.
- (Y) — Yellow.
- (R) — Red.
- (FY) — Flashing Yellow.

Slow speed, in accordance with the above, is a speed not exceeding fifteen (15) miles per hour.

RULE 601(b). Added. Passenger carrying trains expecting to hold main track must not accept bottom yellow, restricting, interlocking signal without first stopping and being informed by Train Director or Towerman why the signal and where train is routed. The only exception is when signal governs entrance to a recognized passing siding and switch can be seen to be set to enter siding.

RULE 635. Added. Except in switching operations or getting engines onto trains, a "Restricting" (Restricted Speed) Interlocking Signal Aspect which does not come in automatically must not be displayed for any train movement or for any movement following a train unless the train or engine to move on the signal aspect is first stopped and informed as to the reason therefor.

RULE 709(a). Added. Signalmen (Rule 626), Operators (Rule 737), Agents and Station Employees (Rule 768), Crossing Watchmen and Gate-men (Rule 970), and Section Foremen (Rule 1052), in complying with Rule 709 will, if a condition is observed which endangers the safety of a passing train, give "stop" signals. Except to give "stop" signals when necessary, no signal will be given to passing trains. This eliminates, for the employees mentioned above, the giving of "all right," "hot box," "sliding wheel," and all signals except a straight "stop" signal, and is intended to avoid mis-interpretation of complicated signals by members of passing train crews. Under this rule, any signal received by passing trains from the employees listed above is a "stop" signal, and means "stop and look your train over for dangerous defects."

Train and enginemen will continue to use the Code of Signals of Rule 709.

RULE 711, fourth paragraph changed to read:

When accident occurs at Highway Crossing which is protected by Automatic Highway Protection Signals: —

- (1) If train stops in circuit of signal with signal in operation names of witnesses, passengers and others, who observed that signal is working properly shall be taken by Conductor as well as registration numbers of any automobiles near the crossing.
- (2) If train runs out of circuit before stopping or signal is damaged in accident, Conductor must make every effort to obtain names of witnesses who observed that signal was working properly on the approach of the train as well as registration numbers of any automobiles near the crossing.

RULE 798. Exception. Link belt cranes equipped with snubbers and special horizontal boom swivel and with the rotating body locked and the boom free and resting in an idler with boom end trailing may be operated in trains at authorized freight train speeds when conductor is furnished with written permit to do so signed by Foreman Car Inspector at point where equipment is put into train. Crane must be on rear of train.

RULE 823, first paragraph changed to read: Gambling by any person on any train is expressly forbidden.

RULE 892. Changed — to require a minimum of 6 fuses as standard flagging equipment.

Flagmen are required to keep their fusee supply replenished so as to have a safe number of fusees on hand at all times.

RULE 918 revised. — They must sound whistle signals accurately, and when whistling for crossings the crossings whistle signal (Rule 14(l) revised) shall be given, beginning the first long blast just before reaching the whistling post, cut off each blast sharply and make the long and short blasts of the whistle with interval of time between.

Refer to last paragraph of General Rule 14(l) revised for requirements in the State of Massachusetts.

RULE 996 revised. — Men must be detailed to keep sharp lookout in each direction and lookouts will call position of switches, conditions of flangeways, highway crossing approaches and other track conditions to operator, who will audibly acknowledge the condition called. Crew must be instructed just what each should do when necessary to take a car off quickly.

RULE 998 revised. — Cars must be brought to a stop and stand motionless while a train is passing on the opposite track, and the foremen and their men must stand clear of all main tracks as prescribed by General Rule 1066 and Safety Rules S-17-B and S-18-B, except in dangerous locations car may proceed slowly to a point where stop can be safely made if train is still passing. On cars not equipped with a latch brake, foremen or car operators must take necessary action to see that car does not drift on grades.

RULE 1005. Hand cars must not be pushed or hauled by motor cars. When push or trailer cars are used with motor cars, they must always be coupled behind the motor cars by standard coupler and speed must not exceed ten (10) miles per hour, except that motor car connected by standard coupler to trailer car equipped with deck and standard brake rigging may be operated at a speed up to but not exceeding twenty (20) miles per hour.

RULE 1083. Foremen or their men must not line switches for trainmen. When switches are to be lined for loaded push and motor cars, it must be done only under the personal supervision of the foreman, and switch must be immediately returned to its original position and locked, and points examined. When oiling switches, the reverse position must be oiled first, switch then returned to normal position and the oiling completed.

RULE 1121 revised. — They must, in case of accident at a public crossing where crossing protection is maintained by the Signal Department, and as quickly as possible after the accident, make tests to determine if crossing protection is working properly; also make careful inspection of all apparatus in connection with said crossing protection and make a complete report at once as to result of test and conditions found to their Signal Supervisor. Any other useful information should be covered by a separate report.

GENERAL SPECIAL INSTRUCTIONS.

NOTE — These general special instructions are in effect on all divisions.

STANDARD CLOCKS.

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|----|---------------------|---|
| 3. | Bellows Falls, | Engine House and Pass. Station. |
| | Boston, | North Station, East Wing. |
| | Charlestown, Mass., | Engine Dispatcher's Office. |
| | Claremont Junction, | Telegraph Office. |
| | Concord, N. H. | Pass. Station and Engine Dispatcher's Office. |
| | Dover, | Trainmen's Room. |
| | East Deerfield, | Engine House and Yard Office. |
| | East Fitchburg, | Engine House. |
| | East Somerville, | Crew Dispatcher's Office. |
| | Fitchburg, | Telegraph Office. |
| | Gardner, | Yard Office. |
| | Greenfield, Mass. | Train Dispatcher's Office. |
| | Haverhill, Mass. | Telegraph Office. |
| | Keene, | Ticket Office. |
| | Lawrence, | Ticket Office, Station Tower and Engine House. |
| | Lowell, | Telegraph Office and Middlesex Engine House. |
| | Manchester, N. H., | Passenger Station. |
| | Mechanicville, | Yard Office and Engine House. |
| | Mystic Junction, | Crew Dispatcher's Office. |
| | Nashua, | Telegraph Office, U. S. |
| | Newburyport, | Telegraph Office. |
| | North Adams, | Pass. Station. |
| | North Conway, | Telegraph Office. |
| | Northampton, | Telegraph Office, N. O. Tower. |
| | Plymouth, | Passenger Station. |
| | Portsmouth, | Telegraph Office. |
| | Rockport, | Ticket Office. |
| | Salem, Mass. | Old Telegraph Office. |
| | Springfield, Mass. | B. & A. R. R. Station Master's Office. |
| | | Plainfield St. Yard Office, N. H. Engine House. |

Troy, N. Y.,	Telegraph Office and Engine House.
Westboro,	Engine House.
White River Jct.,	Telegraph Office and new Yard Office.
Whitefield,	Waiting Room.
Woodsville,	Ticket Office and Engine House.
Worcester,	Telegraph Office, Union Station, and New Haven Engine House at South Worcester.

12. HEAD END — DIESEL SWITCH ENGINES

The end of the Diesel switch engines on which the bell is located is the head end of the engine, regardless of the side of Diesel on which the engineer is operating or the yard in which Diesel is working; and all hand and lamp signals must be given accordingly.

33. PUBLIC CROSSINGS.

At Public crossings where more than one track crosses protected only by bells or automatic signals, a member of the crew must protect travel over all tracks while switching is being done.

At all Public crossings protected only by bells or automatic signals protect as follows:

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

When a train stops on a circuit that keeps an automatic crossing wigwag, bell or flasher working, a member of the crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption that the standing train is the only one working the signal, when as a matter of fact a train from the opposite direction may be approaching.

An upper quadrant yellow arm has been installed on whistling or ringing posts at all crossings where trains are to stop and protect, or stop and proceed, after certain trains at night or on Sundays. See General Rule 103.

AUTOMATIC CROSSING PROTECTION.

"Trains running against the current of traffic, in — two or more tracks — territory must stop, and then proceed at restricted speed over highway crossings protected by automatic signals which are not operative for reverse running."

There are many highway crossings protected by flasher signals and a few protected by automatic "Auto-stop" devices.

Some of these have a "cut-out" connection in a control box near the crossing.

Instructions as to movements, and the operation of the cut-outs, are inside control box, and these instructions must be carefully observed when trains are switching or standing in the circuit.

Highway crossings having automatic protection with cut-out device will be listed in the Special Instructions of each Division.

98a. SPEED RESTRICTIONS — LOCOMOTIVES.

The maximum permitted speed of various types of locomotives in various services are:—

Santa Fe (S. Class) and C. V. Ry. 700 Class All service — 35 M.P.H.

When valve pilots on C.V. 700 Class engines not registering, maximum permitted speed is 30 M.P.H. and must not be exceeded.

Lima (T Class) All service — 45 M.P.H.

R-1 Class All service — 70 M.P.H.

K-7-K-8-C.V. Ry. 400 class. In emergency Passenger Service — 45 M.P.H.

Switchers without Lead trucks — Main Line — 25 M.P.H.*

— Branch Line — 20 M.P.H.*

*Does not apply to Diesel Switchers.

All types:—

Light, or with caboose — 35 M.P.H.

Backing up, light or with Freight Equipment — 20 M.P.H. #

Backing up, with Passenger Equipment — 25 M.P.H. #

*Do not apply to Diesel Switchers or Diesel Road Engines.

Locomotives	M.P.H.	Rail Motor Cars	M.P.H.
110- 117	35	1140	80
1100-1108	40	1180-1182	55
1109-1117	45	1184	40
1162	40	1185-1187	55
1163-1165	60	1190-1196	55
1200-1207	60	6000	105
1260-1265	60		
3800-3815	80		
4200-4226	60		
4250-4264	60		
M&C. 705- 708	80		

The above does not authorize any operations at a speed in excess of those shown for the various lines in the Division Special Instructions.

SPEED RESTRICTIONS — OTHER THAN LOCOMOTIVES.

Trains or engines operating against the current of traffic in two or more track territory must not exceed a maximum speed of 30 M.P.H. unless the track on which running is signalled for reverse running.

The speed of trains must not exceed thirty (30) miles an hour over any drawbridge. Also application of brakes on drawbridges should be avoided except in case of emergency.

The maximum speed of Circus and Carnival trains, on Main Line thirty (30) miles per hour and on Branch Lines twenty-five (25) miles per hour.

Trains handling locomotives with main rods removed must not exceed speed of 20 M. P. H.; when both main rods and side rods are removed speed must not exceed 15 M. P. H.

The speed of wreck train will be governed by speed restrictions for freight trains.

Locomotive cranes moving short distances between terminals to do work may be handled in local trains without detaching booms and at a speed not to exceed twenty-five (25) miles per hour. The heavy end of crane should be headed toward the engine on through freights.

Scale test car 3586 must be handled only in local freight trains made up next ahead of caboose, speed to be restricted to not over 30 M. P. H.

Speed will not exceed forty-five (45) miles per hour when operating motor rail cars backwards account of the rear or passenger end being much lighter than the motor end.

Milk trains hauling cars equipped with Fox trucks or arch bar trucks without lateral motion device must not exceed speed specified for freight trains.

Passenger trains carrying freight equipment will comply with speed restrictions for freight trains in the territory through which they are operating. Conductors will notify engineers when freight equipment is in the train.

99. PROTECTING LIGHT ENGINES.

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

104. SPRING SWITCHES.

When Spring Switches are installed, trains or engines moving toward the facing point of the switch and finding the signal at stop indication, will examine switch points closely before passing over the switch, and if switch points are closed in proper position will proceed. If switch is not properly closed, and they are unable to close it by means of the hand stand, the switch must be spiked in proper position before passing over it, and after train has passed the switch the spike must be removed to permit trains to trail through.

Trains trailing through and stopping on switch must not take slack until points have been thrown by hand. Flying switches must not be attempted. When necessary to throw the switch the switch lever should be operated slowly, keeping a steady pressure on the handle, otherwise handle is liable to snap back, and injure party throwing switch.

