

SPECIAL INSTRUCTIONS.

FITCHBURG AND TERMINAL DIVISIONS.

Information not shown on schedule pages.

UNITED STATES MAIL.

Trains enumerated below will stop at following Stations for the handling of bulky or fragile parcels on notice from Clerk in charge, or on flag.

STATION	INWARD	OUTWARD
No. Charlestown.....	—	717
Westmoreland.....	5508	
State Line.....	5504	5507
Webb.....	—	5507
Gilboa.....	5504	—
Wendell.....	60	

AUTOMATIC CAB INDICATOR TERRITORY.

Operative between West Cambridge and West end of East Deerfield yard (Main Line).

AUTOMATIC TRAIN STOP TERRITORY.

Operative for westward movements between westward automatic approach signals 1341-1, 1341-2 and 1341-3 west of Soapstone and westward home interlocking signals R-20 and R-24 at West Portal.

Operative for eastward movements between eastward automatic approach signals 1428-1 and 1428-2 west of Little Tunnel and eastward home interlocking signal L-14 and L-16 at East Portal. (See Special Rules Nos. 420 to 427 inclusive.)

Automatic train stop approach test inductors are installed about one mile west of Zoar Station for westward movements, and about one mile east of Williamstown Station for eastward movements.

WATER STATIONS.

East Fitchburg
Westminster

East Deerfield
East Portal

14. WHISTLE SIGNALS

PUBLIC CROSSING SIGNAL (1) is not to be sounded for the crossing or in the territory as restricted below except in case of emergency:

Between Boston and Silver Hill (Main Line) and at crossings as follows; also on Watertown Branch during hours of protection.

LOCATION	STREET	DIRECTION
Lincoln	Great Road (1st east)	Inward
Lincoln	Old Sudbury Road (2nd east)	Outward
Concord	Sudbury Road (1st east)	Both
Concord	Belknap St. (1st west)	Both
West Concord	Baker Ave. (1st east)	Both
West Concord	Commonwealth Ave. (1st west)	Both
West Concord	Conant St. (2nd west)	Both
West Acton	Arlington St. (1st west)	Outward
West Acton	Mass. Ave. (1st east)	Inward
Shirley	Main St. (1st west)	Inward
Shirley	Phoenix St. (1st east)	Inward
Shirley	Main St. (1st west)	Outward
Shirley	Center St. (2nd west)	Outward
Orange	West Mill St. (1st west)	Both
Greylock	Protection Ave.	Inward
Greylock	Phelps Ave.	Outward
Blackinton	Ashton Ave.	Inward
Blackinton	Galvin Road	Outward

CENTRAL MASS. BRANCH.

Waltham North	Lyman St. (1st east)	Both
Clematis Brook	Beaver St.	Both
Hudson	Manning, Church, Felton, Lincoln, Warner and Central Streets	Outward
	Warner, Lincoln, Felton, Pope and Church Streets	Inward

EXCEPTION: On Watertown Branch, inward trains will sound 14(1) before passing under third bridge west of Watertown and must not, except to avoid accident, sound whistle again between that point and Irving St., which is fourth street east of station.

14(m) Sound 14(m) at "One Whistle" post approaching:

East Watertown	Before passing over private crossing at Hood Rubber Co. about 1000 feet west of Arlington St. crossing.	Both
West Concord	Conant St. (2nd west) Baker Ave. (1st east)	Inward Outward
East Deerfield	East end Conn. River bridge When starting from yard Trains passing through, 1000 feet west of coal plant east end of yard	Outward Inward
East Deerfield Wye	500 feet from Stone Crusher crossing	Both
Shelburne Hill	Approaching New England Power Co. crossing at Plant 2	Inward
Mechanicville	Passing over Hudson River bridge	Outward
Springfield	Approaching location of Brewery tracks, Brightwood yard	Inward
Chicopee	500 feet from first farm crossing south of Chicopee St. overhead bridge	Both
Keene	500 feet from Pearson's crossing, one-half mile west of M.P. 87 east of Keene	Both

EXCEPTION: 14(m) is prohibited approaching junctions between Boston and Waltham and on Watertown Branch.

AYER.

Sounding of whistle at Ayer, both directions, must be restricted to absolute necessity to conform to rules and regulations, and must be made short as possible. Unnecessary use of whistle will not be tolerated.

MARLBORO, MASS.

Following instructions issued by Department of Public Utilities of Massachusetts:

"Ordered that whistles be sounded approximately 856 feet from Hudson Street crossing by all locomotives coming from Marlboro Station on main line tracks, and that whistle be sounded approximately 400 feet from Hudson Street (first east) crossing by all locomotives using siding from Prospect Street (second west) and siding from Engine House."

TROY, N. Y.

An ordinance regulating sounding of whistles on railroad locomotives within City of Troy forbids use of whistle between Hoosick Street and Madison Street except in case of necessity to prevent injury to persons or property.

Violation of this provision renders party operating locomotive punishable by fine not exceeding \$50.00 or imprisonment in Rensselaer County Jail for a period not exceeding six months; therefore, locomotive whistles should not be sounded between Hoosick Street and Troy Union Station except in case of emergency or to prevent accident, but bell should be rung.

Under City Ordinance of Troy, N. Y., employees are not permitted to use automatic bell ringers in that part of city bounded on north by Glen Ave., on south by Adams St., and on west by River Street. **When necessary to use Engine Bell it should be rung by rope.** Also Enginemen are not permitted to ring locomotive bells in City of Troy, N. Y., while locomotive is at a standstill, except for a period of thirty (30) seconds, immediately preceding the starting of such locomotive. Violations of City Ordinance are covered by fine or imprisonment.

BELLOWS FALLS.

Long or short sounds of whistle and unnecessary use of bell for extended periods should be eliminated. Blowing off of safety valves and emission of black smoke should be avoided.

33.

PUBLIC CROSSINGS.

All crossings on main line between Littleton and Boston are protected 24 hours.

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. SPEED OVER CROSSING RESTRICTED TO FOUR (4) MILES PER HOUR.

CLEMATIS BROOK	State Road on side track serving Walter E. Fernald State School.
MAYNARD	Summer St., Concord St., and Acton roads (east of Station) Main St., Sudbury St. Main St. (1/4 mile west). Grove St. (east of Station). Broad St. (west of station). Hudson St. Ash St. (east of Station), Lincoln St. and Prospect St. (west of Station).
GLEASON JCT. HUDSON	Warren Road.
MARLBORO	Main St. State Road and Cemetery Road. Main St. and Chair Shop. Tannery St. on side track serving International Purchasing Co.
TOWNSEND HARBOR	Broadmeadow Road (first west).
WEST TOWNSEND	Groton St. (first west).
AYER (Greenville Branch) (Hollis Branch)	Lowell Road (first east). River St. (2.06 miles east of Station). Sheldon St. on side track serving Independent Lock Co.
GROTON	Main St.
PEPPERELL	Main St. and Squantum Road. Marlboro St. on side track serving B. F. Timme & Son.
FITCHBURG	Winchester St. Union St. Payson Ave. Ferry St.
PETERBORO, N. H.	Oak St. vehicular crossing and foot passenger crossing leading to United States Rubber Co.
EAST JAFFREY, N. H.	Plainfield St. on Brewery lead side track.
KEENE	Springfield St.
KEENE (Ashuelot Branch)	Crossings on yard tracks not regularly protected.
EASTHAMPTON	State Road on Easthampton Branch and track leading to Sulphite Mill.
HAMPTON MILLS	Rich's and Bartlett's (2 miles east of Station). East St. and Middle St. (east of Station). West St. and Hatfield St. (west of Station).
CHICOPEE FALLS	Water St. (west end new Coolidge Bridge over Conn. River on Wheelwright Branch).
BRIGHTWOOD	
CHICOPEE CENTER	
HOLYOKE	
MT. TOM	
BONDSDVILLE	
HADLEY	
NORTHAMPTON	

During hours crossing watchman not on duty at crossings specified below, all trains and engines, including switching movements, stop and a member of crew protect crossing.

Miles	Location	Crossing	Hours of Crossing Protection
.26	East, Fresh Pond	Concord Ave.	No protection.
.17	East, Mt. Auburn	Cottage St.	No protection.
.03	West, E. Watertown	Arlington St.	No protection.
.03	West, Union Market	School St.	Protected for B-3 and B-4.
.34	East, Watertown	Irving St.	No protection.
.12	East, Watertown	Mt. Auburn and Taylor St.	Protected for B-3 and B-4.
.07	East, Watertown	Spring St.	No protection.
.01	West, Watertown	Church St.	No protection.
.06	West, Watertown	Cross St.	No protection.
.01	West, W. Watertown	Howard St.	No protection.
.02	West, Bemis	Bridge St.	No protection.
.04	West, Bleachery	River St.	No protection.
.17	East, Newton St.	Calvary St.	No protection.
.02	East, Newton St.	Newton St.	No protection.
.08	West, Newton St.	Pine St.	No protection.

No Sunday protection.

CENTRAL MASSACHUSETTS BRANCH.

Hours of Crossing Protection.
Week-day Hours Sunday Hours

Waltham North		
Lyman St.	} 6.00 A.M. to 5.15 P.M.	} 7.00 P.M. to 9.00 P.M.
Lexington St.		
Bacon St.		
Waltham Highlands		
Hammond St.	} 6.00 A.M. to 5.20 P.M.	} 7.00 P.M. to 9.00 P.M.
Prospect Hill Ave.		
Main and Stow Sts.		

Week-day Hours Sunday Hours

Wayland		
Old Sudbury and Old Concord Road at Station	} 5.40 A.M. to 5.30 P.M.	} 6.50 P.M. to 9.10 P.M.
South Sudbury		
State Road	5.40 A.M. to 5.40 P.M.	6.40 P.M. to 9.15 P.M.

Crossing watchmen will remain on duty until 3117 passes week days and until 3159 passes Sundays.

WALTHAM.

Moody Street crossing must not be blocked under any circumstances. Long passenger trains inward pull train in far enough so crossing will not be obstructed. Freight trains stopped on crossing and delayed for any purposes must be cut so crossing watchman can raise gates and not hold up traffic. Crossing men report any violation of speed restrictions. Outward trains stopping at Waltham will stop so crossing will not be obstructed and will ring bell when ready to depart so gates can be lowered. Moody Street is first street west of station.

ORANGE.

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

**GARDNER (PETERBORO BRANCH).
Hours of Crossing Protection**

	Week Days	Sundays
Conant St.	5.30 A.M. until WM-1 passes.	5.30 A.M. until 8164 passes.
Kendalls	5.30 A.M. until WM-1 passes.	5.30 A.M. until 8164 passes.
Sawins	8.00 A.M. until WM-1 passes.	8.00 A.M. until 8164 passes.
No. Main St.	7.15 A.M. until G-2 passes.	9.00 A.M. until 8164 passes.

EXCEPTION: During hours these crossings are not protected all trains and engines restricted to five (5) miles per hour.

Outward freights having work to do at Gardner will leave rear of train a sufficient distance west of sign board indicating end of flasher signal track circuit Broadway Crossing so that when he returns to rear with pick up, engine will clear this sign board, and if crossing protection signal then fails to work, a member of crew will protect crossing until entire train has cleared crossing. Such moves will be made at restricted speed while crossing Broadway, Sawins, Kendall's and Conant St. Crossings (located west of Gardner Station on Peterboro Branch) more particularly at night when these crossings are not protected.

HEYWOOD.

Park and Central St. crossings are protected 8.30 A.M. to 4.30 P.M. week days. Sundays 9.00 A.M. until XW-2 passes and 4.40 P.M. to 5.10 P.M.

WINCHENDON (CHESHIRE BRANCH).

EXCEPTION: Between hours of 4.00 P.M. and 7.00 A.M. week days and entire twenty-four (24) hour period Sundays speed of all trains and engines over Jackson Ave. (first west) restricted to six (6) miles per hour.

EXCEPTION: Between hours of 11.00 P.M. and 7.00 A.M. week days, and 11.00 P.M. and 9.30 A.M. Sundays speed of all trains and engines over Central Street (first east) restricted to fifteen (15) miles per hour.

Crossing watchman will remain on duty at Jackson Ave. week days until 5507 passes, and at Central St. week days until 5500 passes, and Sundays until 5552 passes.

KEENE.

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

EXCEPTION: Between hours of 10.00 P.M. and 5.00 A.M. speed of all trains and engines over Main Street Crossing restricted to 4 miles per hour.

BRATTLEBORO.

Bridge St. crossing at northerly end of passenger station is protected 7.00 A.M. to 5.00 P.M. daily.

EXCEPTION: During hours this crossing is not protected trains or engines must not be backed or switched over crossing unless protected by a member of the crew.

WINDSOR.