A box has been placed opposite where these switches are installed, equipped with a spike maul, clawbar and spikes.

107. PROTECTION OF PASSENGERS.

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

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

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

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

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

In cases where this cannot be anticipated, passenger conductors will not start their train until passengers are given an opportunity to get across to their train.

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

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

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

201. Train orders required by trains operating on Terminal Division will be issued by Superintendent of connecting division.

Terminal Division Special instructions pertaining to territory other than Boston yard are incorporated in the Special Instructions of connecting division.

711. RAILROAD SURGEONS.

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

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

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

SURGEONS TO BE CALLED IN EMERGENCY.

See list on last page.

U. S. MAIL REGULATIONS.

713. When running on other than its regular track trains catching mail from cranes will stop to pick up this mail.

MOTOR CARS.

When trailer is to be disconnected from motor car, connectors should be removed from receptacles in both cars.

Care should be taken that fingers on plug of connectors do not come in contact with any metal part of the car.

Connectors should be considered a part of the regular equipment of the car and when removed should be placed in the motor car.

Conductors of motor trains will see that the doors in the motor cars between cab and baggage room and between baggage room and body of car are kept closed, particularly to avoid fumes of gas reaching the passenger compartment.

Train crews should understand that none but authorized employes are permitted in rear cab on double-end motors, and that wherever practicable, these cabs should be kept locked while on the road; trainmen to unlock them at terminals or wherever it is necessary for engineman, servicemen or any other proper representatives to enter; this arrangement for the purpose of preventing passengers, or even our own employes, going into cab on double-end motor and turning switches, thereby interfering with the operation of the cars.

All light movements of double-end rail motor cars shall be made by changing control to the end that is the head-end in the direction the car is to be moved, except that backup moves may be made from the "far" end if trainmen or yardmen are stationed on the opposite end controlling the move with a riding hose. When such movements are being controlled by riding hose, the brake valve must be carried in lap position.

919. When an engine becomes disabled on a main line under conditions when other trains will be delayed, if, without derailment, the engine can be gotten into Clear, it must be done regardless of possible further damage to the engine. It is expected that good judgment will be displayed in the matter of moving damaged engines, but it is of greater importance that delays to passenger trains be avoided.

To avoid unnecessary delays to their own or other trains, Conductors of trains detained for any reason must get into communication with Operator or Dispatchers at earliest possible moment.

920. Report slipping account possible track damage. Enginemen handling T — S — R1 — and C. V. 700 type engines must make immediate report by wire to Superintendent of every case where engines slip or "fly", while on main tracks, except when starting trains. Designate the points where slipping occurred so that track inspection may be made promptly.

BOARDING CARS AND WORK EQUIPMENT.

Work-cars **not occupied** of steel underframe construction may be handled in the train in their proper classification.

Work-cars of wooden underframe or steel center-sill construction **and** any equipment **when occupied** must be handled next caboose.

Boarding cars, camp cars, cranes and all such Engineering Dept. equipment, whether occupied or not, must be handled the same as caboose cars: —**set off** and put away **before switching or humping the cut.**

Do not kick, or allow such cars to run, but shove them to rest; and do not allow other cars to be switched or kicked onto tracks occupied by such equipment.

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

CLASS 200 — 4000 to 4024, inclusive.
 CLASS 175 — 3002 to 3029, and 2900 to 2925 inclusive, 4100-4117 inclusive.
 CLASS 135 — 3710-3719 inclusive.
 CLASS 115 — 2641 to 2734, inclusive.

CLASS 100 — 3700 to 3709, inclusive, 3696 to 3699, inclusive.
 CLASS 85 — 2386 to 2429, inclusive.
 CLASS 70 — 1363 to 1498, inclusive, 3600 to 3689, inclusive.
 CLASS 60 — 3205 to 3244, inclusive.

TONNAGE RATING CLASSIFICATION OF SWITCHERS.

CLASS 140 — 640 to 654, inclusive.
 CLASS 125 — 610 to 631, inclusive.

CLASS 85 — 430 to 452, inclusive.
 CLASS 80 — 400 and 429.
 CLASS 60 — 200 to 309, inclusive.

Revised table showing permissible combinations of locomotives in double-heading.

Leading Engine

1350 H.P. Frt. Diesel
 2000 H.P. Pass. Diesel
 2700 H.P. Frt. Diesel
 4000 H.P. Pass. Diesel

Following Engine

P-1 or larger
 P-4 or larger

4050 or 5400 H.P. Diesels, with all units working, must not be coupled ahead of any steam locomotive.

FREIGHT TRAINS.

Leading Engine		Second Engine	
Locomotive Class	Tonnage Rating Class	Locomotive Class	Tonnage Rating Class
B-15, B-15abc	70	B-15, B-15abc	70
K-7, 7bc	85	K-7, 7bc	85
		K-8bc	115
		S-1abc	175
		T-1ab-R-1	200
K-8bc	115	K-8bc	115

Leading Engine		Second Engine	
P-4		S-1abc	175
		T-1ab-R-1	200
S-1abc	175	S-1abc	175
R-1	200	T-1ab-R-1	200
T-1ab or R-1	200	S-1abc	175-200
		T-1ab-R-1	200
Electric two units		K-8bc 115	
		S-1abc 175	
		T-1ab 200-R-1	

In double-heading Maine Central engines class "C" (451-470 inclusive) will be treated the same as Boston & Maine engines class "P2".

PASSENGER TRAIN

Leading Engine		Second Engine	
Locomotive Class	Tonnage Rating Class	Locomotive Class	Tonnage Rating Class
B, C, J.	35 to 70	A, B, C, J.	35 to 70
P-1ab, P-2bcd	70	P-1ab, P-2bcd	70
P-3a	100	P-3a	100
P-4	135		
B, C, J.	35 to 70	P-1ab, P-2bc	70
		P-3a	100
R-1	200	P-4 (Booster on P-4 must not be used.)	

Leading Engine	Second Engine
Motor Cars 1140	All classes except H-3 with booster, K-8 with booster, R-1abc, S-1abc, T-1ab. All Maine Central Classes except Classes 110 and 115.

K-8 class engines may be used as leading engine ahead of P-class engines in helper service on milk trains and when so used the speed restricted to speed of freight trains in that territory.

SPEED RESTRICTIONS — OTHER THAN LOCOMOTIVES.

Trains or engines operating against the current of traffic in two or more track territory must not exceed a maximum speed of 30 M.P.H. unless the track on which running is signalled for reverse running.

BOSTON AND MAINE RAILROAD.

TERMINAL DIVISION.

SPECIAL INSTRUCTIONS.

Terminal Division extends from Boston, Western Route, to a point 1000 feet east of the cross-over switch east of Wilmington Junction; Medford Branch, Newburyport Branch from Wakefield Junction to end of line, located about 3000 feet east of Topsfield station and Salem Branch. Eastern Route to a Limit Board 6350 feet east of Beverly Station; the Saugus, Swampscott, Marblehead, Danvers and Gloucester Branches. To Ayer division limits and including Watertown Branch and Marlboro Branch; and to a point 2500 feet north of North Billerica Station, Lexington Branch, Stoneham Branch, Wilmington Jet. Branch, and on the Mass. Central to a point just west of Clinton Jet. Limit posts define line between Terminal Division and Portland, Fitchburg and New Hampshire divisions.

Boston yard employes working within Boston yard limits — excepting enginemen — will not be required to have current Time Table in their possession while on duty, but will be required to have copy of current "North Station Track and Yard Book" in their possession while on duty.

Nothing contained herein is to be construed as relieving enginemen and trainmen from the strict observance of general and special rules published in time tables and elsewhere, nor from the responsibility and necessity of giving full protection to their trains.

In all cases where a personal or property accident, however slight, occurs, or the normal movement of traffic is interfered with on Terminal Div., report at once and direct to Superintendent of Terminal Division by telephone or telegraph, and make full written report promptly on prescribed forms.

During night hours and on Sundays and Holidays notify Trainmaster's office, North Station.

R-1 Lima, Santa Fe and "H" class engines must not operate over any trestle work in Boston freight yard district, except over Draw No. 7 and No. 8.

SPEED RESTRICTIONS.

(Both Directions)

(Unless otherwise indicated)

	MILES PER HOUR
Between North Station and Hoosac Tunnel Diamond.	15
Between Hoosac Tunnel Diamond and Draw No. 7, E. Somerville	40
Over Drawbridge No. 7.	20
Between Hoosac Tunnel Diamond and Draw No. 8, E. Somerville	40
Over Drawbridge No. 8.	20
Hoosac Tunnel Diamond to Tower "H"	25
Tower "H" to Hoosac Tunnel Diamond	20
Hoosac Tunnel Diamond and Washington St. Underpass at Mystic Jct.	35
Washington St. Underpass at Mystic Jct. and Winter Hill (Passenger Trains)	50
(Freight Trains)	40
Highway Crossings on Mystic Branch.	12

The speed of drafts backing into North Station must not exceed eight miles per hour between north end of station platform and bunter.

Drafts and engines using 'Valley No. 1' track and 'Extension' track near Tower H and 'Sugar House' track from Tower H to Yard 7C and Yard 3 will not exceed speed of twelve (12) miles per hour and will move only as way is seen or known to be clear.

SIGNALS GOVERNING ENTRANCE TO NORTH STATION TRACKS.

A **Green Signal** displayed by last signal entering a station track means track is clear to a point 180 feet from Bunter and may or may not be clear beyond that point.

A **Yellow Signal** displayed by last signal entering station track means track may be occupied at any point beyond signal. This indication requires you to operate at restricted speed. (See definition in General Rules.)

Note: — 180 feet from Bunter is approximately 75 feet towards Tower "A" from the toe of baggage ramps on platforms

"SIGNALS FOR MOVEMENTS AGAINST CURRENT OF TRAFFIC.

Movements between Tower "C" Home Signal limits at East Somerville and Tower "A", Boston, may be made against traffic under signal indication without flag protection.

45 DEGREE INDICATION AT TOWER "H."

A green flag by day or green light by night displayed from window on Fitchburg Route main track side of Tower "H" will be a 45 degree indication. (Rule 225.)

Head ends of westward inferior trains which are west of Tower "H," when ready to go, will accept the signal indication as authority to depart ahead of superior trains and will understand 45 degree signal is displayed at Tower "H" for information of superior trains which they are preceding.

The 45 degree signal will only be displayed when authorized by the Train Dispatcher.

DRAWBRIDGES (MAIN LINE).

- Draw No. 1 — Tower "A"
- " No. 7 — Eastern Route
- " No. 8 — Western Route

DRAWBRIDGE SIGNALS.

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

A warning whistle will be sounded just prior to opening drawbridge.

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

At Draw No. 7, train stopped by semi-automatic color light dwarf interlocking signals may proceed over Drawbridge on verbal permission given by drawtender or, in his absence, must be preceded by a flagman. After passing over drawbridge, train may proceed at restricted speed as per General Rule 509-B.

At Draw No. 8, both main tracks, the Medford Track and Boulevard Track are protected by semi-automatic color light dwarf interlocking signals. Both main tracks are also protected by gates on each side of Draw displaying target boards by day and red lights by night over each track. Also all tracks over Draw are protected by red flags by day and red lights by night placed between the rails of each track on each side of Draw.

At Draw No. 8, train stopped by semi-automatic color light dwarf interlocking signals may proceed over drawbridge on verbal permission given by drawtender or in his absence must be preceded by flagman. After passing over drawbridge, train may proceed on signalled tracks at restricted speed as per General Rule 509-B.

SWITCH CONNECTING BOSTON ELEVATED SIDING.

Electric lock on hand operated switch connecting Boston Elevated Siding to eastward main track just west of Draw 7, is controlled from drawtender's house. Rule 268 governs.

DIRECTION OF TRAFFIC ON YARD TRACKS AT TOWER "C".