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

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

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

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

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS.

(See General Special Rule 33.)

Street.	Location.	Kind of Protection.
Wey Road.	Scotia, N. Y.	Flashers.
Dutchman's.	Scotia, N. Y.	Flashers.
Burnt Hills Rd. (third west).	Crescent.	Flashers.
Thompson's Crossing.	West Valley Falls.	Flashers.
Station Crossing.	Buskirk.	Bell.
Carey Avenue.	Hoosick Falls	Flashers.
River Street.	Hoosick Falls	Flashers.
Hoosick Street.	Hoosick Falls	Flashers.
Center Street.	Hoosick Falls	Flashers.
Elm Street.	Hoosick Falls	Flashers.
Church Street	Hoosick Falls	Flashers.
Lyman Street.	Hoosick Falls	Flashers.
First Street.	Hoosick Falls	Flashers.
Green's (Eastward track).	Petersburg Jct.	Bell.
Green's (Westward track).	Petersburg Jct.	Bell.
Galvin Road	Blackinton, westward track.	Wig Wag.
Ashton Ave.	Blackinton, westward track.	Wig Wag.
Phelps Ave.	Greylock, westward track.	Wig Wag.
Protection Ave.	Greylock, westward track.	Wig Wag.
East Portal Road.	East Portal.	Flashers.
Tower's (second west)	Charlemont.	Flashers.
Bridge St. (First West).	Charlemont.	Flashers.
Elm Street.	Shelburne Falls.	Auto. Wig Wag.
Conway Street.	Shelburne Falls.	Auto. Wig Wag.
Bardwell Station.		Bell.
Lake Pleasant Crossing.		Flashers.
Water Street.	Orange.	Flashers.
West Mill Street.	Orange.	Flashers.
White Street.	Royalston.	Flashers.
Center St. (Second West).	Shirley.	Flashers.
Mitchellville Crossing (Second East).	Shirley.	Flashers & Electric Gates
Walker's Crossing	Shirley.	Flashers & Electric Gates
Willows (Second West).	Littleton.	Flashers.
Hapgood's (Second West).	West Acton.	Auto. Wig Wag.
Arlington St. (First West).	West Acton.	Flashers.
Central St. (Second West).	South Acton.	Flashers.
Martin St. (First West).	South Acton.	Flashers.
Parker St. (First East).	South Acton.	Auto. Wig Wag.
Conant St. (Second West).	West Concord.	Flashers.
Baker Ave. (First East).	West Concord.	Flashers.
Plainfield St. (Second North).	Brightwood.	Flashers.
Water St. (First North).	Northampton.	Flashers.
Elm St. (First South).	South Deerfield.	Flashers.
Silver St. (First North).	Greenfield.	Flashers.
Kendall Crossing.	South Charlestown.	Flashers.
Depot St. (First South).	Charlestown, N. H.	Flashers.
Bidwell St. (First North).	Charlestown, N. H.	Flashers.
Unity Road.	No. Charlestown, N.H.	Bell.
Merrill's Crossing	No. Charlestown, N. H.	Flashers & Electric Gates

Other crossing protections on Fitchburg Division are for current of traffic movement only.

HIGHWAY CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE. SEE GENERAL SPECIAL RULE 33.

WEST CONCORD	Baker Avenue (Control box in crossing cabin at Commonwealth Ave.)
*WEST ACTON	Hapgoods & Arlington Sts. (westward trains only). (Control box on east side of crossing watchman's cabin Mass. Ave.)
*SHIRLEY	Mitchellville crossing (second east). (Control boxes on post near Hospital Track switch, also on west side of steel case about 6 feet west of signal 380.)
SHIRLEY	Center Street (Control box at Main St. crossing.)
*SHELburne FALLS	Elm St. and Conway St. (Control box on east side of case at Elm Street, and 200 feet east of Conway St.)
*CHARLEMONT	Bridge Street (Control boxes near switch 500 feet east of station, and on Flasher signal on northwest side of crossing.)
*EAST PORTAL	East Portal Road (Control boxes each side of track 140 feet west of crossing.)
*HOOSICK FALLS	Carey Avenue (westward track). (Control box on signal 1629.)
*HOOSICK FALLS	Church St. and Lyman St. (eastward track) (Control box on post 300 feet west of Church Street.)
*WEST VALLEY FALLS	Thompson's Crossing. (Control box on west end of station and at signal 1779.)

*SCOTIA	Harding's Crossing (Sacandaga Road). (Control box on post 200 feet east of crossing.)
*WAYLAND	State Road (Control box near switch 1000 feet east of crossing.)
*HUDSON (Central Mass.)	Manning Street (Control box at switch leading to La Point Machine Co.)
*FITZWILLIAM	Depot Road (Control box on post 200 feet east of crossing.)
*KEENE	Water Street (Control box on a post 275 feet east of crossing.)
*KEENE	Island Street (Control box on post 280 feet east of crossing.) (Control box on post 820 feet east of crossing.)
*NORTH WALPOLE	Bridge Street (Cheshire Branch) (Control box on post at west end of Conn. River Bridge.)
BRIGHTWOOD	Plainfield Street (Control boxes at Wason Ave. and Plainfield St.)
*HOLYOKE	Whiting's Crossing (Control box just south of Mosher St. Bridge.)
*NORTHAMPTON	Water Street (Control box at crossover 400 feet south of crossing.)
*SOUTH DEERFIELD	Whately Road Elm Street Conway Street (Control box east side just south of Elm Street crossing.)
*WINDSOR	Just north of station (Control box on west side of tracks.)
*WINCHESTER, N. H.	Burnap's Crossing (Control box near south end of freight house.)

*Trains using cut-out device will consume 20 seconds before passing over crossing after flashers and/or gates have been restored to service.

WEST CONCORD.

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

All eastward movements from the westward main track or from eastward wye track through trailing point crossover must consume 20 seconds between the signal east end of crossover and Baker Avenue Crossing to allow flasher signal to give proper advance warning.

SHIRLEY (MITCHELLVILLE CROSSING).

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

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

HOOSICK FALLS.

Westward track. Between 7.30 A.M. and 4.30 P.M. week days, crossing watchman will be located at Manual Control Cabin at Hoosick St. to manually control flasher signals located at Carey Ave., River, Hoosick, Center and Elm Streets for shifting moves. Train crews will keep crossing watchman posted on moves to be made.

Trains with work to do, moving west on westward track, will stop sufficiently back so when engine stops, or returns to train, it will be entirely east of Signal 1629.

Eastward track. Trains with work to do, moving east on eastward track, will stop sufficiently back so when engine stops, or returns to train, it will be entirely west of cut-out point 300 feet west of Church St.

WEST VALLEY FALLS.

Trains with work to do, moving east on either track, will stop sufficiently back so when engine returns to train it will be entirely west of a cut-out point 200 feet from crossing, and trains moving west on either track, entirely east of Block Signal 1779.

KEENE, N. H.

Flasher circuits on passing siding and old Nashua Main tracks at Water Street extend only about 65 feet each side of crossing and trains or engines using these tracks will consume 20 seconds from this point to crossing or protect crossing by member of crew. Leave no cars in circuit.

NORTH WALPOLE (CHESHIRE BRANCH).

Cut-out is to be used when switching is done on the west side of Bridge St. Crossing, and is effective between a point just west of the second main line switch west of the Connecticut River Bridge and a point 150 feet west of Bridge St. Crossing.

When switching is done between these points, and while train is occupying some part of this track, a member of the crew must push button marked "Push to Cut-Out Flasher" to prevent unnecessary operation of the crossing protection.

When cut-out button is pushed, an indicator light in box will light, indicating that automatic crossing protection has been cut-out.

The 150 feet section just west of Bridge St. cannot be cut out. If train clears the track circuit at its westerly end, after using cut-out, and then again moves on to this track circuit, it will be necessary to again push the cut-out button to stop operation of the crossing protection.

If after using cut-out button, movement is to be made over crossing, a member of crew must push button marked "Push to Restore Flasher," thereby starting operation of crossing signals again. Indicator light in box will then go out.

BRATTLEBORO (C. V. RY.)

Automatic crossing gates installed at Cummers Crossing south end of yard which work in conjunction with crossing signals for MAIN LINE movements only. Engines moving south from engine house lead will use at least twenty (20) seconds from main line switch to crossing.

WINDSOR (C. V. RY.)

There is no approach circuit on the side track which passes over crossing just north of station, therefore Rule 7 of the C. V. General Special Instructions reading as follows applies:

Crossing Protected by Automatic Signals or Gates.

When a train or engine passes over any highway protected by automatic signals or gates, it will be necessary before making reverse movement over the crossing that it be protected by a member of the crew. Whenever a siding is used over a highway crossing at which there is an automatic signal bonded for operation only for main line movements, the operation over crossing on siding must be protected by a flagman against the movement of engine or leading car.

Southward trains or engines moving from passing siding will not proceed over crossing referred to above unless flasher is working, or crossing is protected by a member of the crew.

HUDSON (CENTRAL MASS. BRANCH).

Between 5.30 A.M. and until departure No. 3117 week-days, crossing watchman will be located in elevated cabin at Cottage St. to manually control flasher signals located at Lincoln, Pleasant, Warner, Cottage, Central, Felton, Pope and Church Sts., when trains or cars are standing or switching on circuit.

During hours that crossing watchman is not on duty in elevated cabin when train stops on circuit which keeps flashers working a member of the crew protect crossing.

OTHER PUBLIC CROSSING REGULATIONS.

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

TRAIN REGISTER.

83. a, b, c.	
Ayer. (Hollis and Greenville Branch.)	Marlboro. North Bennington.
Boston. (Central Mass. Branch First Class trains only).	N. O. Tower. (Wheelwright Branch trains.)
Bellows Falls (Cheshire Branch trains only).	Norwottuck (C. V. Ry.) Peterboro.
Barber. (Kept by Towerman.)	Putney (Kept by Operator).
Brattleboro.	South Acton (Maynard Branch trains).
Canal Jct. (C. V. Ry.)	Springfield, Mass., WA tower (First class trains). (Kept by Operator).
Creamery (B. & A. R.R.)	Troy, N. Y., Union Station (First class trains).
Clinton (Cent. Mass. Branch Trains).	Worcester, Union Station (First class trains).
Claremont Junction.	Winchendon (Peterboro Branch),
Dole Junction (Ashuelot Branch Trains).	White River Jct., Station (First class trains).
East Northfield.	White River Jct. Yard (All other trains).
Forest Lake (B.&A.R.R.)	
Greenville.	
Greenfield (Fitchburg North Trains).	
Gleason Jct. (Marlboro Br. Trains & No. 3105 and No. 3107).	
Keene (Ashuelot Branch Trains).	
Maynard.	

Register for trains to and from the Bennington Branch will be kept by Train Directors at Johnsonville, who when necessary will obtain Form 54 for Inward Trains from Train Dispatcher. Trains registering at Troy from the Bennington Branch will be understood to have covered their schedule over that Branch. Trains registering at Clinton from Central Mass. Branch will be understood to have covered their schedule over that branch.

83-b BELLOWS FALLS.

1. Trains and engines of either the Boston & Maine or Rutland Railroads using or fouling the main track between the Railroad crossing at grade and the clearance point of South switch to Back Track, leading to Rutland Railroad engine house, must under all circumstances move at restricted speed.
2. The Rutland Railroad Operating Rules are, in general, the same as those of the Boston & Maine Railroad, and will be observed except in cases where there is a known difference; in which case the Boston & Maine Railroad Rule will apply in Boston & Maine Railroad territory, and the Rutland Railroad rule will apply in Rutland Railroad territory.

3. Rutland Railroad Rules 86, S-87 and 93 read as follows:
 Rule 86 — Unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first class train, in the same direction, is due to leave the next station in the rear where time is shown.
 Rule S-87 — An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.
 Extra trains must clear the time of opposing regular trains not less than five minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.
 Rule 93 — Within yard limits the main track may be used, protecting against first class trains.
 All other trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.
 The time at Bellows Falls applies at the passenger station.
 4. No Boston & Maine Railroad engines will move north of the Railroad crossing until:
 (a) Engineman has been furnished with register check, Rutland Railroad Form C.
 or (b) Engineman has personally checked Rutland Railroad Register Book.
 or (c) Engineman has received 19 form train order from Rutland R. R. Supt. that all trains due have arrived and departed.
 or (d) Under proper flag protection.
 5. No train or engine will leave Bellows Falls station for Boston & Maine Railroad yard or engine house, or Rutland Railroad engine house, until:
 (a) Engineman has been furnished with Register Check, Boston & Maine Railroad Form E, by his conductor.
 or (b) Engineman has personally checked Boston & Maine Railroad Register Book.
 or (c) Engineman has received Train Register Clearance, Boston & Maine Railroad Form 54.
 or (d) Under proper flag protection.
 6. No train or engine will leave Boston & Maine Railroad yard or engine house for passenger station until:
 (a) Engineman has been furnished with Register Check, Boston & Maine Railroad Form E, by his conductor.
 or (b) Engineman has received Train Register Clearance, Boston & Maine Railroad Form 54.
 or (c) Under proper flag protection.
- NOTE: Conductor will make out Form E or procure Form 54 at passenger station and send to engineman with brakeman assigned to accompany engine.
7. Train and engine crews of yard engines in Bellows Falls yard must have with them when on duty copy of current time-tables of Boston & Maine Railroad and of Rutland Railroad.

SPRINGFIELD.

Operator or switch tender at WA Tower will stop and notify light engines and small switching drafts coming from B.&A.R.R. or N.H.R.R. connection of any overdue B.&M.R.R. first class trains. In the case of heavy switching drafts and freight trains, the necessary instructions will be hooped on to head and rear end; crews be on the look out for same.

SOUTH ACTON.

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

JOHNSONVILLE.

The display of one blue flag by day or one blue light by night at Johnsonville tower will be an indication to an approaching inward train to pull in on middle at Petersburg Jct. and call dispatcher.

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

When Cheshire Branch trains meet at Winchendon, the inferior train will clear on Spring Road Siding.

When Peterboro Branch first class trains meet at Winchendon, the inferior train will clear on the bunter track at passenger station.

KEENE.

When passenger trains meet at Keene, the outward train will take siding at switch at Main Street crossing unless otherwise directed.

Passing siding capacity Main Line.

Outward		Inward
East Fitchburg	*80	West Deerfield
West Deerfield	141	Tyter
Buckland	66	East Fitchburg
		270

(See Rule 88, General Special Instructions.)
 *To clear No. 1 track both ends, but will hold 157 cars to clear main line.

Between Windsor and White River Jct., passing tracks at Windsor, Hartland and Evarts have the clearance point indicated on the engineer's mail by an eighteen (18) inch strip of bright yellow paint.

43. YARDS. (LIMITS DEFINED BY YARD LIMIT BOARDS.) NOT SHOWN ON SCHEDULE PAGES.

Park St. Somerville.

93a MECHANICVILLE.

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

Green indicator light on crossing watchman's cabin Saratoga Ave. must be dark when moves are made out of the Hill Yard and will be lighted to cover main track movements only. At such times as green light is showing on crossing tender's cabin no engine or train will foul westward main track from the yard.

Crews approaching Saratoga Avenue enroute to D. & H. yard will look for a green light on crossing watchman's cabin at Saratoga Avenue. This light when displayed will indicate that a number is displayed indicating track upon which they will yard their train in D. & H. yard.

Outward freight trains terminating at Mechanicville with West Shore trains will be given a green light at Saratoga Avenue crossing tender's cabin, which when displayed alone will indicate that train is to pull in at XO Tower, run up Fifth Avenue to the hump, at which point further yarding instructions will be given.

When a green light and in addition a track number such as "R-1" or "R-2" are shown, the train will understand that it is to proceed to the receiving yard via the D. & H. main line, WY Tower and through the extension, yarding on track indicated.

93-b. TROY, N. Y.

Passenger engines moving from the engine terminal at Middleburgh Street, Troy, N. Y., through the crossover at Ingalls Ave., to the coach storage yard will be protected in the movement against traffic on the eastward main track from the crossover to the coach yard switch by the trainman assigned to handle the draft to the station.

Before making this movement, however, the trainman will report to the engineman at Middleburgh St. enginehouse and have an understanding with him.

Yard engines in making this move will be protected by yard helper.

95. RAILROAD CROSSINGS AT GRADE.

Trains will not stop on any railroad crossing to do work. Stop posts indicating points at which stops must be made are located required distance from railroad crossings at grade. All trains will stop before passing over such crossings as follows:

White River Junction. Bellows Falls.

The law of Vermont inflicts a penalty of \$100 on the Engineman for each violation of this rule.

POSITIVE STOP POSTS.

White River Jct. (C. V. Ry. diamond) All trains.
Bellows Falls (Rut. R. R. diamond) All trains.
Northampton (Conn. River Bridge) (Wheelwright Branch) All trains.

98a. SPEED RESTRICTIONS. MILES PER HOUR

	PASS.	FRT.
MAIN LINE.		
Maximum speed on stone ballast territory.....	70	45
(Union Square — Gardner)		
(1.30 miles west of Baldwinville — Farley)		
(Greenfield — Johnsonville)		
Maximum speed on gravel ballast territory:		
(Gardner — 1.30 miles west of Baldwinville)		
(Farley — Greenfield).....	60	40
(Johnsonville — Rotterdam).....	50	40
Between Hoosac Tunnel Diamond and North Station..	15	15
Hoosac Tunnel Diamond, Boston to Tower "H" outward	25	25
Tower "H" to Hoosac Tunnel Diamond, Boston inward	20	20
Between Union Square and first overhead bridge west of Union Square.....	40	
Westward — From Union Square to Cambridge.....		30
Eastward — From Cambridge to Union Square.....		25
Cambridge. On curve at Passenger Station.....	40	40
Curve between West Cambridge and Hill Crossing...	60	
Curve just west of Belmont station.....	45	
Beaver Brook Station and Moody St. Crossing, Waltham	35	35
Curve at Roberts.....	50	
Curve half mile west of Stony Brook.....	60	

MILES PER HOUR

LOCATION.	PASS.	FRT.
First curve east of Silver Hill — outward track.....	60	
Curves east and west of M.P. 16 — outward track....	55	
inward track.....	65	
Concord Station (Board).....	50	40
Ayer "Y" track west of station.....	15	15
Curve east of Lunenburg Crossing.....	60	
"Derby Curve".....	45	
East Fitchburg Yard (East and West Ends).....	50	
Between Fitchburg Station and curve at M. P. 49....	40	40
Curves between Fitchburg Station and M. P. 54.....	50	
Through reverse curve west of M. P. 59 No. 2 track...	50	
Westminster to South Ashburnham No. 3 track.....	40	30
Between Fitchburg and So. Ashburnham No. 1 track...	45	
South Ashburnham curve west of crossovers.....	30	30
Curve west of Gardner Yard.....	40	40
Baldwinville (cross frogs).....	40	40
Royalston Hill — Between M.P. 74 and M. P. 81, out-		
ward track.....	40	40
Between M. P. 81 and M. P. 74, in-		
ward track.....	35	35
Tyter (when using crossover No. 37).....	25	25
Curves between M. P. 92 and Millers Falls (outward		
track).....	50	40
Curve Millers Falls station (outward track).....	45	40
Millers Falls and M. P. 92 (inward track).....	45	40
Curve between M. P. 99 and 101.....	50	40
East Deerfield Yard, East End, trains or engines enter-		
ing main track from Ice House track (until leading		
engine is through switch).....	10	10
Pulling out East Deerfield yard tracks thru yard leads		
and crossover connections (east end).....	20	20
Trailing Crossover (west end) East Deerfield.....	15	15
Between old yard limit east of Conn. River Bridge east		
end East Deerfield yard and Russell Street, Greenfield		
(Normal Route).....	35	25
(Reverse Running).....	25	25
Between Russell Street, Greenfield and Greenfield west		
Between West Deerfield and M. P. 112.50.....	50	40
Between M. P. 112.50 and M. P. 115.....	40	40
Between M. P. 120 and M. P. 115 — inward track....	50	40
Between M. P. 115 and M. P. 120 — outward track...	40	40
Curves at M. P. 120 — outward track.....	35	35
Between M. P. 120 and M. P. 127.....	50	40
Between M. P. 127 and East Portal.....	40	40
Between East Portal and West Portal.....	30	30
West Portal to Little Tunnel (outward track).....	35	35
M. P. 144 (2 miles west of North Adams) to West Portal		
(inward track).....	35	35
Curve at M. P. 146 east of Williamstown.....	60	45
Curves between M. P. 149 and M. P. 150.....	50	40
Pownal Curve — 4,000 ft. east of station — outward...	40	40
Pownal Curve — 4,000 ft. east of station — inward...	45	45
Curve just west M. P. 152.....	60	40
Curves at Pownal Lime Co.....	50	40
Curve at M. P. 156 — outward track.....	50	
First curve east of Petersburg Jct. — inward track ...	50	40
Curve 4,000 ft. east M. P. 157 — inward track.....	50	40
Curve 1,500 ft. west of M. P. 157 — outward track...	50	
Curve at overhead bridge just east of Petersburg Jct.,		
outward track.....	40	40
Curve at Hoosick Station — inward track.....	60	40
Curves between M. P. 162 and M. P. 163—outward track		
Hoosick Falls — between west end "Big Curve" and		
First St. crossing east of Station — inward track....	20	20
Hoosick Falls — River St. curve — inward track.....	45	40
Curve at Hoosick Falls Water Works — inward track..	60	40
Hoosick Falls — Street Crossings — outward track....	12	12
Johnsonville { Outward track to Troy Route.....	30	30
Interlocking { Rotterdam Route to either main track		
{ Either main track to Rotterdam Route		
Curve 3,000 ft. east M. P. 172 — inward track.....	50	40
Curve 4,000 ft. east M. P. 172 — inward track.....	50	40
Curve 4,000 ft. east M. P. 171 — inward track.....	60	40
Curve 2,000 ft. east M. P. 165 — inward track.....	50	
Curve 4,000 ft. east M. P. 165 — inward track.....	45	40
Between Mechanicville and Johnsonville, inward track		
Between first curve east of Hudson River Bridge and		
Mechanicville — outward track.....	30	30
Mechanicville — XO tower interlocking.....	20	20
WY tower interlocking.....	20	20
Crescent (interlocking).....	20	20

LOCATION	MILES PER HOUR	
	PASS.	FRT.
Between Hill Crossing and Boston Yard Limit Board..	30	30

WATERTOWN BRANCH.

Maximum speed.....	30	30
Watertown (reverse curve west of station).....	15	10
Watertown.....	—	8
Waltham (between station and Newton St. through crossovers).....	15	10

MARLBORO BRANCH.

Maximum Speed.....	35	25
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MAYNARD BRANCH

Maximum Speed.....	35	25
South Acton (station to one-half mile west).....	15	10

GREENVILLE BRANCH.

Maximum Speed.....	25	25
1st and 2d curves west of Ayer.....	15	15
Mason (Crossing at station).....	10	10

HOLLIS BRANCH.

Maximum Speed.....	30	25
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CHESHIRE BRANCH.

Maximum Speed Streamline Unit 6000 and DP-Diesels:	55	
Exception: Between MP 84 and MP 87.....	50	
Maximum Speed.....	50	35
So. Ashburnham Station to 400 feet east.....	30	30
Curves between M. P. 83 and M. P. 87.....	40	25
Curves between Troy and Keene.....	—	25
Curves Keene (Eastern Avenue).....	25	25
Curves between Summit and Keene.....	—	25
Keene, Wye tracks.....	5	5
Keene, Main Street.....	8	8
Keene (Water St., Pearl St., and Island St. Crossings)...	15	15
Curves between Summit and Hall Crossing.....	—	25
Bellows Falls (between station and Engine House).....	25	15

PETERBORO BRANCH

Maximum Speed.....	35	25
Between Barber and Dawson.....	30	20
Between Brooks and Princeton.....	—	20
Between Winchendon and Peterboro.....	25	25
East Jaffrey — K.K. Crossing 150 feet east of Station...	10	10
East Jaffrey — Bridge 46.29 to Bridge 46.69.....	20	20
East Jaffrey — Bridge 47.29.....	20	20
Sharp curves between Pierces Crossing and Drury.....	—	20

EAST DEERFIELD BRANCH.

Maximum Speed.....	20	20
Stone Crusher Crossing.....	10	10

BENNINGTON BRANCH.

Maximum Speed.....	50	30
Hoosick Jct. (north leg of wye).....	15	15
First curve east of Bridge 165.98.....	35	25
Curve at Bridge 168.97.....	40	25
Bridge 169.50 and first curve westerly thereof.....	40	25

TROY ROUTE.

Maximum Speed.....	60	40
Troy (between Ingalls Ave. and Union Station).....	10	10
Troy (Adams St. to Dock).....	—	10

SPRINGFIELD AND W. B. JCT.