Mystic Branch track toward Mystic Wharf: —	Eastward
Mystic Branch track toward Mystic Jct.: —	Westward
From East Somerville toward Yards 2, 20, 19, and East Somerville Enginehouse: —	Southward
From Yards 2, 20, 19 and East Somerville Enginehouse toward East Somerville: —	Northward

SPECIAL RULES.

The following Special Rules apply only within Boston yard limits.

When Tower A, C or H whistles are blown, everything moving under signals at these points must come to a full stop at once, then proceed only in accordance with General Rule 13-B.

At Tower "5," lower end of Yard 9, Mystic Jct., air whistle will be sounded in emergency to stop all movements on **freight tracks** in vicinity of Tower, but does not affect movements on **main tracks** near Tower "C."

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

2. When trains, engines or drafts, standing in trainshed on tracks other than 1 or 2, are beyond first signal, engineman or man in charge must first obtain permission from yardmaster, or his representative, to proceed to next signal. Yardmaster or his representative, before giving this permission, will first secure permission from signalman at Tower A.

Note: — The words "backup man" as shown in these special rules apply to any trainman or yardman in charge of backing a draft.

3. Trainmen or yardmen are not allowed to handle trains or drafts in backup movement without first having passed signal examination covering the territory over which they are to move, and must be stationed as required by, and comply with, General Rule 843.

3a. No engineer qualified in Boston Passenger Yard and North Station territory, who has not operated an engine in the territory in the previous six months, will be permitted to do so until he has reviewed the physical characteristics and special rules with Road Foreman, Passenger Trainmaster, Passenger Yardmaster at Boston, or Chief Examiner.

Engineers bidding off jobs in or out of North Station must comply with the above before taking the job.

Engineers catching a job from an outside spare board must request pilot on first trip in, and comply with the above during their stay in Boston. In such cases pilots will be picked up at Tower "H", East Somerville, or Mystic Junction. It is the duty of the Engineer to notify Crew Dispatcher, when reporting, that he requires pilot, and to file a telegram addressed to his Superintendent requesting pilot.

No Conductor or Trainman qualified in Boston Passenger Yard and North Station territory, who has not handled drafts in the territory in the

previous six months, will be permitted to do so until he has complied with first paragraph of this rule.

Conductors and Trainmen bidding off jobs in or out of North Station must comply with the above before taking job.

Conductors and Trainmen catching a job from an outside spare board must comply with the above during their stay in Boston. It is the duty of Conductors in such cases to wire Trainmaster's office, No. Station, that backup man will be required to handle draft to yard, and to see that his trainman does not attempt to handle draft.

4. After arrival of inbound trains in trainshed, rear brakeman or trainman will remain at rear end of his train until relieved by yardman or trainman who is to move draft to storage yard. Engines removing one or more cars from rear of train will not relieve them of this duty.

5. After final stop is made on inward trains at North Station, and after brakes are released, Engineman must lap the automatic brake valve on proper whistle signal (one long whistle), and must not again move the brake valve handle to release running or holding position until backup man in charge of draft has complied with following instructions:—

Backup man will, after attaching riding hose to rear end of rear car, and giving whistle signal to lap the automatic brake valve (one long whistle), make a service reduction of sufficient amount to apply the brakes on the draft. When draft is ready to move, a member of train crew, or backup man must personally notify Engineman that draft is unloaded and ready to back up. Backup man will then operate button in train shed to notify Signal man in Tower A that draft is ready to back out, and will then give proper whistle signal (four whistles) to Engineman to release train brakes, and will then give proper whistle signal (three whistles) to back up.

The Engineman on receiving the signal to release will note that there has been a reduction made in brake pipe pressure after which he will release and have brake pipe pressure fully restored before starting the backup movement.

The Operator of the backup device will ascertain that the rear brake releases, and must be notified by a member of the crew or ascertain personally that draft is unloaded before giving whistle signal to Engineman for backup movement.

6. On drafts of local inward trains that have cars on head end containing milk, mail, baggage, or express, trainman will remain at the head end of trains unless relieved by another trainman, in order to give signal to backup man when train is unloaded.

On drafts of other local inward trains, trainmen will remain in their respective positions at platform steps until all passengers are unloaded, and each man in turn will relay signal to man on rear end that draft is ready to be backed out.

Conductors of all local inward trains will designate a member of crew, other than the backup man, to operate button in trainshed to notify signalman in Tower "A" that draft is ready to move. Draft will then proceed to first color-light dwarf signal and be governed by its indication.

On drafts of through inward trains, trainmen will remain at their respective positions at platform steps until all passengers are unloaded, when with exception of trainman designated to wait for backup man and trainman in charge of unloading mail, baggage or express, may be relieved from duty.

6a. Before any passenger draft is moved from Storage Yard to trainshed or elsewhere involving a back-up movement, the following rule must be complied with:—

After the engine is attached to draft, train brakes tested, and O.K. given by the inspector to engineman and backup man (or the engineman personally notifies the backup man that the inspector has personally notified engineman brakes have been tested), backup man must personally notify engineman that he is in charge of draft, after which the engineman shall lap the automatic brake valve.

Backup man will then return to rear car of draft and after attaching the riding hose will comply with the provision of General Rule No. 843, and Rules and Instructions governing the use and care of air brake and air signal equipment.

6b. When switching in North Station area, man who is to handle backup moves must know that he has control of the air brakes before move is started.

7. Backup man or trainman in charge of drafts backing into station tracks will, upon entering station track, give engineman backup signal (three whistles) by use of communicating signal. Engineman failing to receive this signal must stop draft at once and must not move until given proper signal.

8. Trainmen or yardmen giving signals from rear of draft to enginemen will be held responsible for movement of draft.

8a. All train or yard men backing drafts to Passenger Storage Yards onto tracks already occupied by cars must bring their draft to a stop one car length from standing cars before making coupling.

Cars left in passenger storage yards must be coupled, or be spaced not less than one car length apart.

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

10. Conductors must see that gates on track side of all cars are closed while trains are entering, leaving, or standing in trainshed.

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

11. On inward passenger trains entering the North Station, the engine must be stopped clear of the ramp when the train is short enough to permit the rear of the train to clear lead or adjoining track, this in order to avoid the necessity of passengers having to pass between engine and ramp.

On inward trains when rear cars extend beyond trainshed platform, trainmen should not permit passengers to alight, but should arrange to pass them through other cars where they may alight at platform.

12. Trains pulling ahead in trainshed to make sure that cars to be left are uncoupled should move carefully and only enough to make sure drawbars are unlocked, so that passengers boarding trains will not be inconvenienced.

Enginemen receiving whistle or hand signal to pull ahead to cut off a car in trainshed will not pull ahead to foul another track without the tower signal.

13. Enginemen of drafts between trainshed and storage yard must be on lookout for hand or lamp stop signal that may be given from man on rear of draft or from man on ground.

14. Engines must not be coupled to trains in trainshed until passengers have alighted.

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

Drafts backing in on unoccupied tracks at North Station must have knuckle on rear end of rear car closed.

16. Kicking of cars is prohibited in the North Station.

17. Slack must be taken to make sure coupling is made when coupling engine or cars to trains or drafts in North Station, when yard engines are making up trains in storage yards, and before moving drafts from storage yard to North Station.

18. Empty passenger train drafts and light engines moving to and from the North Station, occupying main tracks numbers 1 to 8 inclusive between Hoosac Tunnel Diamond and the North Station will be relieved from complying with General Rules Nos. 93 and 99 within that territory. All trains, drafts, and light engines, operating in both directions within this territory, will move only as way is seen and known to be clear.

These instructions do not relieve trains other than passenger drafts and light engines from properly protecting themselves within this territory in accordance with General Rule 99.

19. Closets of all cars on inward trains must be locked before trains reach Prison Pt. Bridge and be kept locked while cars remain in or near trainshed. Closets of all cars on outward trains must be kept locked until cars have passed Prison Pt. Bridge.

20. After passengers have left the train, trainmen will go through cars and pick up articles left therein and send at once to Travel Bureau or after office hours, Sundays and holidays, to Passenger Trainmaster's Office, North Station.

21. Conductors on local trains will get outward train mail from, and will leave inward mail at mail room, North Station.

Conductors of inward passenger trains handling special or deadhead equipment will deliver waybills for such cars at Yardmaster's office located between tracks 12 and 13 at end of station platform.

Conductors of outward passenger trains handling such equipment will call for waybills for those cars at Trainmaster's office, No. Station.

22. Train baggagemen on arrival must see that no baggage or mail matter is overlooked.

23. Trainmen and yardmen must not ride on side or on top of box cars, express freight cars or baggage cars while entering or leaving trainshed.

24. Trainmen and yardmen must see that bridges and runs have been removed from express and baggage cars before moving them.

25. Conductors setting cars off on Boulevard Track at Mystic River must notify drawtender at Drawbridge No. 8 and must personally see that drawtender places red flag by day or red light by night on track for proper protection of cars.

All outward freight trains, Portland Division, Western Route, leaving Mystic River Yard 22 will use Boulevard track (the track at right of outward main track).

Trains using Boulevard track will display green marker next to main track, in direction of traffic.

26. Enginemen before running on Terminal Division must pass signal examination covering territory over which they are to run.

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

28. Any engine, car, or train operating on Edison Electric track located outside of North Station over Northern Artery must be preceded by a flagman displaying a red flag by day and a red lantern by night, at a speed not exceeding four (4) miles per hour. Said track shall not be used except between the hours of 12.00 MID. and 5.00 A.M.

29. Any engine or draft coming out of REAR of the New Engine Terminal on to VALLEY track must first notify and obtain permission from Tower 5 before going on to Valley track.

30. Engines and drafts from Warren Bridge Yard No. 15 who wish to enter Valley track at switch leading from old main to Yard No. 16 must

first notify Tower H and obtain permission before entering. Tower H will then notify Tower 5 when they enter Valley track.

Other engines, trains and drafts entering Valley track at the Tower H and Tower C ends will accept signal for authority to enter on to Valley track.

Tower C and Tower H must in every case obtain permission from Tower 5 before allowing any train, draft or engine to enter Valley track.

31. The "R" track in yard 2 is a running track for movements from Tower "C" to Hoosac Tunnel Diamond; movements in reverse direction must be made under flag protection.

32. Illuminating gas or oil burning switch heaters, used to clear snow and ice from switches, are installed in the territory controlled by Tower "A."

It is permissible for gas motor cars to run over these heaters when burning in above territory; but, enginemen operating trains or drafts propelled with gas motor cars which stop with motor over these switches during period heaters are liable to be lighted will, if gas heaters are burning, turn off heater by closing valve located at each switch.

Restrictions Governing Switching of Oil Plants

Locomotives are forbidden to go beyond a certain point, and lighted lanterns (other than electric) are not permitted inside the yards of the following oil concerns:— Gulf Refining Co., Yd. 10, Mystic Jet., Penn Oil Co., Tide Water Oil Co., Terminal Oil Co., Yd. 21, Mystic River Yd.

Signs will be located just outside of each of above plants designating:— the point beyond which locomotives are **not to go**,— and the point beyond which trainmen or others are **not to use lighted oil lanterns**,— and each sign will also instruct crews, when stopping at sign, to procure an **ELECTRIC LIGHT** from the Oil Plant Office (leaving oil lantern outside) before going into Oil Co. premises when switching oil plant during time that lighted lanterns are necessary.

Switching Restrictions — Ford Plant

Do not use oil lanterns in switching Ford No. 11 — outside track at Ford plant — use electric lanterns obtainable at Gateman's office.

Spring switches East Somerville engine house. One at north end ash pit tracks. The normal position of this switch will be for movements on Ash Pit Track No. 1.

Other at north end of engine house running track and the farm lead. The normal position of this switch will be for movements on the running track.

Switches at New Engine Terminal

A switch directly controlled from **Tower 5** is located under the New Hampshire Route Bridge, connecting Valley 1 track with Track 4 (near Engine House Lead). Normal position of this switch is for movements on Valley 1 track.

A switch directly controlled from **Tower "H"** is located at entrance of Yard 15, connecting Valley 1 track with Yard 15 Lead. Normal position of this switch is for movements to Yard 15.