Maximum Speed Streamline Unit 6000 and DP-Diesels:		
Between Bellows Falls and Windsor.....	60	40
Maximum		
Between Springfield and Windsor.....	60	40
Between East Northfield and Brattleboro (C. V. Ry.).....	50	35
Between Windsor and Evarts.....	50	40
Between Evarts and White River Jct.	45	40
Springfield		
Between Passenger Station and WA Tower.....	15	15
Curve		
South of Willimansett.....	45	30
At Bridge No. 7.55.....	35	30
Holyoke		
Curve		
Bridge No. 7.97, north end Station.....	30	30
South of Signal No. 86.....	45	30
Northampton		
North of Signal No. 102.....	40	30
Around curve between N. O. Tower and Station — Inward.....	45	

LOCATION	MILES PER HOUR	
	PASS.	FRT.
Northampton		
Between a point 2000 feet north and 800 feet south of M.P. 19 north of NO Tower.....	55	—
Greenfield		
Through yard.....	40	30
Greenfield		
Through Gauntlet. Outward.....	25	25
Greenfield		
Through Gauntlet. Inward.....	30	30
Silver Street		
(Spring Switch) (End of two or more tracks) (Outward).....	30	30
Bernardston		
Curve at Station.....	50	40
East Northfield		
(Both C. V. Ry. connections).....	30	30
Brattleboro		
Between Bridge St. and Section House	35	25
Between Station and South Wye Switch	25	20
(End of two or more tracks) Outward	40	40
Dummerston Reverse		
Curve at Signal No. 652.....	50	40
Curves		
Between M.P. 67 and M.P. 68.....	50	40
Putney		
(End of two or more tracks) Outward	40	40
Putney		
(Spring Switch) (Inward).....	30	30
Tunnel Switch		
(End of two or more tracks).....	20	20
Bellows Falls		
Between Tunnel Switch and Chapin Switch.....	15	15
Chapin Switch		
(End of two or more tracks).....	20	20
Claremont Jct.		
Wye tracks.....	5	5
Claremont Jct.		
(End of two or more tracks) Outward	30	30
Windsor		
Everett Lane (one-fifth mile north of Station) outward.....	33	33
Hartland		
Curve immediately south of Bridge 4.44	30	30
White River Jct.		
North Wye.....	10	10

CHICOPEE FALLS BRANCH.

Maximum Speed.....	20	20
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WILLIMANSETT.

(Track serving North Eastern Airbase at Westover Field, Chicopee.)		
Maximum speed.....	20	20
Over crossings at Coburn Road, Dale St., Montgomery St., and Granby Road.....	10	10

EASTHAMPTON BRANCH.

Maximum Speed.....	20	20
Easthampton		
500 feet from each side of Public Crossing at Hampton Mills.....	4	4

ASHUELOT BRANCH.

Maximum.....	35	30
Reverse Curves		
Between Dole Jct. and Ashuelot.....	30	20
Winchester		
Inward trains Burnaps crossing south of Station.....	20	20
Winchester		
First Public Crossing north of Station..	5	5
Keene		
Winchester St. (near Car House).....	10	10

CENTRAL MASSACHUSETTS BRANCH.

Maximum between Fens and Clinton Jct.....	50	35
First curve west of Waltham Highlands.....	35	—
Hudson, over crossings between Central and Manning Streets, both inclusive.....	10	10
Clinton Tunnel and Viaduct, between Signals M347 and M356	15	15

WHEELWRIGHT BRANCH

Maximum between Creamery and Northampton.....	35	30
Over Bridge 66.35 west of Wheelwright.....	10	10
Over Bridge 67.49 west of New Braintree.....	10	10
Ware, Wye tracks.....	10	10
Bondsville (Viaduct No. 82.61).....	10	10
Over Bridge 96.17 east of Amherst.....	10	10
Northampton — Conn. River Bridge 102.96 (242) limited to single engine, come to full stop, proceed at.....	10	10
Northampton (Curve at Tower).....	20	20

OTHER SPEED RESTRICTIONS.**TROY, N. Y.**

R-1, T-1, S-1, P-5, P-4, P-3, H-1, H-2 and H-3 engines restricted to six miles per hour while operating over the Federal Street leg of the Troy Wye, Troy Union Railroad.

MECHANICVILLE.

R-1, T-1, S-1, P-4 and P-5 engines restricted to five (5) miles per hour while turning on East Saratoga Jct. wye.

HOOSICK JCT.

R-1, T-1, S-1, P-4 and P-5 engines restricted to five (5) miles per hour on east leg of wye and must enter east leg when turning.

NORTH BENNINGTON.

Engines restricted to six (6) miles per hour while turning on wye.

BRATTLEBORO.

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

BELLOWS FALLS

Engines restricted to ten (10) miles per hour while using Rutland connection.

ORDWAY.

Trains or engines will not exceed a speed of ten (10) miles per hour on the tracks and side tracks, and will proceed slowly over all highway crossings at new U. S. Government Storage Depot located east of Ordway.

PEPPERELL.

Speed of trains pulling out from Nashua River Paper Co.'s track, over Mill St. Crossing, should not exceed 15 miles per hour.

Wooden trestle, located 520 feet from Hollis Branch main line connection over Nashua River is restricted to B-15 class power, and trains and engines are restricted to five (5) miles per hour while passing over this bridge.

*P-2 type locomotives and Diesel switchers (600 h.p.) restricted to thirty-five (35) miles per hour between Clinton Jct. and West Cambridge.

*P-2, P-3 and P-4 type locomotives restricted to twenty-five (25) miles per hour between Gardner and Winchendon.

*P-2, P-3 and K-8 type locomotives restricted to ten (10) miles per hour over Bridge 27.04 two thousand feet west of South Acton.

*K-8 type locomotives restricted to ten (10) miles per hour over Bridges 19.47, one-half mile east of South Sudbury, 22.24 0.3 mile west of Wayside Inn, and 33.79 one quarter mile west of Hudson (Marlboro Branch).

*H-2 switchers may operate over Bridges 36.14 and 36.21 on Greenville Branch at Ayer not to exceed five (5) miles per hour.

*C. V. Ry. engines, Class 700 may operate between White River Jct. and East Northfield via Vernon, but are restricted to twenty (20) miles per hour over Bridge 98 (C.V.), 2.18 miles south of Brattleboro.

*See HEAVIEST ENGINES permitted.

SPEED RESTRICTIONS — WRECKING CRANES.

The 200-ton wrecker No. 3365 located at Boston, and the 250-ton wrecker No. 3366 located at East Deerfield, may be operated only in the territory shown below with hood and stack removed, and in that territory may operate only on tracks on which S1-C or larger type power is permitted. Trains handling this crane must operate in compliance with all freight train speed restrictions applying in the territory in which movement is made and, in addition, restrictions listed below must be observed:

TERMINAL AND FITCHBURG DIVISIONS.

Boston and Rotterdam Jct.	BRIDGE No.	MILES PER HOUR	
		PER HOUR	RESTRICTIONS
Somerville	2.50	10	on westward track
"	2.50		Must not move under on Eastward Track.
"	2.96	10	
Cambridge	3.96	10	
Belmont	6.44	15	
Athol	82.04	15	on tracks No. 1 & No. 4.
Hoosac Tunnel		15	thru tunnel.
West Portal	141.32	10	on No. 4 track only.
Greylock	143.98	10	

Somerville Jct. and Hill Crossing.

No restriction.

West Cambridge and Union Market.

No restriction.

Watertown Branch.

Restricted except between West Cambridge and Union Market.

Cheshire Branch.

No restriction.

Worcester and Winchendon.

No restriction.

East Deerfield Branch.

No restriction.

Bennington Branch.

No restriction.

Troy Branch.

Must not move through Hoosick Street Arch.

Springfield and White River Jct.

Springfield	Bridge No.	0.55	15 m.p.h. on timber spans.
Northampton	"	17.15	Not allowed on Central Mass. Track.

Windsor 5 miles per hour over C. V. Bridge No. 3 (2.14)

5 " " " " C. V. Bridge No. 4 (3.59)

Hollis Branch

Must not pass over Nashua River Bridge.

East Northfield and Brattleboro (C. V. Ry.)

No restrictions.

99. B. & A. TABLE, NORTH ADAMS.

Whenever B. & M. engines go into B. & A. yard to turn B. & M. flagman will protect movements from east over B. & A. main line.

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.**SWITCHES.**

That portion of the Wheelwright Branch between Norwottuck and Canal Jct. and between Forest Lake and Wheelwright is not considered a main track and motor cars and local freight trains may expect to find switches on the side tracks between these points in either position.

EAST SWITCH.

Operator-Switchman on duty 5.15 A.M. to 8.50 A.M., daily except Sundays and Holidays, to handle switches and signals for all trains to and from Central Mass. Branch.

During period Operator-Switchman is NOT on duty, Conductors or Enginemen of trains or engines will before entering main track or using crossover switches ascertain location of trains in both directions, except First Class trains entering Portland Div. outward (eastward) main track at East Switch may if electric lock indicates "unlocked" omit telephone inquiry as to train location, open switch and accept signal indication. If electric lock indicates "locked," permission to operate push button unlock must be obtained from Train Dispatcher.

All trains operating via East Switch and Central Mass. Branch during hours Operator IS on duty will obtain Form 54 on East Switch at Clinton if it is required.

Central Mass. Branch Inward Trains originating at Clinton or Lancaster will leave conductor's register slip with operator, Clinton, for information of following Central Mass. Branch trains.

RESERVOIR SWITCH.

The normal position of switch at Reservoir Switch is set for East Switch.

AYER (HILL YARD).

Trains or engines using crossover or warehouse siding east of Davis Underpass will before using communicate and receive permission from Train Director at Ayer Tower. Rules 93A and 99 apply.

HANDLING SWITCHES MIDDLE SIDINGS.

Crossover switches of middle sidings must not be opened until passing train has completely cleared main line switches in order to avoid giving lunar white indication on cab indicator of passing train.

BRATTLEBORO.

Switch at junction of the B. & M. R. R. and C. V. Ry. south of passenger station (westerly track) will be left set and locked for movement to the C. V. Ry.

Switch at junction of the B. & M. R.R. and C. V. Ry. south of passenger station (easterly track) will be left set and locked for movement to the northward main track.

EASTHAMPTON.

While switching tracks at Hampton Mills, and the Pepin Fuel Co. track at Easthampton, Mass., air must be coupled and working on locomotives and cars.

SPRING SWITCHES.**AYER.****Spring Switch at westerly end of Harvard Lead.**

Before movements are made from Harvard Lead to inward main track it will be necessary for trainman to push Signal SA 262 button in box near the signal. In all other respects, except that spring switch eliminates necessity of reversing the turnout, Rule 509d will apply.

Dwarf signal located between main tracks at spring switch governs outward movements on inward track over spring switch only. If signal indicates Stop, train must not pass over spring switch until it has been examined and found to be in full normal or full reverse position.

SILVER STREET.

Normal position of Spring switch is for inward movements. When Spring switch is in normal position outward block 377 will stand in clear position and trains finding this signal in other than clear position will be governed by General Rule 509.

PUTNEY.

Normal position of Spring switch is for outward movements. When Spring switch is in normal position inward block 692 will stand in clear position and trains finding this signal in other than clear position will be governed by General Rule 509.

CLAREMONT JUNCTION.**Spring switch at northerly end of passing siding.**

Instructions for operation posted inside steel box on an iron post near Spring Switch.

105.**YARD TRACKS****WEST CAMBRIDGE (Watertown Branch).**

Sign located to right of The Carbide and Carbon Chemical Company's

sidetrack designates the point beyond which locomotives are forbidden to go, also restricting use of lighted lanterns, except electric, in their yard.

WAVERLEY (Central Mass. Branch).

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

Use electric lanterns — get same from and return same to Clematis Brook Station after using.

GARDNER.

K8 class engines are restricted from operating on track between tower and freight house platform.

SCOTIA.

Engines using Ryan's sidetrack should have cars enough behind so that engine will not go past derail account of sharp curvature.

JOSLIN.

K8 Engines are restricted operating on track serving Keene Chair factory.

BELLOWS FALLS.

B-15 engines are restricted from operating on the following tracks: No. 1, No. 2, No. 3 and No. 4, Public Delivery tracks just north of Canal Bridge.

Standard Paper Company, Blake & Higgins track just north of Saxton River Bridge off the inward main line track.

Green Box Company siding at North Walpole off the outward main line track north end of yard.

Cold River siding serving O'Connor Bros., and American Mineral Products Company on Cheshire Branch back of Cold River station.

WINCHESTER (Ashuelot Branch).

No engine must pass over Lawrence Leather Company's scales.

PROTECTION OF PASSENGERS.

107. (See first paragraph of General Special Instruction 107.)

Outward trains leaving Boston, North Adams and Springfield, Mass., and inward trains leaving Troy, N. Y., East Deerfield, Northampton, Greenfield and South Ashburnham, will be notified by message transmitted by Train Dispatcher.

Outward trains entering main line at Ayer and inward train entering main line at Johnsonville will be notified by Train Director.