A **spring** switch leads from Track No. 4 (near Engine House Lead) to Stall No. 20 Engine House. Normal position of this switch is for movements on Track 4.

Spring switches are located at west end of engine house running tracks Nos. 17 and 18 and Diesel ready track No. 16 at west end of yard 15. The normal position of these switches is for movements on track No. 18.

Track 17 is an outward engine house running track for movements from the engine house toward Tower "H."

Track 18 is an inward engine house running track for movements to the engine house from Tower "H."

Track 16 is a Diesel ready track.

Movements in reverse direction on tracks 17 and 18 must be made only under flag protection.

A color-light dwarf signal operated from Tower "H" located to the right of outward running track No. 17 east of the spring switch **governs only outward** (westward) movements over the spring switch.

A color-light dwarf signal operated from Tower "H" located to the right of Diesel ready track No. 16 east of the spring switch **governs only outward** (westward) movements over the spring switch.

Each signal will act only as a starting signal for movements proceeding towards Tower "H" and enginemen must know that all trains and engines are clear of track upon which movement is being made before accepting signal indication. Position of hand throw and direct acting switches in the route must be carefully observed.

When engines are stopped by stop signal indication on above signals, member of crew will use telephone near signal on track 16 at westerly end to inform Tower "H" engine is awaiting move.

Trains or engines trailing through and stopping on spring switches must not take slack or make reverse move until switch points have been thrown by hand.

All **hand thrown** switches west end Yd. 15 must be left lined for Engine House Lead after having been used.

Telephones connecting with Tower "H" and Tower 5 located as follows: One between track No. 4 and track leading to stall No. 20, rear of Engine House, opposite north end of power plant. A member of crew of all engines and trains moving out over these tracks will call Tower 5 giving engine number and destination.

One located in switchtender's shanty at the entrance of Engine House

connecting with Tower "H". Switchtender will call Tower "H" identifying all engines and their destination moving out over track 17.

One located on post at west end of Yard 15 connecting with Tower "H." Trains or engines being stopped for no apparent reason at west end of Yard 15 will immediately use this telephone to notify Tower "H" their engine number and destination.

FREIGHT YARDS 8, 9 and 10, MYSTIC JUNCTION. Clearance Marks Hump Yard Classification Tracks

Yellow marks are located on rails and ties 75 feet beyond the clearance point on all classification tracks, Yards 8 and 9, Mystic Junction.

Cars are not to be left standing between these yellow marks and the clearance point **except** when engine is attached to them or train or draft extends onto or is doubled out on the lead.

Trains or drafts which are yarded on tracks 1 to 6 inclusive in Receiving Yard 8 and cars of which extend south of Bridge 6, must have at least two good hand brakes set on south end. **Before** the hump end portion of a yarded train or draft is cut off, two good hand brakes must also be set on the **hump end** of the remaining portion of the yarded train or draft.

Trains or drafts yarded on any other track in Yard 8 and on any track in Yard 9 must have at least two good hand brakes set on hump end.

NOTE:— The air must be bled from cars before setting hand brakes.

When necessary for road crews on inward freight trains arriving at Boston to double over their head end account track their train pulls in on not long enough to hold the entire train, they will shove the portion being doubled just into clear on whichever track doubled to, unless the Engineer and a member of the train crew are personally notified by the Yardmaster to do otherwise.

When short inward local freight extras pull through one yard track to back their train off onto another yard track, they will back their train off just into clear, and not couple onto other cars beyond the clearance point, unless Engineer and member of train crew are personally notified by the Yardmaster to do otherwise.

Retarder operators must have retarders fully released before allowing any engine, train or draft to move through retarders.

Track skates will be placed on the lower end of all classification tracks in Yard 8 and 9.

It will be the duty of the field man to see that tracks in his territory are properly skated at all times.

After a track has been shoved down to lower end of yard with the exception of tracks 10, 11 and 12, Yard 8, at least 5 good hand-brakes must be applied to lower end after which the skates must be removed.

Crews setting cars in on classification tracks lower Yards 8 and 9 must remove the skates, couple cars onto other cars on the track and apply brakes on cars as specified in above rule. In the event there are less than 5 cars on the track at lower end, skates must be replaced on the track in addition to setting hand-brakes on the cars.

NOTE:— On the so-called "Slot" Tracks, Nos. 10, 11 and 12 in Yard 8, two sets of skates will be used; one set at lower end of track and one set fifteen car lengths from head end of track. Before shoving these tracks down, couple up the cars, remove the upper skates and apply sufficient brakes so engine will have to work steam in shoving them. After cars are shoved to lower end, set at least five good brakes, then replace skates at the upper end of these cars to permit more cars being humped against the skates. Do not hump cars against these cars on lower end until skates are replaced as above stated. Crews moving cars from Tracks 10, 11 and 12, Yard 8, must look out for skates that may be in middle of their train.

Keep Portion of Yard 8 Scale Track Clear

Space on Scale Track between skates at hump end of scale house and cross-walk at lower end of office must be kept clear. If necessary to move cars over this restricted space, a member of crew must precede the movement to warn men who may have occasion to cross the scale track.

The so-called "third iron" from Boston Yard limit board located 1000 ft. south of Somerville Junction to the Dwarf signal located to the right of the third iron just north of Medford St. Bridge, is an inward freight lead and the current of traffic is inward (southward).

OUTWARD (northward) movements over this track may be made only in emergency when authorized by yardmaster, **AND UNDER FULL FLAG PROTECTION.**

The so-called "FOURTH IRON" from the dwarf signal located to the right of the "THIRD IRON" just north of Medford Street Bridge to the entrance of inward yard No. 8 is a continuation of the **INWARD FREIGHT LEAD** and the current of traffic is **INWARD** (southward).

OUTWARD (northward) movements over this **FOURTH IRON** may be made only on permission (verbal or hand signal) from towerman at Mystic Junction **OR UNDER FULL FLAG PROTECTION.**

The above instructions covering both "THIRD" and "FOURTH IRON" movements do not affect movements on these tracks within the home signal limits of the interlocking at Winter Hill. Movements within the interlocking limits will be governed by the General Rules.

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

The **YARD 10 LEAD** between Medford Street Bridge (just south of Winter Hill Station) and Washington Street Bridge at entrance to Yard

10 is an INWARD FREIGHT LEAD and the current of traffic is INWARD (southward).

OUTWARD (northward) movements over this track may be made only on permission (verbal or hand signal) from towerman at Mystic Junction OR UNDER FULL FLAG PROTECTION.

All movements on yard 10 lead will be made as prescribed by General Rule 105.

Humping Signals of the color light type are in service and govern Humping Operations on Yard 8 and 9 Hump Leads.

Indications of these humping signals facing north are as follows:

Single Red.....Stop.

Single Yellow.....Proceed at normal humping speed about 3 miles per hour.

Double Yellow.....Proceed at fast humping speed about 6 miles per hour.

Green.....Proceed at normal yard speed.

Yellow over Red...Back up.

The signal indications specified above are repeated simultaneously at three locations on Yard 8 Hump Lead and five locations on Yard 9 Hump Lead.

These signals apply only to engines engaged in humping operations. All other train, yard and engine crews moving on Hump Lead will comply with General Rules Governing the Operation on Yard Tracks.

Yard 8 — Trimmer Signal

Suspended from the south side of a bracket pole (facing the Classification Tracks) located between the Island Track and the Receiving Yard lead just south of the humping signal at the apex of the Hump is a single color light signal known as a Trimmer Signal, the indication of which shows either Red or Green.

When red indication is shown on this Trimmer Signal, it will signify to engine, yard and train crews occupying Classification Tracks 1 to 39 inclusive, and Receiving Track 16 and Shop Tracks and Scale Track at the upper (hump) end that **humping is proceeding**, and their engines must not foul Hump Lead; but while Trimmer Signal shows red engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engineer or fireman receives proper signal from a member of his crew.

When green indication is shown on Trimmer Signal, it will signify **humping has stopped**, and movements may be made on to Hump Lead from above mentioned tracks after engineer or fireman receives signal from a member of his crew (providing switches are properly lined).

Yard 8 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a dwarf signal located to the right of the Hump Lead about 650 feet north of the Northern Artery Bridge.

All movements on to the Hump Lead from the upper (hump) end of Receiving Tracks 1, 2, 3, 4 and 5, and Buggy Track 6, may be made only after receiving proper hand signal providing switches are properly lined.

It shall be the duty of the Foreman working the Hump engine to see that the switch leading from the Hump Lead to the Receiving Yard is properly lined before allowing any engine assigned to humping cars to move out of any tracks in the Classification Yard or Receiving Yard Tracks 1 to 5 inclusive and the Buggy Track on to the Hump Lead.

Yard 9 — Trimmer Signal

Suspended from the south side of the Humping Signal (facing the Classification tracks) located at the apex of the Hump is a single color light signal known as a Trimmer Signal, the indication of which shows either red or green.

When red indication is shown on this Trimmer Signal, it will signify to engine, yard and train crews occupying Classification Tracks 1 to 34 inclusive, and Receiving Tracks 19, 20, 21, and 22, at the upper (Hump) end, that **humping is proceeding**, and their engines must not foul Hump Lead; — but While Trimmer Signal shows red, engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engineer or fireman receives proper signal from a member of his crew.

When green indication is shown on Trimmer Signal, it will signify **humping has stopped**, and movements may be made on to Hump Lead from above mentioned tracks after engineer or fireman receives proper signal from a member of his crew (providing switches are properly lined).

Yard 9 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a dwarf signal located to the right of the Hump Lead about 600 feet north of the Northern Artery Bridge.

All movements on to the Hump Lead from the upper (Hump) end of Receiving Tracks 1, 2 and 3, and Buggy Track, and Track 35, may be made only after receiving proper hand signal (providing switches are properly lined).

It shall be the duty of the Foreman working the Hump engine to see

that the switch leading from the Hump Lead to Receiving Tracks 1, 2, 3, and Buggy Track, and the switches leading from the Hump Lead to Track 35, are lined in normal position for the Hump Lead, before allowing any engine assigned to humping cars to move out of Classification Tracks 1 to 34 inclusive, or Receiving Tracks 19, 20, 21 and 22, to enter upon the Hump Lead. Any other crews using these two switches must leave them properly lined for the Hump Lead after having been used.

NOTE: — The indications shown on the Trimmer Signals and the "Back Up" indication as shown on the Humping Signals, do not relieve train, yard and engine crews from complying with the General Rules governing the operation on yard tracks.

SIGNAL INDICATIONS — TOWER "C"

Trains intended to move through the interlocking, and to continue on main tracks should not receive "Red Over Yellow" signal.

Enginemmen of such trains receiving "Red Over Yellow" signal must know where they are heading, and stop unless they know why they are being lined out of main line territory.

USE OF AIR ON DRAFTS

Air must be coupled and cut in on drafts moving to and from Mystic Wharf, and when shoved to Yard No. 13 via Fitchburg route main line or via Yard No. 14, or Yard No. 15.

BETWEEN MYSTIC JUNCTION AND MYSTIC WHARF.

Drafts moving between Rutherford Ave. Yards Nos. 19 and 20 and other yards (EXCEPT MYSTIC WHARF) via Mystic Branch must be limited to 20 cars.

Movements over East Somerville crossing will be governed by signals operated from Tower C.

Slow speed signals governing movements in opposite directions on the right-hand track, left-hand track, or engine house track will simultaneously give the Proceed indication, which will allow shifting movements to be made on track governed by signals as long as signals give the Proceed indication.

Semaphore signal located on westerly side of Revere Sugar Crossing governs movements on inward track. (Not interlocked.)

Signal located to right of outward Mystic Branch track, about fifty feet east of Main Street, is not interlocked with hand switches between that point and next home signal in advance.

Spring switch is located on trailing point switch leading from outward Mystic Branch track to the third iron about 100 feet west of the crossing into Wiggin Lumber Yard. All train, engine and yard crews operating over this switch will be governed by Rule 104 of General Special Instructions of current timetable.