Trains will, when unavoidable, be stopped to receive this information. Engineers of eastward (inward) express passenger trains and through freight trains will be notified at either Fitchburg, Ayer or South Acton concerning any overdue westward (outward) local passenger trains terminating or diverging at above mentioned points.

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

At Waverley station Central Mass. Branch trains or main line Fitchburg route trains must not cross the public highway at either end of Waverley station platform except at restricted speed when trains of the other line are in the station.

SOUTH ACTON.

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

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

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

STATION PROTECTION SIGNALS.

OUTWARD — Concord	INWARD — Williamstown
North Leominster	Orange
	Shirley

WORCESTER UNION STATION.

Conductors and trainmen, leaving cars standing on tracks at the Worcester Union Station, without a man to protect them, should, in all cases, notify the switchtender at the north end of the viaduct or the signalman in the New Haven Tower or the General Yardmaster's Office by telephone.

109. BULLETIN BOARDS.

PASSENGER STATIONS.	YARD OFFICES.	ENGINE HOUSES.
Boston Register Room.	Mystic Jct.	Charlestown.
Bellows Falls, Telegraph Office.		Bellows Falls.
Brattleboro.		Brattleboro.
Eagle Bridge.	East Deerfield.	East Deerfield.
East Northfield.		
Fitchburg, Station Hall Way.		East Fitchburg.
Greenfield.		
Keene.		
	Mechanicville.	Mechanicville.
North Adams.		
North Bennington.		
Northampton NO Tower.		Northampton.
Peterboro.		
	Rotterdam.	

PASSENGER STATIONS.
Springfield.

YARD OFFICES.
Springfield.
(Plainfield Street)
Troy, N. Y.

ENGINE HOUSES.
Springfield.

Troy, N. Y.
Winchendon.
Worcester.

So. Worcester.
White River Junction.

Troy, N. Y.
So. Worcester.

Fitchburg Division bulletins are posted on bulletin board at West-boro engine house; also on C. V. Ry. at yard office, White River Jct. engine house at East New London, and train dispatcher's office, New London.

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

TER. DIV.	FROM	To
Main Line.	Boston	Division sign east of Ayer.
F. DIV.	FROM	To
Main Line.	Division sign east of Ayer.	Rotterdam Junction and Troy.

Trains must keep to the left between Hoosick Falls and Johnsonville, unless otherwise directed.

Main Line.	Springfield, Mass.	Silver Street.
" "	Junction of B. & M. R.R. & C. V. Ry. south of Brattleboro passenger station.	West River.
Main Line.	Putney (two or more track switch).	Tunnel switch.
" "	Chapins Switch, Bellows Falls.	Claremont Junction. (two or more track switch).

FITCHBURG — EAST FITCHBURG FG

Third track between Fitchburg Tower and East Fitchburg FG is considered a main eastward track, and trains running on this track must be protected as per General Rule 99. Trains using Track 4 shall turn inside marker to show green. Trains calling in flag on this track will precede signal with one short blast of whistle, then give signal as per General Rule 14-d.

BELLOWS FALLS.

Single track between Chapin Switch and Tunnel Switch.

Two or more track switch at Tunnel Switch will be operated by remote control from Signal House, Bellows Falls. All movements to be governed as follows:

CHAPIN SWITCH — INWARD.

One unit color light signal located to the right of inward main track on south end of Connecticut River bridge governing inward movements. This signal is a semi-automatic interlocking signal and all movements will be governed by General Rule No. 663.

TUNNEL SWITCH.

Outward.

By a three unit color light home signal located to right of outward track about 440 ft. south of Tunnel Switch, governing outward movements.

By a color light dwarf signal located to left of inward track about 275 ft. south of Tunnel Switch, governing outward movements.

Inward.

By a three unit color light home signal located to right of main track on wall, south end of tunnel, governing inward movements.

The sidetrack switch about 450 ft. south of Mill Street is electrically locked. This lock is controlled from signal house at Diamond Crossing. Before switch can be thrown, switchman must be requested to unlock switch. After switching is completed, hand switch must be left set for main track.

A signal repeater and push button located about 30 ft. south of station platform awning. The repeater repeats inward home signal. Push button operates annunciator bell in Signal House. When train is stopped at station, and is prepared to leave, conductor must push button and when repeater shows clear may proceed.

Train crews should communicate with switchmen at Signal House, Bellows Falls, in case switch fails to operate or proper signals are not received. Yard telephone is located in iron box at Mill Street crossing and also yard phone located in box on post about 100 ft. north of home signal on west side of track. These and switch control locking device have switch locks. Telephone call for Signal House is 2 long, 2 short.

Outward movements from inward track at south end of tunnel governed by color light Dwarf signal must not exceed 15 miles per hour between Dwarf signal and Mill Street crossing.

All movements which leave main line between Chapin Switch and Tunnel Switch must notify switchman after leaving main line that switches have been set up, and must notify switchman before returning to main line, or protect themselves in both directions. Only one train is permitted to be in section of track between Chapin Switch and Tunnel Switch at the same time.

B. & M. R.R. — N. H. R.R.**OPERATION SPRINGFIELD AND WORCESTER YARDS.**

All trains and engines using tracks of the New Haven Railroad west of signal bridge at easterly end of viaduct at Worcester, and south of diamond at Yard 1, that is, within the so-called New Haven Yard at Springfield, will be governed by the rules and regulations of the New Haven R.R. and all B. & M. employes operating in New Haven territory must be qualified as required by New Haven R. R.

B. & M. R.R. — B. & A. R.R.**OPERATION BETWEEN CREAMERY AND FOREST LAKE.**

On the Wheelwright Branch between Creamery and Forest Lake, Boston and Maine Railroad trains will operate over the Boston & Albany Railroad track under the jurisdiction of the Boston & Albany Railroad, its time tables, rules and regulations.

Stop signs are installed at the above named points, and Boston and Maine Railroad trains will not pass stop posts until they have received authority from the Boston & Albany train dispatcher.

Boston & Albany Telephone Dispatcher's Line has been cut in at these points, and Boston and Maine conductors will report to Boston and Albany dispatcher promptly for orders and instructions.

Present Boston and Maine track will be maintained between Wheelwright and Creamery and operated as a sidetrack. Boston & Maine trains having work to do on this track will enter at connection at Creamery. Boston and Maine trains moving from this track to Boston & Albany track at Creamery will not pass stop sign until they have received authority from Boston & Albany train dispatcher.

All trains will register at Creamery and Forest Lake unless otherwise directed.

B. & M. R.R. — C. V. Ry.**OPERATION BETWEEN WHITE RIVER JUNCTION AND EAST NORTHFIELD.**

Between White River Jct. and Windsor and between Brattleboro and East Northfield, Central Vermont Railway trains will operate under the jurisdiction of the Boston and Maine Railroad, its time table, rules and regulations.

The tracks between Brattleboro and East Northfield will be used by trains of the B. & M. R. R. and C. V. Ry. as follows:

Inward trains will be run via the C. V. Ry. and outward trains will be run via the B. & M. R. R. except, that in order to accommodate the regular passenger service, No. 717 will run via Vernon.

The main tracks between END OF TWO OR MORE TRACKS SOUTH OF passenger station at Brattleboro and East Northfield will be operated as two single track lines. Extra trains between these points will have route designated in train orders, specifying whether via Vernon or via Dole Junction.

All train orders will be issued from the Train Dispatcher's Office at Greenfield, over the B. & M. R. R. Superintendent's signature

OPERATION BETWEEN NORWOTTUCK AND CANAL JCT.

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

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

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

201.

TRAIN ORDERS.

Train orders pertaining to movement of trains between North Bennington and White Creek will be issued from the Train Dispatcher's Office at Greenfield, over the B. & M. R.R. Superintendent's signature.

208A.

CLEARANCE FORM A.

No train will leave Troy Union Passenger Station without a Clearance Form A.

No train will leave White River Jct. without a Clearance Form A.

No train will leave Bellows Falls (Cheshire Branch) without a Clearance Form A.

When there are no orders for a train, the issue of clearance Form A must be authorized by train dispatcher; except when wires are not working, the operator may issue it without such authority, and must notify dispatcher as soon as communication is restored.

221B.

TRAIN ORDER SIGNALS.**EAGLE BRIDGE.**

When there are train orders for outward trains coming from D. & H. R. R., or for outward B. & M. trains moving out of yard at Eagle Bridge, operator will display red flag by day or red light by night on bracket on northwest corner of station near telegraph office as a train order signal.

NORTH ADAMS.

A red flag by day, or a red light by night displayed on lamp and flag bracket on awning post at east end of passenger station, will indicate trains are to be held for train orders.

45 DEGREE INDICATION.

225. 45 Degree Indication to train order signals is authorized between Tower "H", Boston, and Troy, N. Y., inclusive.

When 45 degree is displayed at Waltham for eastward trains, superior trains will understand that inferior trains are running ahead without train orders from Waltham to Boston.

BOSTON.

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

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

JOHNSONVILLE.

A green flag by day or green light by night displayed on tower will be considered as a 45 degree indication.

SPECIAL AUTOMATIC BLOCK SIGNALS AND ELECTRIC SIGNALS.**EAST GARDNER.**

Dwarf signal 56-W, located near spring switch, east of Beach St. overhead bridge 62.20, west of East Gardner Station, governs westward movements on eastward track to the westward dwarf signal located about 566 ft. east of east end of crossover No. 10 at Gardner.

Trains or engines moving west on the eastward track between these points will accept the signal route indicated by this signal as authority to use the eastward track in the westerly direction to westward signal east of crossover No. 10 at Gardner.

Engine crew on helpers will get in touch with train dispatcher at Gardner before starting this reverse move to receive any instructions that he may have for them.

SHELburne FALLS.

Color light dwarf repeater signal installed between Main Tracks, about one mile west of Shelburne Falls, governs eastward movements on westward track from this signal to dwarf signal located between main tracks at westerly end of crossover at Shelburne Falls west.

Trains or engines moving east on the westward track between these points will accept the signal route indicated by this color light dwarf repeater signal as authority to use the westward track in the easterly direction to dwarf signal located at westerly end of crossover at Shelburne Falls West.

Dispatchers telephone is installed at the location of the color light dwarf repeater signal.

ZOAR.

Two slide detector fences have been installed and in operation, about one and one half miles west of Zoar.

Location

1. From a point 1165 feet east of signal bridge supporting automatic block signals 1327 and 1326 to a point 65 feet east of said signal bridge.
2. From a point 745 feet west of the same signal bridge to a point 2145 feet westerly thereof.

Signals involved.

Westerly direction, automatic block signal	1313-1
" " "	1313-2
" " "	1327-1
" " "	1327-2
Easterly direction, Soapstone home signal	L-6
" " "	L-4
" " "	L-2
Automatic block signal	1326

Operation

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

THE HOOSAC TUNNEL.

General Rule 509 Paragraph B, so far as it applies to operation of automatic block signals in Tunnel, is modified as follows:

When a train is stopped at any of these automatic block signals engine-men will at once go to telephone, call Train Director at North Adams Tower, who, if tunnel is clear, will direct train to proceed at restricted speed to next automatic block signal and give his name. Engineman will repeat instructions and give his name.

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

SPRINGFIELD.

Lower signal on Automatic Block Signal 18 will act as a distant for northward home signal 8 and for southward home signal at WA Tower, Springfield.

WEST RIVER.

One arm automatic distant signal 607 will act as a distant signal for northward home signal at West River and for automatic block signal 613.

Lower signal on Automatic Block Signal 618 will act as a distant signal for southward home signal at West River and for automatic block signal 608.

265. SIGNAL CONTROL SYSTEM.

Train movements from both directions on one or more tracks, may be made as specified below:

**BETWEEN
EAGLE BRIDGE AND HOOSICK JCT.**

Under Direction of Train Director Johnsonville.

Movements may be made in either direction on both tracks.

WILLIAMSTOWN CROSSOVER AND SOAPSTONE.

Under Direction of Train Director at North Adams Tower.

Eastward Track — For eastward movements ONLY between Williamstown Crossover and Fairgrounds; for movements from both directions between Fairgrounds and Spragues.

Westward Track — For movements from both directions between Williamstown Crossover and Spragues.

Movements may be made in either direction on tracks No. 2, No. 4 or No. 1 between Spragues and West Portal.

Movements may be made in either direction on both tracks between West Portal and East Portal.

Movements may be made in either direction on tracks No. 2, No. 1 or No. 3 between East Portal and Soapstone.

SOAPSTONE AND GREENFIELD EAST.

Under Direction of Train Dispatcher at Greenfield.

Eastward Track — For movements from both directions.