METHOD OF CROSSING PROTECTION IN BOSTON YARDS.

(A) Hours of Protection at Manually Protected Crossings.

Location	Weekdays	Sundays and Holidays
E. Cambridge, East St.....	Continuous Protection.	{ Continuous Protection.
Charlestown, Warren Ave.....	7.00 A.M. to 3.00 P.M.	No Protection.
Chas. Riv. Ave.....	7.00 A.M. to 3.00 P.M.	No Protection.
Yd. 19, Austin St.....	1.00 A.M. to 9.00 A.M. near 18 Hou.....	No Protection.
Yd. 20, Hickey's Crossing.....	6.00 A.M. to 2.00 P.M.	No Protection.

Mystic Branch (Chas'n)

Rutherford Ave.....	Continuous Protection.	{ Continuous Protection.
Main St.....	Continuous Protection.	{ Continuous Protection.
Wiggin Lumber Yd.....	6.00 A.M. to 4.00 P.M.	No Protection.
Revere Sugar.....	6.00 A.M. to 5.00 P.M.	No Protection.
Wyman-Allen.....	6.00 A.M. to 5.00 P.M.	No Protection.
N. E. C. & Coke Co....	6.00 A.M. to 4.00 P.M.	No Protection.
Terminal St.....	6.00 A.M. to 5.00 P.M.	No Protection.

NOTE: — All movements over above Crossings during unprotected hours when gates are not down, must be made with engine under control and with all the care necessary to prevent accidents.

(B) Unprotected Yard Crossings.

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

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

F. REYNOLDS, Asst. Supt.

TRAINMASTERS

L. F. MORSE

T. F. McGUANE

J. F. SWEENEY

G. W. MILLER

J. F. McLAUGHLIN

H. J. PAGE, Asst.

SPECIAL INSTRUCTIONS.

PORTLAND AND TERMINAL DIVISIONS.

A. All trains using tracks of the Portland Terminal Company will be governed by the rules, regulations and time tables of that Company.

Train orders required by Boston & Maine R. R. trains to run in sections over Portland Terminal Company, Boston & Maine R. R. Portland Division, Western Route, between Union Station and Tower One, and all trains operating over single track between PT Limit and Cumberland Mills, WN&P Route, will be issued over signature of Superintendent, Boston & Maine R. R., Portland Division.

14. WHISTLE SIGNALS.

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

Between Boston and Willow Street, (Reading Highlands) inclusive, Boston and Salem (main line), Wakefield Junction and Lowell Street, on Saugus and Medford Branches, within city limits of Lawrence, between Bradford and Haverhill Bridge, and at crossings as follows:

LOCATION	STREET	DIRECTION
WESTERN ROUTE.		
Ballardvale	Andover	Both
Andover	Essex	Both
North Andover	Sutton	Both
Exeter	Front	Inward
"	Main	Both
"	Salem	Outward
Dover	Central Ave.	Outward
"	Third and Chestnut Sts.	Inward
Old Orchard Beach, except from Oct. 1st to May 1st:		
" " "	Union Ave.	Inward
" " "	Atlantic Ave.	Both
" " "	Old Orchard	Both
" " "	Walnut Ave.	Outward
EASTERN ROUTE.		
Beverly	Congress	Inward
"	Eliot	Both
"	Balch	Both
"	Kittredge	Both
North Beverly	Dodge	Both
"	Private crossing 2100 feet west of station	Both
Hamilton and Wenham	Larch	Both
"	Main	Both
"	Asbury	Outward
" (Old Essex Br.)	Walnut	Both
Ipswich	Topsfield	Inward
"	Washington	Both
"	Mineral	Both
"	Liberty	Both
"	Linebrook	Outward
Newburyport	Washington	Inward
WORCESTER — AYER — LOWELL AND LOWELL JCT.		
Worcester	Exchange	Both
"	Central	Both
"	Thomas	Both
"	School	Both
"	Market	Both
"	Lincoln Square	Both
"	Garden St.	Outward
Lancaster	Neck Road	
"	(South Crossing)	Outward
"	Bolton Road	Outward
"	Neck Road	
"	(North Crossing)	Inward
"	Center Bridge Road	Inward
NEWBURYPORT BRANCH.		
West Peabody	Lake	Inward
"	Winona	Outward
Danvers	Pickering	Inward
"	Charter	Both
"	Maple	Both
"	Oak	Both
"	Poplar	Both
"	Chestnut	Outward
DANVERS BRANCH.		
Salem, Mass.	North	Both
"	Flint	Inward
"	Grove	Outward

LOCATION	STREET	DIRECTION
Peabody	Howley	Inward
"	Caller	Both
"	Wallis	Both
"	Central	Outward
Danversport	Purchase	Outward
Danvers	Elm	Inward
"	Cherry	Outward
FORMER SOUTH READING BRANCH.		
Peabody	Franklin	Inward
"	Church	Both
"	Lowell	Both
SALEM WHARF TRACK.		
Salem, Mass.	Collins	Both
"	Fort Ave.	Both
"	Derby	Both
SALEM BRANCH.		
West Peabody	Newbury	Inward
"	Lowell	Outward
SWAMPSCOTT BRANCH.		
Phillips Beach	Humphrey	Outward
Beach Bluff	Seaview Ave.	Outward
"	Beach Bluff Ave.	Inward
"	School and	Both
Marblehead	Bessom (Between 9 P.M. and 6 A.M. Daily)	
MARBLEHEAD BRANCH.		
Loring Ave. Station	Loring Ave.	Both
Forest River	Lafayette	Both
GLOUCESTER BRANCH.		
Beverly	Eliot	Both
"	Cabot	Both
Montserrat	Essex	Both
"	Paradise Road	Outward
"	Between SPRING ST. just west and ESSEX ST. just east of station	Both
Prides	Hale (east of station)	Both
"	Inward trains sound whistle 14(m) during hours crossing is not protected.	
"	East Thissell	Both
"	West Thissell	Both
"	Outward trains sound whistle 14(m).	
Beverly Farms	West (at station)	Inward
"	During hours crossing is protected.	Outward
"	West, Lee's Crossing east of station	Outward
"	During hours crossing is protected	Inward
"	Beach	Both
Manchester, Mass.	Beach	Both
"	Sea	Both
ROCHESTER YARD.		
Former Lakeport Branch	Summer	Outward
"	Autumn	Outward
14(l) SOUND SIGNAL 14(l) not to exceed 10 seconds at the following crossings:		
Plaistow	Main Street	
Newfields	Squamscott Street.	
Manchester, N. H.	Between Willow and Page Streets.	
14(m) SOUND SIGNAL 14(m) AT "ONE WHISTLE" POST APPROACHING		
Prides	West Thissell St.	Outward
Gloucester	Private crossing at east end of Squam River Bridge.	
Pillings Pond	.75 mile east of Lynnfield Centre.	
New England Sand and Gravel Co.	crossing 1.50 mile west of West Peabody.	
Newington	Private crossing at entrance to Atlantic Terminal Co.'s plant.	
Rochester	All southward trains on old Lakeport Branch approaching Hubbard Shoe factory located between Wakefield St. and Rochester station.	
Place	Old Lakeport Branch 4.41 miles north of Rochester.	

SPECIAL:

- Ayer** Engines of **EASTWARD FREIGHT TRAINS** going to house at Middlesex will sound whistle, one short, one long, one short, when passing Ayer tower as notification of going into Middlesex. Ayer tower will notify North Chelmsford.
- Bleachery Tower** Engines of freight trains which are to take water at Middlesex will sound whistle, one short, one long, one short, as notification to towerman that water is to be taken at Middlesex.
- Dover** Avoid unnecessary whistling during night. Make sounds of shortest duration possible.

33. PUBLIC CROSSINGS

ALL TRAINS AND ENGINES, INCLUDING SWITCHING MOVEMENTS, MUST STOP WITHIN FIFTY (50) FEET OF HIGHWAY CROSSINGS SPECIFIED BELOW, AND A MEMBER OF THE CREW PROTECT CROSSING.

STREET RAILWAY CROSSINGS — All train and shifting movements over street railway crossings, unless protected by a watchman or automatic signals, must be protected by a member of the crew.

THE FOLLOWING EXCEPTION IS MADE:

Springvale (Pleasant St.) — This crossing must be protected by member of crew for all switching movements, moves through siding or crossover west of crossing.

EASTERN ROUTE:—

- Revere** — State Highway crossing over the Wonderland siding located east of Revere Station.
Crossing over the East Boston Branch just west of Maverick Mills.
State Highway crossing over Maverick Mills siding north of Addison St. In addition, maximum speed is four (4) miles per hour while passing over this crossing.
Forbes Lithograph plant. A member of train crew must precede all movements of cars and engines over crossings in plant yard in addition to operating bell located on garage.
- Swampscott** — Side track leading from inward Main Line. Lynn Sand & Stone Co. shall furnish a flagman to protect movements over Danvers Road Crossing. In addition maximum speed is four (4) miles per hour. When flagman cannot be seen, a member of the crew must protect crossing.
- Salem (Phillips Wharf Branch)**
Fort Avenue
Collins Street
Derby Street
(Foremen of yard engines enroute from Phillips Wharf to Salem will advise Towerman at Salem Tower by telephone at Collins Street when ready to move.)
- Beverly (Gulf Refining Co. Track)**
Cabot Street on private track. Also, speed over this crossing is restricted to ten (10) miles per hour.
- Newburyport (City Railroad)**
Purchase Street
Water Street
Pond Street Spur
State Highway on house track
- Portsmouth Yard** — Bartlett St.
- North Berwick**
Wells St., just east. Speed not to exceed 5 miles per hour.
- Biddeford and Saco**
Main St.
Lincoln St.
Bradley St.
North St.
Speed not to exceed 5 miles per hour.
- MEDFORD BRANCH:—**
Glenwood — Spring Street just east of station.
- WAMESIT TO TEWKSBURY** (Old Southern Division track):—
Avery Chemical Co. Crossing between Wamesit and State Hospital track.
Tewksbury Ctr. — North Street.
- State Hospital Track** — East Street Crossing, Tewksbury. Also, speed not to exceed four (4) miles per hour.

LAWRENCE YARD — South Broadway
Beacon Street
Merrimac Street
Union Street
Central Bridge
Lowell Hill
Lowell Hill
At Passenger Station
North Canal
North Canal

MACHINE SHOP BRANCH:—

North Andover — Main Street .04 mile east
Machine Shop — Elm Street .01 mile east
State Highway 2275 feet east
Stevens — Osgood Street .01 mile east

FORMER GEORGETOWN BRANCH:—

Bradford — Appletons Crossing 5000 feet east

FORMER MERRIMAC BRANCH:—

Whittiers Crossing — East of Newton Jct.
Newton — Crossing at station

MARBLEHEAD BRANCH:—

Loring Avenue — Crossing at station
Forest River — Crossing at station

FORMER SOUTH READING BRANCH:—

Peabody — Central Square
Church Street .11 mile west
Franklin Street .19 mile west
South Peabody — Summit Street and Allen's Lane, east of station

FORMER ESSEX BRANCH:—

Hamilton & Wenham — Walnut Street.

AMESBURY BRANCH:—

Salisbury — Cushing Street .65 mile east of station, all trains approach crossing prepared to stop in case crossing protection signals are not working.
Rabbit Road 2.00 miles east of station.
Fowlers Crossing 2.33 miles east of station. All trains approach crossing prepared to stop in case crossing protection signals are not working.

Salisbury Point

Rocky Hill Road — at station. All trains approach crossing prepared to stop in case crossing protection signals are not working.