Westward Track — For movements from both directions between Greenfield East and Greenfield West. For westward movements only between Greenfield West and Shelburne Falls East. For movements from both directions between Shelburne Falls East and the repeater dwarf signal one mile west of Shelburne Falls West. For Westward movements only between the repeater dwarf signal one mile west of Shelburne Falls West and Soapstone.

GREENFIELD EAST AND MONTAGUE.

Under Direction of Train Director at East Deerfield.

Eastward Track — For movements from both directions.

Westward Track — For westward movements only between Montague and East Deerfield East; for movements from both directions between East Deerfield East and Greenfield East.

East Deerfield Branch — For movements from both directions between home signals, East Deerfield West and Deerfield Jct.

TYTER WEST AND WESTMINSTER.

Under Direction of Train Dispatcher at Gardner.

Eastward Track — For eastward movements only between Tyter West and Gardner; for movements from both directions between Gardner and Gardner East; for eastward movements only between Gardner East and South Ashburnham.

Westward Track — For westward movements only between South Ashburnham and Gardner; for movements from both directions between Gardner and Tyter East.

Track No. 3 — For westward movements only between Westminster and South Ashburnham.

Track No. 1 — For movements from both directions between Westminster and South Ashburnham.

Track No. 2 — For eastward movements only between South Ashburnham and Westminster.

WESTMINSTER AND EAST FITCHBURG OX.

Under Direction of Train Director at Fitchburg Tower.

Eastward Track — For movements from both directions between Westminster and Fitchburg Tower. For eastward movements only between Fitchburg Tower and East Fitchburg OX.

Westward Track — For westward movements only between East Fitchburg OX and Fitchburg Tower. For movements from both directions between Fitchburg Tower and Westminster.

AYER AND WILLOWS.

Under Direction of Train Director at Ayer.

Movements may be made in either direction on both tracks.

HILL CROSSING AND NORTH CAMBRIDGE**HILL CROSSING AND WEST CAMBRIDGE**

Under Direction of Train Director at Watham.

Freight Cut-Off — For movements from both directions between home signals, Hill Crossing and North Cambridge.

Central Mass. Branch — For movements from both directions between home signals, Hill Crossing and West Cambridge.

Telephones are located at all home interlocking signals in above territories, and should such signals indicate stop crew will immediately call train dispatcher, train director, or signalman.

HILL CROSSING FREIGHT CUT-OFF.

The freight cut-off extends between Hill Crossing and name board located at Boston Yard Limit Board 1100 feet south of Somerville Jct. Crossover

The portion of freight cut-off located between Northward (Outward) dwarf interlocking signal at Hill Crossing and Northward (Outward) dwarf interlocking signal 1300 feet north of Mass. Ave., No. Cambridge, is SIGNAL CONTROL SYSTEM TERRITORY and all movements between these points will be made on signal indication and in accordance with signal control system rules.

The portion of freight cut-off south of Northward (Outward) dwarf interlocking signal 1300 feet north of Mass. Ave., No. Cambridge, to name board 1100 feet south of Somerville Jct., is an INWARD (SOUTHWARD) MAIN TRACK. This is not a Yard Track and protection must be provided as required by Rule 99.

Movements over this portion of freight cut-off (south of North Cambridge) may be made as follows:

Inward (Southward) — without Train Orders.

Outward (Northward) — only under pilot protection or under full flag protection.

The portion of freight cut-off and third iron between color light automatic Signal CM-32, located to the right of the freight cut-off 275 feet north of Lowell Street Bridge, and the Dwarf interlocking signal located to the right of the third iron just north of Medford Street Bridge (Winter Hill), is automatic block signal territory.

Trains in either direction between Hill Crossing and name board south of Somerville Junction are not required to display signals as per General Rule 21.

MECHANICVILLE D. & H. R.R.

Operation between XO and WY Towers.

(D. & H. R. R. Rules.)

The two main tracks between the northward signals at XO Tower and the southward signals at WY Tower will be numbered from West to East and will be used as follows:

No. 1 (southward track) northward and southward trains.

No. 2 (northward track) northward and southward trains.

One short and four long (0 — — — —) sounds of steam whistle calls the flagman in from the south on No. 1 track.

One short and five long (0 — — — —) sounds of steam whistle calls the flagman in from the north on No. 2 track.

The movement of trains between the northward signals at XO Tower and the southward signals at WY Tower will be governed by Signal Indications, which will supersede time table superiority and take the place of train orders.

Except as affected by these instructions, all Block Signal Rules and Train Rules remain in force.

AUTOMATIC TRAIN STOP RULES

These rules apply to locomotives equipped with Automatic Train Stop.

Automatic Train Stop territory may be designated by timetable.

Rule 420. — Automatic Train Stop equipment supplements the automatic block signal indications in governing the use of blocks but does not supersede the superiority of trains nor dispense with the use or the observance of automatic block or interlocking signals or other signals.

Rule 421. — An audible warning of the train stop equipment indicates a restricted condition of the track ahead and the Engineman must immediately control the speed of his train in accordance with the following conditions:

- (a) Audible warning should be received as the engine is passing a wayside signal other than a CLEAR signal and the speed of the train will be governed in accordance with the wayside signal indication.
- (b) If the audible warning is received as the engine is passing a clear wayside signal or when the wayside signal is not visible the train will be brought to a STOP and then proceed at restricted speed to the next wayside signal.

Rule 422. — Engineman will not operate the acknowledger to prevent the automatic application of brakes until the governing indication is observed and/or is in process of being obeyed.

Rule 423. — To forestall a train stop initiated automatic application of the brakes the acknowledger should be properly operated within 6 seconds after the start of the audible warning.

Rule 424. — On Diesel locomotives, the changeover switch must be moved to intermittent position and proper acknowledgment made before entering Automatic Train Stop territory and the changeover switch must remain in "Intermittent" position and pneumatic equipment cut in and sealed (except in case of failure of equipment) while locomotive is in train stop territory.

Rule 425. — All enginemen will report the operation of the Automatic Train Stop equipment on the work sheet. If the equipment functioned as intended, mark work sheet "Automatic Train Stop equipment OK." If the equipment did not function properly, the facts must be reported to the Superintendent at the first available point of communication and also on the work sheet. Form ML 169A must be filled out and left with Record of Departure Test Form ML 250 in designated holder in cab of locomotive.

Rule 427. — Diesel Locomotive Departure Test. — Before leaving enginehouse territory the engineman or authorized person must note that pneumatic equipment is cut in and sealed. Move changeover switch to "Intermittent" position and note that warning whistle sounds. Within 6 seconds after sounding of warning whistle, properly acknowledge so as to prevent an application of the brakes.

To acknowledge, move acknowledging switch handle to acknowledging position for approximately 2 seconds and then allow handle to snap to normal position. Warning whistle should stop immediately.

The locomotive should then move at a speed of approximately four (4) M.P.H. over the first test inductor. As the locomotive receiver passes over the test inductor the warning whistle should sound. This whistle indication should be acknowledged by proper operation of the acknowledging switch. The locomotive should continue to move at approximately four (4) M.P.H. and pass over the second test inductor.

As locomotive receiver passes over the second test inductor the warning whistle should again sound. Do not acknowledge this indication but allow an automatic brake application to take effect.

Note that a full service application is received and that locomotive comes to a stop.

To release the brake application, move the automatic brake valve handle to "Lap" position and leave it in this position until application pipe gauge shows approximate main reservoir pressure. Properly acknowledge and then move brake valve handle to "Running" position. Reset pneumatic control switch for continued operation of Diesel engines.

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

505. AUTOMATIC BLOCK SYSTEM.

Boston to Hoosick St., Troy, N. Y.
 Johnsonville to Rotterdam Junction.
 Springfield to White River Junction.
 Cheshire Branch.
 East Deerfield Branch.

509d AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS. (See Rule 509d)

LOCATION	SIGNAL NUMBER	CLEARING TIME
Schaghticoke	SD 1793	4 minutes
Ayer, Harvard Lead Switch	SA 262	3 minutes

605. LOCATION OF INTERLOCKING SIGNALS.

(SEE INTERLOCKING SIGNAL RULES.)

MAIN LINE — EAST — WEST.

Tower A.	Montague.
Tower H.	East Deerfield (East).
Union Square.	East Deerfield (West).
West Cambridge.	Cheapside.
Hill Crossing.	Greenfield (East).
Waltham.	Greenfield (West).
West Concord.	West Deerfield (East).
South Acton.	West Deerfield (West).
Willows	South River.
Ayer.	Shelburne Falls (East).
East Fitchburg (OX).	Shelburne Falls (West).
East Fitchburg (FG).	Rice's Crossover.
Fitchburg Tower.	Soapstone.
Fitchburg, Rollstone St.	East Portal.
West Fitchburg.	West Portal.
Westminster.	Sprague's.
South Ashburnham.	Fair Grounds.
East Gardner.	Williamstown Crossover.
Gardner (East).	Petersburg Jct.
Gardner.	Hoosick Junction.
Parker.	Eagle Bridge.
Baldwinville (East).	Johnsonville.
Baldwinville.	Mechanicville XO Tower.
Wright's Crossover.	Mechanicville WY Tower.
Athol.	Crescent.
Tyter (East).	Rotterdam Junction.
Tyter (West).	

HILL CROSSING FRT. CUT OFF.

Hill Crossing. North Cambridge.
 Diamond Crossing (Lexington Branch).

Whenever trains or engines find interlocking signals in stop position at Diamond Crossing and cannot see any other train or engine approaching on cross route, crew will be governed by instructions posted in signal box which contains push button releases.

WORCESTER AND AYER.

Ayer, west end of yard.

MAIN LINE — NORTH — SOUTH.

WA Tower	Tunnel Switch.
NO Tower.	Chapin Switch.
Deerfield Jct.	Claremont Jct.
Greenfield	White River Jct. (South end of yard).
East Northfield.	
West River.	

CHESHIRE BRANCH.

Winchendon.

PETERBORO BRANCH.

Barber. Gardner. Winchendon.
 When movements are to be made on B & A track across Cheshire Branch, or reverse movements are desired on Cheshire Branch, train or engine crew will be governed by instructions posted in signal box adjacent to the crossing.

CENTRAL MASSACHUSETTS BRANCH.

South Sudbury. East Switch.

WHEELWRIGHT BRANCH

NO Tower.

PETERSBURG JUNCTION.

The only moves permitted through this interlocking with no Operator on duty are:

Rutland Railroad across diamond either direction.
 Boston & Maine Railroad across diamond on normal main and eastward from passing track to eastward main.

If any other moves are necessary, Operator must be on duty or called for duty to handle.

Instructions for operation are posted on inside of the control box.

Open hours daily 10.00 A.M. to 2.00 A.M.

Closed hours 2.00 A.M. to 10.00 A.M. during which time Interlocking Signals are under automatic operation and the three light Eastward and three light Westward Home Interlocking Signals governing movements on Boston & Maine Railroad will display "PROCEED" aspect if the block is clear. The Southward and Northward Home Interlocking Signals on the Rutland Railroad will display a "STOP" aspect.

NO TOWER.

Open hours week-days 5.00 A.M. to 9.00 P.M. During other hours signals and switches are set for Main Line.

Closed 9.00 P.M. Saturdays until 5.00 A.M. Mondays.

SOUTH SUBURBY.

Open hours — Week-days 5.00 A.M. to 9.00 P.M.
Sundays 6.45 P.M. to 9.15 P.M.

During other hours signals and switches are set for N. H. R. R. trains. Operator remains on duty until last B. & M. passenger train passes.

OTHER INTERLOCKING SIGNALS, NORMAL INDICATION OF WHICH IS PROCEED.

To protect trains or engines entering a main track or in making crossover movement (see Rule 152).

Signals must be set to display most restrictive indication, then wait three minutes before lining switches.

When stop is indicated by these signals, trains or engines must not proceed on hand signals until a flagman has been sent ahead and ascertained the full situation. They may then proceed on signal from flagman. (See Rule 663-b).

Such signals are located at the following points:

MAIN LINE — NORTH — SOUTH.

White River Junction Yard. (C. V. Signals.)

SPRINGFIELD.

Movements of Boston and Maine R. R. trains and engines on tracks operated by Boston & Albany R. R. or New Haven R. R. must be made under the control and jurisdiction of the governing "tower," and other signals covering such movements.

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

All passenger or freight drafts backing in or out of B. and A. R.R. passenger station Springfield must be controlled with a riding hose equipped with a whistle.

The B. & A. R.R. rules provide that for trains backing in or out of Springfield Union Station, there must be two men on the rear end to make this movement.

The use of whistle in and about Springfield station is prohibited except in case of emergency and engine crews will regulate fire so that pop valve will be kept closed.

Important that every effort be made to eliminate all unnecessary noise.

**WHITE RIVER JUNCTION.
CENTRAL VERMONT YARD.**

DOUBLE ARM UPPER QUADRANT SEMAPHORE, TWO POSITIONS BLADE, 1080 FEET SOUTH OF STATION GOVERNS SOUTHWARD MOVEMENT AT FOULING POINT OF B. & M. AND C. V. MAIN TRACK AND B. & M. NO. 2 TRACK:

The west arm in a perpendicular position or a green light, and the east arm in a horizontal position or a red light, gives southward movements from C. V. main track permission to proceed.

The west arm in a horizontal position or a red light, and the east arm in a perpendicular position or a green light, gives southward movements from B. & M. main track or through crossover from south wye permission to proceed.

Both arms in horizontal position, or two red lights, all southward movements on either main track or through crossover from south wye must stop to clear fouling point at junction switch.

SEMAPHORE SIGNAL LOCATED 800 FEET SOUTH OF NUTT STREET, W. R. JCT. GOVERNING MOVEMENTS OF OUTWARD TRAINS.

Upper quadrant three position Blade.
Perpendicular position or green light, proceed.
Forty-five degrees, or yellow light, caution via diverging route.
Horizontal position, or red light, stop.

OPERATION OF SWITCHES AND SIGNALS EQUIPPED WITH ELECTRIC SWITCH LOCKS.

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

Winchendon.

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

697. BALL SIGNALS.

Each engineman approaching the crossing will bring his engine to a stop at some point within one thousand (1000) feet from the crossing. If the signal is right, he may then proceed.

WHITE RIVER JUNCTION. DIAMOND CROSSING.

One ball or one red light will allow trains from Central Vermont Ry. (Northern Division) or movements from the west to cross.

Two balls or two red lights will allow trains from the Concord-White River Jct. Main Line (N. H. Division) or movements from the east to cross, but switching may be done over crossing, east and west on two balls or two red lights.

Three balls or three red lights will allow trains from the Berlin-White River Jct. Line (N. H. Div.), or movements from north to cross, but switching may be done over crossing north or south on three balls or three red lights.

Four balls or four red lights will allow trains from Central Vermont Ry. (Southern Division) or movements from south to cross.

When no signal is displayed all trains or movements approaching the diamond must stop. Any movement over diamond when no signal is displayed will be made only on the authority of signalman.

NOTE— Enginemen when approaching the crossing from either direction must use the utmost care with reference to trains moving on same track, as fixed signals only protect movements on tracks at right angles with each other.

Passenger trains arriving at White River Junction that are required to back their trains off on C.V.R.R. or west side of station, should, when conditions will permit, back entire train and engine over crossing before making station stop and must not exceed a speed of five (5) miles per hour on the back-up move.

WHITE RIVER JUNCTION — NUTT STREET.

Switchtenders stationed at cabin north of Nutt Street will handle double arm upper quadrant semaphore governing movement of trains from fouling point of Boston and Maine and Central Vermont Main Line and Boston and Maine No. 2 track, also upper quadrant three position semaphore signal located just north of Yard Office. They will have charge of switches south of station platform to entrance of New Yard, switches on crossover from Central Vermont Yard to Boston and Maine Yard, and switches from Central Vermont main line to crossover leading to Central Vermont No. 3 track.

Switchtenders located at diamond near passenger station will have charge of ball signal, all switches included between Wye switch on White River Bridge, and Crossover switch on Conn. River Bridge, also switches south of cabin controlling movement from and to the freight Yard.

Switchtenders stationed at cabin north of Nutt Street will not allow a train from Central Vermont (Southern Division) to pass that point if a Berlin-White River Jct. Line first-class train is due, or overdue, without first calling switchtender at Diamond and obtaining permission to allow such Central Vermont (Southern Division) train to enter Berlin-White River Jct. Line main track.

Movement on lead over Nutt Street crossing does not require whistle signal, 14-L. Movements approaching this crossing will be restricted to 10 miles an hour except when crossing watchman is on duty.

BELLOWS FALLS.

One ball or one red light allows Rutland Railroad trains to cross.
Two balls or two red lights allows Cheshire Branch trains to cross.
Three balls or three red lights allows Fitchburg Division Main Line trains to cross.

These signals govern movements of trains on all cross tracks and no track must be crossed until proper signal is displayed.

**BENNINGTON BRANCH.
NORTH BENNINGTON.**

One ball or one red light: First-class Inward main-line trains have right of track to main track crossover switch opposite freight house, moving at restricted speed.

Two balls or two red lights: First-class Outward main-line trains have right of track to westerly switch of scale track west of passenger station moving at restricted speed.

CLEARANCE.

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines, or other high equipment while movements are being made under these bridges or structures.

The following list of bridges and structures on this Division within New York State have close overhead clearance.

ROTTERDAM, N. Y.

"A" Frame on turntable.
Bridge 207.11, 1.2 mile east of station.

CRESCENT, N. Y.

Bridge 200.36, 3.3 miles west of station.

MECHANICVILLE, N. Y.

Bridge 186.35, .61 miles east of station.
Coal pocket at enginehouse.
Sandhouse at enginehouse.
Enginehouse doors, all stalls.
Big doors on Car Shop.
"A" Frame on turntable at enginehouse.

West Virginia Pulp & Paper Company:
 Coal shed over coal hopper on track leading to boiler room.
 Big doors leading to boiler house.
 Pipe line over track located between Alcohol Bleached Plants.

REYNOLDS, N. Y.

Bridge 181.41, 1.45 miles east of station.

WEST VALLEY FALLS.

Bridge 176.86, 0.2 mile east of station.

HOOSICK JCT., N. Y.

Signal Strut located just east of Bridge 165.18.

Signal Strut located just west of Bridge 165.18.

HOOSICK FALLS, N. Y.

Bridge 163.10, .5 miles east of station, eastward.

HOOSICK, N. Y.

Bridge 160.24, .2 mile west of station.

PETERSBURG JCT., N. Y.

Bridge 155.56, 2.72 miles east of station, eastward.

HOOSICK FALLS, N. Y.

Bridge 163.74, .4 mile west of station, westward.

Bridge 163.47, .03 mile west of station, westward.

J. E. Buckley's Coal Shed, opposite station, westward.

PETERSBURG JCT., N. Y.

Bridge 157.91, .4 mile east of station, westward.

State Line Bridge 156.15, 2.7 miles east of station, westward.

TROY, N. Y.

Bridge 188.85, 1.51 mile east of station.

Bridge 189.64, .72 mile east of station.

Delivery spout on Sandhouse at enginehouse.

Enginehouse Doors, all stalls.

"A" Frame on Turntable.

Peterson & Packer Coal Shed at foot of Adam St.

Wilson's Beef House at Vanderlyden Ave.

LANSINGBURG, N. Y.

Bridge 186.91, .51 mile east of station.

MELROSE, N. Y.

Bridge 180.54, 1.4 miles east of station.

Bridge 183.19, 1.25 miles west of station.

WALLOOMSAC, N. Y.

Bridge 168.97, 1.74 miles west of station.

OTHER CLOSE CLEARANCES.

EVARTS, VT.

Pursuant to order of Vermont Public Service Commission, all trainmen are warned that overhead bridge at M. P. 9.29 near Evarts, Vt., has a clear space from top of rail of 19 feet.

WINDSOR.

Due to lack of clearances, both side and top, men are prohibited from riding on top, or sides of cars, or tank of engine, entering new building of the Cone Machine Company.

WORCESTER.

There are several points where scant clearances obtain, both side and overhead, between Lincoln Square and Worcester Union Station, and employees should use due caution.

NORTH ADAMS.

Riding on top of locomotives, tenders and cars between North Adams passenger station and the westerly end of the Little Tunnel is strictly forbidden.

GARDNER.

There are many points where scant clearances obtain, both side and overhead, in connection with Derby Line and tracks leading therefrom, and employees should use due caution.

FITCHBURG.

Due to lack of clearances of side roof supports at Union Coal Company, men are prohibited from riding on tops of cars on the Union Coal Company track.

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

HOOSAC TUNNEL SPECIAL RULES

1. Enginemen will not enter tunnel on restricting signal.

TELEPHONES.

2. (a) Telephones are located at manholes.

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

3,000 feet from East Portal.	16,051 feet from East Portal.
6,000 " " " "	19,031 " " " "
9,000 " " " "	22,031 " " " "
12,789 " " " "	

Also at each automatic block signal.

(b) Iron telephone boxes installed at each automatic block signal in tunnel. Enginemen and others who have occasion to use telephone should

see to it that door is properly closed and bolt inserted in hasp to avoid door being knocked off.

(c) To call North Adams Tower, ring two.

(d) If bell does not ring at first, persons calling should listen on line and then hang up the receiver and call again.

3. When inward freight trains pick up cars, conductor should notify North Adams Tower as to tonnage picked up, and same to be reported by Train Director to Train Dispatcher.

4. When two or more locomotives are coupled together and making light movement with crew on rear locomotive, this crew will be responsible for proper display of markers, protection of rear of train, and passing of signals between rear and forward end of train.

5. In running through tunnel all signals displayed by trains must be night signals at all times, and headlight and all car lamps and lanterns must be lighted.

HANDLING TANK CARS CONTAINING INFLAMMABLES THROUGH HOOSAC TUNNEL.

6. (a) Loaded tank cars bearing inflammable placards may be moved through Hoosac Tunnel, but, if extra crew is working in the Tunnel, they must first be notified so that they may keep as far distant from the passing train as possible and reduce all lights they use to a safe minimum.

(b) Conductors will notify Train Director at North Adams Tower when they have such cars in their train.

HANDLING EXPLOSIVES THROUGH HOOSAC TUNNEL.

7. We can accept, for movement through Hoosac Tunnel, all shipments of Explosives and other Dangerous Articles, except as follows:

Low Explosives. Black Powder. High Explosives.

Ammunition for small arms with explosive bullets.

Boosters (explosive).

Explosive Bombs, Compositions or Mines.

Grenades — Hand or Rifle (Gas, Smoke or Incendiary).

Wet Fulminates of Mercury. } Excepting a shipment of not more

Blasting Caps. } than 1000 blasting caps or 1000 electric

Electric blasting caps. } blasting caps.

Ammunition for cannon with explosive projectiles.

Explosive projectiles.

Detonating fuses, or Explosive torpedoes.

Exception: Above MAY move through Hoosac Tunnel when shipped by or for the U. S. Army and Navy or when consigned to British and Russian Governments and traveling on commercial bills of lading.

DRAGGING EQUIPMENT DETECTOR DEVICE AND SIGNAL.

LOCATION OF DEVICE	TRACK
3000 feet east of Blackinton	Both
5000 feet east of Soapstone	Both

LOCATION OF SIGNALS.

Directly over inward track on signal bridge supporting home signals L-36 and L-40 at Fair Grounds. (Governs inward movements on both tracks.)

Directly over track No. 1 on signal bridge supporting approach signals 1341 west of Soapstone.

(Governs outward movements on all three tracks.)

INDICATIONS OF SIGNAL

Dark Normal Detector has not been operated.
 Lunar White Trouble STOP and inspect train for dragging equipment.

At the same time the Lunar White indication is given the Eastward Home Interlocking Signal at Sprague's, or the Westward Home Interlocking Signals at East Portal will go to STOP and signals in the rear will assume proper approach indications.

When Lunar White indication is displayed, train must be brought to a stop as quickly as is consistent for safe operation, and without an emergency or too heavy application of the brakes. Train must be inspected and any unsafe condition found corrected before proceeding.

When condition has been corrected and train ready to proceed, notify Train Director at North Adams Tower so that Home Interlocking Signal may be cleared to avoid second stop.

The swing man will ride head end of Diesel-equipped freight trains approaching these points to be in position to make any inspection that may be required. If train is stopped at either of these points or between dragging equipment territory and the terminal of the run, swing man will drop off head end, making passing inspection and catch the caboose.

JOINT TRACK BETWEEN MECHANICVILLE AND CRESCENT.

D. & H. R.R. AND B. & M. R.R.

1150. (a) All employes of either company whose duties may in any way require them to operate over or have to do with operation of this joint double track shall be governed by time-table, rules and regulations of their respective companies, except wherein they may conflict with this joint time-table, and the rules, regulations and instructions appearing hereon.

(b) All trains before passing to or from joint double track at Crescent must not exceed speed of twenty (20) miles per hour and may proceed only when switches and signals are seen to be right and track clear.

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

(d) Extra trains may run ahead of second-class trains.

SIGNALS.

1151. Certain D&H signal aspects differ from those of the B&M, and D&H automatic approach signal aspects are indicated below.

STAGGERED LIGHTS.

Green over red: Proceed. Next signal is in proceed position for direct route.

Yellow over green: Proceed. Next signal is in proceed position for diverging route.

Yellow over red: Proceed, prepared to stop at next signal.

Red over red: Stop and proceed with caution to next signal.