FORMER DOVER BRANCH:—

Dover — Central Ave.
Fisher Street
Folsom Street
Washington Street

NAVY YARD BRANCH:—

Kittery Jct. — State Road Crossing .48 mile east
Kittery Navy Yard — Crossing at Station

WOLFEBORO BRANCH:—

Wolfeboro Falls — Center Street

CROSSINGS LISTED BELOW ARE REGULARLY PROTECTED AS STATED. WHEN PROTECTION IS NOT PROVIDED, ALL MOVES OVER CROSSING MUST BE STOPPED AND CROSSING PROTECTED BY MEMBER OF CREW EXCEPT WHERE OTHERWISE NOTED.

EASTERN ROUTE	WEEK DAYS	SUNDAYS
Beverly		
Elliott St.	4.00 A.M. to 11.20 P.M.	3.00 A.M. to 11.20 P.M.
Balch St.	4.00 A.M. to 11.20 P.M.	3.00 A.M. to 11.20 P.M.
North Beverly		
Kittredge Crossing	4.00 A.M. to 11.20 P.M.	3.05 A.M. to 11.20 P.M.
Dodge St.	4.00 A.M. to 11.20 P.M.	3.05 A.M. to 11.20 P.M.
Wenham		
Larch Row	4.00 A.M. to 11.25 P.M.	3.10 A.M. to 11.25 P.M.
Main St.	4.00 A.M. to 11.25 P.M.	3.10 A.M. to 11.25 P.M.
Asbury St.	4.00 A.M. to 11.25 P.M.	3.10 A.M. to 11.25 P.M.
Ipswich		
Topsfield Road	4.10 A.M. to 11.30 P.M.	3.25 A.M. to 11.30 P.M.
Washington St.	4.10 A.M. to 11.30 P.M.	3.25 A.M. to 11.30 P.M.
Mineral St.	4.10 A.M. to 11.30 P.M.	3.25 A.M. to 11.30 P.M.
Liberty St.	4.10 A.M. to 11.30 P.M.	3.25 A.M. to 11.30 P.M.
Linebrook Road	4.10 A.M. to 11.30 P.M.	3.25 A.M. to 11.30 P.M.

EASTERN ROUTE	WEEK DAYS	SUNDAYS
Newburyport Washington St.	3.50 A.M. to 11.50 P.M.	3.35 A.M. to 11.50 P.M.
Portsmouth Vaughan St.	6.00 A.M. to 12.05 A.M. or after passage of No. 265—and will be protected for No. 22.	6.00 P.M. to 12.05 A.M. and will be protected for No. 22.
Market and Green Sts.	6.00 A.M. to 4.10 A.M. or after passage of No. 22.	5.10 P.M. to 4.10 A.M. or after passage of No. 22.

At above crossings watchmen will remain on duty until after passage of last regular train, including sections thereof, and Portsmouth-Boston local freight due to leave Portsmouth at 6.45 P.M. daily except Sunday.

NEWBURYPORT BRANCH:—

Wakefield Jct.	Bennett St.	{ Automatic flasher and Traffic signal crossing protection. Between 6.00 A.M. and 5.15 P.M. a Watchman will be located in cabin at Main St. to manually control flasher and traffic signals at those 4 crossings; when trains are standing on track circuit during those hours trainmen are relieved from the requirements of General Special Instructions at those 4 crossings. During other hours when train stops on circuit that keeps flasher working, a member of train crew will protect as per General Special Instructions.
Wakefield Ctr.	Richardson St.	
	North Ave.	
	Main St.	

HOURS PROTECTED WEEK DAYS ONLY

Wakefield Ctr.	Water St.	Mondays to 6.00 A.M. to 7.30 A.M.
	New Salem St.	Fridays inc. 4.00 P.M. to 5.00 P.M.
		Saturdays 6.00 A.M. to 7.30 A.M.
		12.30 P.M. to 5.15 P.M.
	Salem St.	Not Protected. Reduce speed to five (5) miles per hour.
Lowell St.	Crossing at Station	— No Watchman.
Lynnfield Ctr.	Summer St.	Protected for No. 1300 and No. 1308.
	Skinner Road Crossing	3/4 mile east of station. Flasher No stop rerequired.
West Peabody	Pine St.	No Watchman.
	*Newbury St.	Mondays to 5.45 A.M. to 7.30 A.M.
		Fridays inc. 4.00 P.M. to 5.30 P.M.
		Saturdays 5.45 A.M. to 7.30 A.M.
		12.30 P.M. to 5.30 P.M.

*When crossing watchman is not on duty a member of crew will operate the manually controlled street traffic signals.

Collins St.	Crossing at station	— No Watchman.
Tapleyville	Holton St.	Mondays to 5.40 A.M. to 7.00 A.M.
		Fridays inc. 4.30 P.M. to 5.30 P.M.
		Saturdays 5.40 A.M. to 7.00 A.M.
		1.00 P.M. to 5.30 P.M.
Danvers	Maple St.	Mondays to 5.00 A.M. to 7.00 A.M.
		Fridays, inc. 4.20 P.M. to 6.15 P.M.
		Saturdays 5.00 A.M. to 7.00 A.M.
		1.00 P.M. to 6.15 P.M.
		Remains on duty until passage of DH extra west.
	Charter St.	No Watchman.
	Adams Street	— Side track leading to Hygrade-Sylvania Plant, in addition maximum speed is four (4) miles per hour while passing over this crossing.
Putnamville	Crossing at Station	— No Watchman.
Wenham Road	Crossing	Not protected, reduce speed to five (5) miles per hour.
Topsfield	High St.	1.07 mile west of station, not protected, reduce speed to five (5) miles per hour.
	Turnpike	.46 mile west of station, not protected, reduce speed to ten (10) miles per hour.
	Summer St.	.09 mile west of station, not protected, reduce speed to five (5) miles per hour.
	Main St.	.08 mile east of station, not protected, reduce speed to five (5) miles per hour.

SALEM BRANCH:—

Peabody	Crowninshield St.	Not protected.
	A. C. Lawrence Leather Co.	— Side track over Crowninshield St. Not protected.
	Endicott St.	Not protected.
	Circumferential Highway	— Traffic Signals. No stop required.

Proctor	Prospect and Lowell Sts.	} Flashers. No stop required.
West Peabody	Newburyport Turnpike	
Phelps Mills	Lowell St.	Not protected.
	Russell St.	Not protected.
South Middleton	Russell St.	Flasher — No stop required.
	Boston St.	Flasher — No stop required.
	EXCEPTION:— All trains and engines on Salem Branch between Peabody and South Middleton will approach crossings having automatic protection prepared to stop and will stop and protect if signals are not operating.	

MANCHESTER AND LAWRENCE BRANCH:—

Lawrence — Watchman on duty:	Week days	Sundays
Merrimac St.	5.45 A.M. to 5.15 P.M.	4.55 P.M. to 7.55 P.M.
Broadway	5.45 A.M. to 5.05 P.M.	4.55 P.M. to 7.55 P.M.
Water St.	5.45 A.M. to 5.05 P.M.	4.55 P.M. to 7.55 P.M.
Essex St.	5.45 A.M. to 5.05 P.M.	4.55 P.M. to 7.55 P.M.
Haverhill St.	5.45 A.M. to 5.05 P.M.	4.55 P.M. to 7.55 P.M.
	or after passage of No. 1511.	or after passage of No. 1556.

Crossings will not be protected on Jan. 1, Feb. 22, May 30, July 4, Sept. 1, Nov. 28, Dec. 25, except BROADWAY will be protected for Nos. 1502 and 1511.

Broadway Crossing, Lawrence.

When Crossing Tender goes off duty he should leave the lights showing green and the lights should remain on; then whenever it is necessary for train or engine movements over the crossing, there is a control switch located under the stairs leading to crossing cabin, with a switch lock on it, and the crews can and should, by the use of this control switch, throw lights red. After the crossing is properly cleared the crew should throw this switch back in order to restore the lights to normal, but under no circumstances should the signal lights be cut out entirely.

It should be thoroughly understood, however, that the carrying out of the above instructions does not relieve the crew involved at the time from flagging themselves over the crossing.

Methuen — Union Street, just south of station

Salem, N. H. — Crossing at station.

Canoie Lake — Crossing just north of station.

Windham — Three highway crossings known as "Stickneys" located 0.2 mile, 0.5 mile and .07 mile north of station. No Watchman.

Derry — South Avenue crossing. Siding and main track while making switching movements. Broadway Crossing at Station.

MANCHESTER, N. H., YARD:—

Baker Street Bells — no stop required.

Beech Street Bells — no stop required.

EXCEPTION:— All trains and engines will approach Baker and Beech Streets prepared to stop and protect movements over crossings if protection signals are not working.

PORTSMOUTH BRANCH:—

Greenland — Protected week days only from 7.15 A.M. to 8.45 A.M. and 4.00 P.M. to 5.30 P.M.

Raymond — Crossing north end of station.

CROSSINGS, MANCHESTER YARD, PORTSMOUTH BRANCH.

Following are names of crossings between East Manchester and Manchester, N. H. and kind of protection and hours protected by watchman.

Crossings	Hours of Crossing	Watchmen	Kind of Protection
Massabesic Street at E. Manchester Sta.	All trains stop and member of crew protect crossing.		
Taylor Street			Bell.
Belmont Street			Bell.
Valley Street	Week days 6.30 A.M. to 6.15 P.M.		Bell and watchman.
	Sundays. No protection.		
Wilson Street	Week days 6.30 A.M. to 6.15 P.M.		Bell and watchman.
	Sundays. No protection.		
Hayward Street			Flasher and bell.
Lincoln Street			Bell.
Silver Street	Week days 6.30 A.M. to 6.15 P.M.		Gateman.
	Sundays. No protection.		
Maple Street	Week days 6.30 A.M. to 6.15 P.M.		Gateman.
	Sundays. No protection.		
	(Gateman located between Silver and Maple Streets)		
Beech Street			Flashers.
Union Street	Week days 7.35 A.M. to 3.35 P.M.		Flashers.
Willow Street			Flashers.
	(Watchman located in elevated cabin between Beech and Union Sts.)		

operates flashers on Beech, Union and Willow Sts. to avoid false indications.)

FORMER LAKEPORT BRANCH:—

Dover — Fourth Street. No watchman.
Gonic — Railroad Ave. (Just south of station) No Watchman.
Rochester — Summer St. Protected 7.20 A.M. to 6.15 P.M. week days only.
Portland St. } Protected 9.30 A.M. to 5.30 P.M. daily
Winter St. } Except Sundays and holidays.
Main St. }
Upham St. No watchman

SAUGUS BRANCH:—

	MONDAY TO FRIDAY		SATURDAY ONLY	
	A.M.	P.M.	A.M.	P.M.
Bell Rock Medford St. Malden (E) Main St. Ferry St.*	5.45 to 7.45	3.30 to 5.30	5.45 to 7.45	12N. to 6.00
Faulkner Franklin St. Bryant St. Faulkner St. Cross St. Maplewood Maplewood St.	5.35 to 7.35	3.30 to 5.30	5.35 to 7.35	12N. to 6.00
Broadway Broadway* Linden Beach St.* Lynn St.				
Franklin Park Salem St. Cliftondale Essex St. Pleasant Hill Adams Ave. Saugus Central St.	5.30 to 7.30	3.40 to 5.40	5.30 to 7.30	12N. to 6.00
East Saugus Boston St. Raddin Summer St. Ashland St. Lynn Common Cottage St. Spencer St. Western Ave. Summer St.	5.20 to 7.20	3.40 to 5.40	5.20 to 7.20	12N. to 6.00

Watchmen will remain on duty until passage of 2112 in A.M. and of 2113 in P.M.

*During the hours when crossing tenders are not on duty all trains will stop and have member of crew operate traffic lights to red, flag crossing while train is passing over and after train has cleared crossing will restore traffic lights to green.

SWAMPSCOTT BRANCH:—

Phillips Beach — Humphrey St. Is protected 5.15 A.M. to 10.00 P.M. or until passage of No. 2228 week days only.
Devereux — Pleasant St. Is protected 5.20 A.M. to 9.50 P.M. or until passage of No. 2228 week days only.
Marblehead — School St. Watchman protection for all regular trains into Marblehead.

All drafts, engine and train movements out of Marblehead and all extras, drafts and light engines into Marblehead must stop and a member of crew protect crossing. Bessom Street. Flasher signals at Bessom Street, Marblehead, automatically protect trains entering or leaving Marblehead on Swampscott Branch track only.

The automatic setting points for these signals on Swampscott Branch are located about 500 feet west and 550 feet east of Bessom Street.

When a train stops, or makes a reverse move or switches on Swampscott Branch track within the signal circuit affecting Bessom Street, a member of crew must operate the signals manually.

All trains moving on Marblehead Branch track over Bessom Street Crossing must stop before reaching crossing, and a member of crew will manually operate flasher signals while train is passing over crossing.

There is a three-position manual flasher control lever located on signal pole just outside crossing shanty operated as follows:

- (a) The "on" position causes signals to operate continuously.
- (b) The "off" position signals to cease operation and allows street traffic to pass.
- (c) The "normal" or middle position of lever places the automatic control in service, and lever must be left in that position after manual operation is completed.

Six (6) miles per hour reduce speed boards have been placed on Swampscott and Marblehead Branches about 4000 feet west of Bessom Street. A "slow" board is located 500 feet west of Bessom Street, and all trains into Marblehead are restricted to six (6) miles per hour from that "slow" board up to and including Bessom Street Crossing.

All trains out of Marblehead are governed by a "slow" board located 550 feet east of Bessom Street, indicating that trains from Marblehead are restricted to six (6) miles per hour from that "slow" board up to and including Bessom Street crossing

DANVERS BRANCH:—

North Street, Salem — No crossing tender on duty at North Street Crossing, Salem, Mass., between 11.00 P.M. on Saturdays and 11.00 P.M. on Sundays.

**Week Days
Monday to Fridays, Inc.**

Salem
Flint St. } 4.25 A.M. to 7.00 A.M.
Grove St. } and
1.30 P.M. to 6.30 P.M.

Saturdays

Peabody
Wallis St. } 4.25 A.M. to 7.00 A.M.
Howley St. } and
Central St. } 11.40 A.M. to 5.05 P.M.

Danvers

Elm St.
Danvers
Cherry St. No watchman.
Driveway on "Y" No watchman.
Crossing watchmen will remain on duty until passage of last regular train.

GLOUCESTER BRANCH:—

Crossing Watchman Protection — As Follows:

STATION AND CROSSING	WEEK DAY HOURS (until passage of 2549)	SUNDAY HOURS (until passage of 2549)
Beverly Elliot St. } Cabot St. }	5.20 A.M. to 11.45 P.M.	3.35 A.M. to 11.45 P.M.
Montserrat Essex St.	5.15 A.M. to 11.45 P.M.	3.40 A.M. to 11.45 P.M.
Prides Hale St.	5.10 A.M. to 11.55 P.M.	3.45 A.M. to 11.55 P.M.
Beverly Farms West St. } Lees' }	5.10 A.M. to 11.55 P.M.	3.45 A.M. to 11.55 P.M.
Manchester, Mass. Beach St. } Sea St. }	5.00 A.M. to 11.55 P.M.	3.50 A.M. to 11.55 P.M.
Gloucester Washington St. } Maplewood Ave. } Willow St. }	4.50 A.M. to 12.10 A.M.	4.10 A.M. to 12.10 A.M.

"EXCEPTION:— When no crossing watchman on duty at Hale Street (Prides), West Street (Beverly Farms) and Lee's crossing (east of Beverly Farms), trains may pass over crossing at a speed not exceeding eight (8) miles per hour."

CONWAY BRANCH:—

Crossing Watchman Protection. — As follows:

STATION AND CROSSING	WEEK DAY HOURS	SUNDAY HOURS
Foundry Crossing at station	6.00 A.M. to 10.00 P.M.	For trains 2951, 2956 and 2924.
Somersetworth Depot Street } Berwick Street }	6.00 A.M. to 10.00 P.M.	For trains 2951, 2956 and 2924.
Rochester Summer Street } Portland Street } Winter Street }	7.20 A.M. to 8.20 P.M. or until passage of No. 2924.	For trains 2951, 2956 and 2924.

STATIONS AND CROSSINGS	WEEK DAY HOURS	SUNDAY HOURS
Hayes		
Highway crossing on Spauldings track.	No watchman.	No watchman.
Spauldings track between Hayes and Milton State Highway	No watchman.	No watchman.
Milton		
Lebanon Street, .20 mile south of station.]	7.10 A.M. to 3.15 P.M. and for trains 2917 and 2924.	For trains 2951, 2956 and 2924.
Union		
Main Street	7.00 A.M. to 8.00 P.M. or after passage of trains 2917 and 2924.	For trains 2951, 2956 and 2924.
Sanbornville		
Main Street	For trains 2909 and 2924.	For trains 2951, 2956 and 2924.
Ossipee		
Main Street	For regular trains.	For regular trains.

WEST GONIC AND P. T. LIMIT: —

Rochester	Portland St.	} Protected 9.30 A.M. to 5.30 P.M. daily except Sundays and Holidays.
	Winter St.	
	Main St.	
	Upham St.	
Salmon Falls Crossing	First crossing east.	No Watchman.
Eastwood	Crossing just east of station.	No Watchman.
Westcott	Limerick Road. First crossing east of station.	No Watchman.
Bar Mills	Allens. $\frac{3}{4}$ mile east of station.	No Watchman.

OTHER HIGHWAY CROSSING REGULATIONS: —

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

Melrose — Outward trains scheduled to stop, with six cars or less, will stop to clear West Emerson Street crossing.

Inward trains scheduled to stop will clear West Emerson Street crossing. Outward trains may pull in while inward train is standing at station but must stop before reaching West Emerson Street crossing.

Inward trains will not pull in while outward train is standing at station but must stop before crossing West Emerson Street crossing, and not pull in until outward train is clear of station.

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

North Andover — In order to avoid false indication on highway crossing flasher signals at No. Main St., movements to and from the former Machine Shop Branch must be made in the following manner: On movements from Lawrence to Machine Shop — stop to clear insulated joints 25 feet west of Marblehead St. crossing. Trainman walk ahead and open branch track switch and engine will not be moved until this switch is open. Do not restore switch to normal until engine or cars have cleared insulated joints on branch track which are located 100 feet east of main line frog. Cars must not be left standing west of the insulated joints while switching the Texaco track.

On movements from Machine Shop to Lawrence — stop to clear insulated joints 100 feet east of main line frog, trainman walk ahead and open main line switch. Do not restore switch to normal until engine or cars have cleared insulated joints on eastward main track located 25 feet west of Marblehead St. Crossing.

Biddeford — Shifting movements over Lincoln Street and Elm Street leading to Pepperell Manufacturing Company must not be made faster than six (6) miles per hour and a member of the crew protect crossing within working portions of the street.

Saco — Shifting movements over Gooch Street, a member of the crew protect crossing.

Old Orchard Beach — Train stopping at station will stop to clear crossing at Old Orchard Street.

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

Lynn Common — Outward trains scheduled to stop will stop clear of Western Avenue crossing.

Phillips Beach — When making station stop, will avoid blocking Humphrey St.

Danversport — To avoid false indications for automatic wigwag and flashing signal at Purchase Street crossing .5 mile east of station, outward freight trains having work to do on the house track will stop and cut off engine opposite freight house and make sure that east end of train is left west of insulated joints which are located 2010 feet west of Purchase St. crossing. Cars for sidetrack should be taken east of Purchase St. crossing far enough to clear insulated joints about 30 feet east of the crossing, then back west and do switching. When finished switching, entire train should be backed west to clear insulated joints 2010 feet west of crossing before going east. While switching over the crossing, a member of the crew must protect crossing.

Danvers — Passenger crews setting off and picking up cars will do their work from east end of yard to avoid operating signal.

Milton — No cars should be placed closer than fifty (50) feet of crossing.

North Conway — Ringing section for automatic signal at Kearsarge crossing north of North Conway for outward trains is 586 feet and a board is erected at the beginning of the ringing section marked "Bell Circuit Starts Here". Outward trains will not exceed speed of fifteen (15) miles per hour from point 586 feet south of crossing until after train has passed crossing. Ringing point is located about 200 feet north of switch leading to engine house and to avoid false indications of signal, engines using engine house track will not pass over ringing point. Trains will do switching at south end of yard.

Bindgemery } No cars should be placed closer than fifty (50) feet of crossing.

Lowell — Meadowcroft St. Crossing — in Lowell yard must not be blocked. Track holds 125 cars and engine, station to Meadowcroft Street. Conductors must report to Superintendent in any case where this crossing is blocked.

Lancaster — Westbound freight trains that cannot get a run ahead of first class trains from Lancaster will hold back until they can get a run to avoid blocking any crossings east of Lancaster

Lincoln Square — All trains scheduled to stop will stop clear of Lincoln Square Crossing.

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS. (See General Special Rule 33).

Wellington.....	Fifth Street.
Reading Highlands.....	Willow Street.
North Wilmington.....	Concord Ave.
	Middlesex Ave.
Andover.....	Cemetery Crossing.
North Andover.....	North Main Street.
Ward Hill.....	Cross Street.
Haverhill to P. T. Tower One..	All crossings.
Stony Brook Branch.....	All crossings.
Lowell Branch.....	All crossings.
Newbury.....	Knights Crossing.
Newburyport.....	Parker Street.
Montserrat.....	Spring Street.
	Paradise Road.
Prides.....	East Thissell Street.
Lancaster, Mass.....	Neck Road South .01 mi. east on eastward track only (30 MPH for reverse movement).
	Damon's Crossing 1 mile east.

HIGHWAY CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE — (See General Special Rule 33)

*Prides.....	West Thissell St. 0.31 west of Prides.
	Control box in crossing shanty at Hale St. and will be operated by crossing watchman.
**Beverly Farms.....	Beach Street.
	Control box on west end of freight house.
Manchester, Mass.....	Sea Street.
	Control box in crossing shanty.
Wellington.....	Fifth Street.
	Control box about 300 feet west of crossing.
Middlesex Ave. (Medford Branch)	
	Control box on pole near track on Boston side of crossing.
Londonderry.....	Rockingham Road.
	Control box just south of crossing on station side of track.
**Ward Hill	
	Control box on steel case on Southeast corner of crossing.
**Plaistow.....	Main Street.
	Control box on west end of station. Control box on case on southeast corner of crossing.
**East Kingston.....	Kensington Road.
	Control boxes on steel case on southeast corner of crossing.
**Newmarket.....	Exeter Street.
	Control box on steel case at southeast corner of crossing.

- Newmarket..... Shackford's Road.
- Control box on post 1000 feet west of crossing for eastward trains.
- Rollinsford, Conway Br. Broadway crossing (Electric Gates).
- Control box on pole north of wye switch on Conway Branch.
- Hayes..... South of Hayes Station.
- Control box on pole about 100 feet south of north end of passing siding.
- **Conway..... North Road Crossing, 1400 feet south of station.
- Control box on post at switch at south end of house track.
- **Conway..... North Road Crossing.
- Control box on post at United Shoe Machinery switch 800 feet south of crossing.
- **Lancaster, Mass..... Center Bridge Road Crossing eastward.
- Neck Road South Crossing westward.
- **West Boylston..... Shrewsbury St. Control box at switch leading to Shell Oil Co. track about 1800 ft. east of crossing.
- *Westward Trains stopping at Prides must use at least 20 seconds East Thissell St. to West Thissell St.
- **Trains that use the cut out must use at least 20 seconds after cut out is restored before passing over the crossing.

83-a-b-c. TRAIN REGISTER.

Amesbury	Portsmouth.
Boston.	Rockingham (Portsmouth Branch.
Clinton (Cent. Mass. trains)	Regular trains only).
Danvers.	Rochester.
Gloucester.	Rockport.
Intervale.	Salem, Mass. (Marblehead Branch).
Lawrence (Branch).	Salisbury (Branch).
Manchester, N. H.	Sanbornville.
Marblehead.	Swampscott (Branch). Westward
Medford.	trains Register by slip.
Newburyport.	Topsfield.
North Berwick (For trains running	Wakefield Junction (Newburyport
Eastern Route between No. Ber-	Branch).
wick and Boston, or intermediate	West Peabody — Eastward. (New-
points).	buryport Branch). First class
North Conway.	trains only.
Peabody.	Wolfeboro.

Outward first class trains will accept signal indication at Medford Jet. as authority to enter the Medford Branch. (See General Rule 83.) **All inferior trains before entering the Medford Branch must procure Train-Register Form 54.**

Trains entering Conway Branch at Rollinsford will be cleared by train register Form 54.

Trains arriving at Intervale will register on the register book at Intervale and leave register slip at North Conway.

Westward trains requiring it will be given Form 54 Clearance at Lancaster, covering trains scheduled from that point, and when possible, covering trains scheduled from Clinton Engine House.

In the absence of Form 54 to cover trains scheduled from Clinton Engine House they can obtain same from Dispatcher by use of telephone located at Clinton Engine House switch.

Eastward trains requiring it will be given Form 54 Clearance covering trains scheduled from East Switch at Barber.

Trains registering at Clinton from the Central Mass. Branch will be understood to have covered their schedule over that branch.

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

Use former outward main track between **Wakefield Junction and Wakefield Centre.**

A siding extending **between Hampton and North Hampton**, designated "**Hampton**." Inferior trains or trains designated to take siding at Hampton must pull in at first switch of siding in all cases. (General Rules 88-89.)

Somersworth, use long siding (formerly the Conway Branch track) between switch just north of Foundry and Somersworth station.

Milton, use long siding north of the passenger station.

Union, use long siding south of the passenger station.

93. YARDS. LIMITS DEFINED BY YARD LIMIT BOARDS. DESIGNATION AND USE OF TRACKS IN YARD LIMITS.

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

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

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

Portsmouth Yard limit, on former Dover Branch, includes the tracks to Newington.

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

Epping yard limit on former Nashua line includes the tracks between Epping and Fremont.

Rochester yard limit includes former N&P line to a point just west of the old station location at West Gonic and on former Lakeport Branch from a point 1490 feet south of Gonic to Farmington.

RESTRICTIONS GOVERNING SWITCHING OF OIL PLANTS.

Lighted lanterns (other than electric) are not permitted while switching the following plants:

Chelsea — American Oil Co. — Locomotives will not operate on gasolene rack tracks while cars are connected for loading or unloading. Crews will obtain electric lanterns from Station Agent.

Revere & East Boston (Chelsea Yard):

Tide Water Oil Co. A sign is located outside each plant designating the point beyond which locomotives are not to go.

Hartol Products Co. Crews will obtain electric lanterns from station agent at Chelsea.

Socony Vacuum Oil Co. Crews will obtain electric lantern from watchman at the plant.

Sun Oil Co. Crews will obtain electric lanterns from crossing house at Spring Switch.

Naval Depot Crews will obtain electric lanterns located in box about 800 ft. inside the gate.

Beverly — Gulf Refining Co. — Crews will obtain electric lanterns from Watchman at the plant.

Portsmouth — Standard Oil Co. — Crews will obtain electric lanterns from crossing house at Spring Switch.

Newington — Atlantic Term. Co. — Crews will obtain electric lanterns located in box about 800 ft. inside the gate.

West Boylston — Shell Oil Co. — Crews will obtain electric lanterns from Watchman at the plant.

98. RAILROAD CROSSINGS AT GRADE.

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

DANVERS. ROCHESTER. WEST PEABODY.

Eastward Train Movements on Newburyport Branch.

"Stop" post governing eastward Newburyport Branch trains crossing Salem Branch at West Peabody near Pine Street crossing **one stop** at this post will serve for the crossing stop and the Salem Branch stop.

"Stop" post governing eastward Newburyport Branch trains crossing Danvers Branch at Danvers **one stop** at this post will serve for the Pickering Street crossing stop and the Danvers Branch stop.

Westward Train Movement on Newburyport Branch.

"Stop" post governing westward Newburyport Branch trains crossing Danvers Branch at Danvers **one stop** will serve for the station stop and the Danvers Branch stop.

98a. SPEED RESTRICTIONS

MAIN LINE (WESTERN ROUTE).

		MILES PER HOUR			
		DIESEL POWERED PASSENGER			
		DIRECTION	TRAINS	PASS.	FRT.
North Station to Hoosac Tunnel Diamond				15	
Hoosac Tunnel Diamond to Draw 8, E. Somerville				40	
Draw No. 8, E. Somerville				20	
		MILES PER HOUR			
		DIESEL POWERED PASSENGER			
Maximum	Draw No. 8, East Somerville to P.T. Tower One	Both	75	70	45
Restricted Reading Highlands	On curve at Bridge 13.59 one mile east of Station	Both	65	60	40
Lawrence:					
	Engine House to Andover St.	Both	60	60	35
	Andover St. to Osgood St.	Both	45	45	—
	Lawrence Station Track	Both	10	10	10
North Andover:					
	Shawsheen River to No. Main St.	Both	65	60	40
	Curve 1 mile east of station	Both	65	60	40
Ward Hill:					
	1st curve west of station at MP-30	Both	65	60	40
	Bradford Curve (Board)	Both	30	25	25
	Dover (Central Avenue) (Board)	Both	40	35	35
	Biddeford (Curve at Main St.)	Both	50	45	45
	Saco (Main Street)	Both	30	30	30

SPEED RESTRICTIONS, P.T. Co.

	DIRECTION	MILES PER HOUR PASS.	FRT.
As shown in Portland Terminal Co. current Time Table.			
P.T. Tower One to Fore River Bridge	Both	40	20
Fore River Bridge	Both	20	20
Tower 3 to Danforth St. Bridge	Both	10	10
Union Station — All trains and engines over			
Congress St. Crossing and entering station	Both	6	6
Tower 4 to Park Ave. Bridge	Both	15	15

MAIN LINE (EASTERN ROUTE).

North Station to Hoosac Tunnel Diamond		15	
Hoosac Tunnel Diamond to Draw 7, E. Somerville		40	
Draw No. 7, E. Somerville		20	
Maximum { Draw 7, E. Somerville to			
No. Berwick	Both	60	40
Salem between (Norman and Bridge Streets)	Both	15	15
Salem Tunnel MC Engines 701-702 5 MPH			
Ipswich (around curves)	Both	45	30
Newburyport through Spring Switch	Outward	30	30
	Inward	30	30
Emery, through spring switch	Inward	30	30
Portsmouth (over third track, all trains and engines)		10	10
Portsmouth (Curve east of Vaughan St.)	Both	15	15
Portsmouth (sharp curves both ends of Piscataqua Bridge)	Both	30	30

WORCESTER TO AYER.

Max. Speed Barber and Ayer	Both	60	40
Worcester and Lincoln Sq.	Both	20	20
Lincoln Sq. and Barber	Both	40	30
Curve at Summit	Both	45	35
1st and 2nd curves East of Summit	Both	50	35
Curve East of Lords Crossing (Near MP W-6)	Both	50	40
Worcester Road Bridge No. 6.60 to Potts Crossing	Both	40	35
Reverse curve about 1 mile east of Oakdale	Both	50	40
Curve 1/2 mile east of Sterling Jct.	Both	50	40
Reverse curves at Howes Bridges	Both	50	40
East Switch. Through the connection to Cent. Mass. Br.	Both	15	15
Curve at Clinton Station and first curve west	Both	40	30
Curve at Thayer	Both	45	30
1st curve east of Lancaster	Both	50	40
Curve at Harvard station	Both	50	40

NASHUA TO P. T. LIMIT.

Fremont to Epping	Both	20	20
West Gonic to Rochester	Both	20	20
Rochester to P. T. Limit	Both	30	30
Curve 1 mile west of S. & S.	Both	25	15
1st and 2nd curves east of S. & S.	Both	25	15
Haley's Ledge, West of Alfred	Both	20	10

MEDFORD BRANCH.

Maximum		40	25
P-2-bd engines. See Heaviest Engines Permitted.	Both	25	
Medford Junction (around curve)	Inward	10	10
Middlesex Avenue	Both	10	10
Medford through turn-out	Both	10	10

NEWBURYPORT BRANCH.

Maximum	Both	35	25
Wakefield Junction, entering or leaving main line	Both	10	10
Highway Crossings between Wakefield Jct. and Wakefield Ctr.	{ North Ave. Both	10	10
	{ Main St. Both	10	10
	{ Bennett St. Both	10	10
	{ Richardson St. Both	10	10
Pickering St. .05 mile west of Danvers	Both	10	10

SALEM BRANCH.

Maximum Speed	Both	20	20
Peabody (between Endicott St. and station)	Both	15	15
A. C. Lawrence Leather Co. Sidetrack over Crowninshield St.	Both	4	4

LOWELL BRANCH.

	DIRECTION	MILES PER HOUR PASS.	FRT.
Maximum	Both	60	35
Lowell Junction (east wye)	Both	30	30
Lowell Junction (west wye)	Both	15	15
Wamesit to Concord River Bridge	Both	50	
Bleachery — Between Concord River Bridge and Interlocking	Both	35	35
Bleachery — Through interlocking to or from Lowell Branch		15	15

STONY BROOK BRANCH.

Maximum Speed	Both	60	40
West Chelmsford curve 1/4 mile East	Both	50	40
Curves between west end of Middle and Graniteville Station	Both	50	40
1st curve east of Forge Village	Both	50	40
Curve at M.P. A-5 1/2 mile west Forge Village	Both	50	40
North Chelmsford — Between Middlesex Crossing and Station	Both	30	30
North Chelmsford — Through Interlocking to or from Stony Brook Branch]	Both	15	15

PORTSMOUTH BRANCH.

Maximum Speed	Both	35	30
Manchester (Within yard limits)	Both	25	15
Bay Bridge (Great Bay Drawbridge)	Both	25	20
Portsmouth (Yard Limits)	Both	15	15

MANCHESTER & LAWRENCE BRANCH.

Maximum		35	30
Between Lawrence Station Tower and North end of yard	Both	25	10
(backing)	Both	10	10
Lawrence Station to Merrimac St. via wye track	Both	10	10
① Speed. R-1 and P-4 engines, K-8 and P-2 engines. See Heaviest Engines Permitted.			
⑤ P-4 Engine, Culvert 221-1—.08 mile south of Manchester. See Heaviest Engines Permitted.	Both	15	15
⑤ Manchester and Manchester Airport — R-1 engines. See Heaviest Engines Permitted.	Both	15	15

FORMER MERRIMAC BRANCH.

Maximum	Both	25	20
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FORMER LAKEPORT BRANCH.

Maximum	Both	35	25
Rochester Yard	Both	25	20

SAUGUS BRANCH.

Maximum	Both	45	25
Pacific engines	Both	30	
Lynn Common, curve (Board)	Both	15	12

SWAMPSCOTT BRANCH.

Maximum	Both	45	20
Reverse curves between Phillips Beach and Swampscott	Both	30	15
Marblehead (Bessom and School Sts.)	Both	6	6
Marblehead (between station and Slow Board 820 ft. west of station)	Both	10	10

MARBLEHEAD BRANCH.

Maximum	Both	35	20
P-2-bd engines. See Heaviest Engines Permitted	Both	20	20
Forest River, reverse curve, east (Board)	Both	15	12
Marblehead (Bessom and School Sts.)	Both	6	6
Marblehead (between station and Slow Board 820 ft. west of station)	Both	10	10

DANVERS BRANCH.

Maximum	Both	45	30
Between North Street and east end of Salem Tunnel (K class engines)	Both	10	10
Peabody Station to first overhead bridge (Board)	Both	25	20
Danversport (curve at)	Both	20	15
" Purchase St.—0.5 mile east of station	Both	6	6
Danvers (Elm Street Crossing)	Both	20	20