NOTE: It should be noted that while yellow over green permits approaching the next signal at medium speed on the Boston and Maine R.R., it does not authorize this speed on the D&H R.R.

Certain D&H interlocking signal aspects may also cause some confusion. It should be understood that Red over Green over Red indication on Home Interlocking signals at XO and WY interlockings at Mechanicville and at Crescent interlocking indicates a clear diverging route and that the next signal indicates better than "Stop" or "Restricting." This indication on D&H R.R. signals does not permit medium speed through the interlocking similar to a "Clear Medium" signal on the B&M R.R., and the speed restrictions at each interlocking must be obeyed. Similarly Red over Yellow over Red indicating a diverging route, prepared to stop at next signal, does not authorize medium speed through these interlockings.

1152. (a) AUTOMATIC BLOCK SIGNALS.

Trains finding signal in Stop position must stop before passing signal. After coming to a full stop in rear of signal, if signal does not clear after an interval of fifteen (15) seconds, train may proceed at restricted speed expecting to find block occupied by a train, or a switch open, a car fouling main track, or a rail broken or up.

(b) Immediate report must be made by engineman to Superintendent of every case of being stopped by signals. Conductors will promptly make written report to Superintendent.

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

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

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

Bulletin Orders.

All special notices or orders of either company which may in any way affect the operation of joint double track will be posted on Bulletin Boards at the following places: Mohawk, Crescent, Rotterdam and General Yard Master's Office, Mechanicville; also at Dewitt and Selkirk on N. Y. C. R. R.

Slow Boards.

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

Movement of Trains.

If it should become necessary to operate any portion of the joint double track as single track, or it is necessary or desirable to interfere with the rights of trains, as prescribed by time-table, same shall be done by Train Orders issued from Train Dispatcher's office at Greenfield and over signature of Superintendent of the B. & M. according to general rules governing movement of trains by train orders of Boston and Maine Railroad.

Whistle Signals.

Approaching Crescent, westward, two long blasts of the whistle will be sounded as an indication to the Towerman that route to the D. & H. is wanted, and four short blasts for the route to the B. & M.

Yarding of Trains — Mechanicville.

Both D. & H. and B. & M. crews enroute to Mechanicville will look for a number displayed on south corner of QS Tower, Crescent, which will indicate track in B. & M. receiving yard train will yard on.

When two numbers are displayed, one above the other, the top number will designate the track upon which head end will be yarded and the lower number the track upon which the rear end of train will be yarded.

In the absence of a track number being displayed or in event do not clearly distinguish the number displayed, they will call B&M Yardmaster on yard phone from Sucker Brook, five rings, for instructions.

Crews using track No. 10 to drop caboose or to run through, must move prepared to stop, looking out for hump engines that may be using this track for a running track. Hump engines in using track No. 10 will make sure that man that goes with engine rides on tender looking out for crews that may be pulling through this track.

- No train or engine will enter or use any track in Mechanicville receiving yard except on a track-assignment made by the yardmaster in the usual manner. General Rule 105 applies.
- No engine will leave the receiving yard, and foul the leads at the east end, except as follows:
 - Lever controlling hump signals and horns, located on car inspector's cabin at easterly end of receiving yard, or on pole near No. 1 repeater signal opposite Agent's office, must be thrown and left in reverse position (this removes control from hump office, holds signals at "stop" position, and horns silent).
 - Lever must not be thrown while signals are standing at other than red or until humper has gone east of signal at east end of receiving yard.
 - Lever must be returned to normal position after engine has made necessary move, is entirely clear of yard leads, and all switches restored to normal.
- No humper will shove east out of receiving yard except as follows:
 - Conductor of humper will, on arrival at east end of yard, throw lever controlling hump signals and horns west of water tank, and leave lever reversed until he is ready to proceed to the hump. Before throwing lever normal it is his duty to know that his draft is all together, switches properly lined, and the route clear. Returning the lever to normal position when he is ready restores control to the Hump Office, and permits yardmaster to give the "proceed" signal when he is ready at the hump.
 - Engineman upon coupling onto cut to be humped will proceed to stretch string in the usual manner, but will not start shoving until hump signal within his view has, in his sight, gone from RED to GREEN, unless otherwise directed by conductor in charge of engine.
 - In weather conditions which require use of horn in lieu of signals conductor and engineman will proceed as in (a) and (b) above, and conductor, having restored lever to normal position, will phone hump office that he is ready so that proper horn signal may be sounded from the hump.
 - In cases where more than one hump engine is in receiving yard to shove cuts, a thorough understanding must be had between yardmaster and all enginemen and conductors involved as to which engine is to move first, and the second engine must move only on hand signals, relayed from its conductor at east end of receiving yard.
 - In cases where draft to be shoved to hump extends east of east end of receiving yard, down one of the hump leads, hump signal will be set red by yardmaster at hump office and hold red until he is notified by conductor of humper by motion or phone that he is ready to proceed. Engineman will proceed as in (b), but will not proceed to shove out until hump signal within his view has, in his sight, rapidly blinked from red to "proceed" and back to red three times before finally going to "proceed" and remaining there. (This is to avoid any misunderstanding as to the intent for the job to proceed, and in lieu of the use of lever.

In the use of day-light hump signals at Mechanicville receiving yard, the following indications will govern:

Green light indicates fast speed ahead.

Two yellow lights indicate medium speed ahead.

One yellow light indicates slow speed ahead.

Yellow above the red indicates back up.

Red light indicates stop.

Fog signals are:

Two long blasts to indicate full speed ahead.

One long blast indicates stop.

Three long blasts indicate back up.

Four long blasts indicate medium speed.

Five long blasts indicate slow speed.

TRACKS ON WHICH R-1 T-1, S-1, CV-700, ENGINES, H-1, H-2 AND H-3 SWITCHERS ARE RESTRICTED.

Waltham.

*Cushing Grain Co.

*Boston Mfg. Co.

*Waltham Coal Co. trestle.

*Engine House track.

*Waltham Paper Box Co.

Bleachery.

- *H. K. Noyes & Son Inc., track 1.
- *Bleachery Fuel Co.
- *Raytheon Mfg. Co.

Roberts.

- *J. L. Thompson Mfg. Co.

Stony Brook.

Mass. Broken Stone.

Concord.

Back track, Elevator track.

West Concord.

Allen's, Powder switch.

South Acton.

Merriam's track, Cushing's, Wall, Stock.
South Acton Coal and Lumber.

Maynard Branch.**West Acton.**

House, Milk, Coal tracks.

Littleton.

House, Bulk and Cider Mill tracks.

Greenville Branch.**Hollis Branch.****Ayer.**

- *Phelps track.

North Leominster.

Wheelwright Paper Co.'s coal trestle.
Yard tracks.

East Fitchburg.

No. 4 and No. 5 tracks west end east yard.
Falulah track west of Bridge 64.
Simond Saw tracks.
Webber Lumber Co.'s sidings.

Fitchburg.

Dillon Boiler Works and L. H. Goodnow Foundry Co.'s track.
J. Cushing track.
W. A. Hardy track.
Back Bay track.
Jennison Co.'s track.
General Electric Co. track.
Iver-Johnson track.
Orswell Mill track.
Union Coal Co.'s track.
Godbeer, Parkhill and Grant Yarn Co.'s track.

West Fitchburg.

DeJonge & Fitchburg Steam Engine Co.'s track.
Fitchburg Paper Co.'s trestle No. 1.
Fitchburg Paper Co.'s trestle No. 2.
Cook Box Co.'s track.

Wachusett.

Crocker Burbank Trestle No. 2.
Crocker Burbank Trestle No. 3 and track.
Crocker Burbank Trestle No. 4.
H 2a switchers may operate on above tracks using stretchers on coal trestles.

Cheshire Branch.

To a point one mile west of South Ashburnham. Exception: S-1 Class.

Gardner.

- *Haiman, Garbose track.
- *Freight House connections leading onto Peterboro Branch.
- *Derby Branch.
- *Gardner Yarn Co.'s track.

Peterboro Branch

Beyond Swift's track east of Gardner station.
All side tracks between Gardner and Worcester beyond Fouling Point.

Baldwinville.

- *Smith and Day track.

Athol.

- *Track in rear of Freight House known as the "Potter" track.
- *Athol Gas & Elec. track.
- *Diamond Match Co. track.

Orange.

United Shoe Machinery Co.'s track.

Erving.

United Shoe Machinery Company's track.

Millers Falls.

- *Millers Falls Tool Co.'s coal trestle.

East Deerfield.

East Side Cripple tracks. o

Greenfield.

- *Alexanders coal tracks. o
- *Potter's track. o
- *Tank track east switch to derail. o
- *Conway's Trestle. o
- *Wall track. o

North Adams.

- *Arnold Print Works' track.
 - Windsor Print Works' coal trestle.
 - *North Adams Gas Co.'s trestle track.
- All tracks rear Freight House except No. 4 to Snyder's track and Derrick track.

Greylock.

Greylock Mills' coal trestle.

Williamstown.

Herrick, Grady & Cole coal trestle.

Hoosick Falls.

J. Buckley & Son's coal trestle.
Walter A. Wood's siding — Outward.
Wood-Flong Co., Inc., siding.

Johnsonville.

Turntable tracks.

Troy Branch. — All side tracks beyond Fouling Point.**Schaghticoke.**

Coal track — South of Freight House.
Straw & Coal siding — North side of Mains.

Reynolds.

Champlain Brick Co.'s track east of Hudson River Bridge.

Mechanicville.

All tracks leading from wye just East of Station and from wye at East Saratoga Junction.
All coal tracks except loco. coal trestle.
West Virginia Pulp & Paper Co.'s tracks.

Scotia.

Ryan's track.

Springfield. Hampden underpass just north of Freight House restricted to ten (10) miles per hour.**Brightwood.** All side tracks, except the Brewery tracks, and from the Air outlet at north end of yard, north to main line switch.**Chicopee.** All side tracks except the "Long" track on West side to Block Signal No. 32 from South switch.**Chicopee Falls Branch Track.** Underpass just north of Chicopee passenger Station and beyond.**Holyoke.** All side tracks except Broadway north of Appleton Street, north end of Union, new and old coal tracks and south end of freight house tracks to south end of platforms.**Hatfield.** Main siding north of crossover to northward main and freight house tracks.**Northampton.** King St. Bridge, N. H. R. R. interchange track.
R-1, T-1 and S-1 class engines restricted to 10 miles per hour over Bridge 17.15 on Cent. Mass. track opposite station.**Bernardston.**

Wall and Dummell's track.

Mount Hermon.

House track beyond Fouling Point.
Gravel Pit beyond sign posts located 800 feet behind derail on Pit track, and 300 feet behind de-rail on No. 1 track.

East Northfield.

All tracks except passing track

Brattleboro.

Swift track.

Putney.

Highway Crossing to north switch on siding in rear of station.

North Walpole — Bellows Falls.

Cray's siding.
Green Manufacturing Co.
Flannery track.
Freight House tracks.
Blake & Higgins.

R-1, S-1 and T-1 type locomotives may be operated over Rutland Bridge 101 thru connection onto Main Line of Conn. River in front of passenger station, thence north of the Conn. River to Russell Street in North Walpole yard, thence south on the so-called Mountain track to the Cheshire Branch track, just south of engine house in Walpole yard, also over Rutland Bridge 101, B. & M. Stone Arch Bridge 113.60, and the Rutland track between these Bridges.

Charlestown, N. H.

Milar & Barry.

Claremont Junction.

Wye tracks.

Windsor.

Windsor Mfg. Co. (old Acme Machine Co.), front side.
Windsor Mfg. Co. (old Acme Machine Co.), back side south of River St. Crossing.

Cone Siding.

The Back track from switch near Everett Lane Crossing to River St. Crossing is O.K. for above power at speed of five miles per hour.

**RESTRICTIONS S-1c ENGINES.
CHESHIRE BRANCH.****Fitzwilliam, N. H.**

Anderson's. Stone's.

Joslin, N. H.

All tracks.

Cold River, N. H.

Siding serving O'Connor Bros. and American Mineral Products Co.
* P-2, P-3, P-4, P-5, K-7, K-8 and C.V. 400 class engines also restricted.
o H-1, H-2 and H-3 class engines may operate on these tracks.

CAB WINDSHIELDS.

Cab windshields on all classes of engines must be closed while operating through Hoosac Tunnel in either direction.

Cab windshields on T-1 and P-4 type engines must be closed at the following points.

Main tracks and sidings between Tower H and West Cambridge. Between Bridge No. 9.51 and No. 9.64, Waltham.
At Bridge No. 7.67, Patten Street on Watertown Branch.
At Bridge No. 0.55, Clinton Street, Springfield.
At Chicopee station.
At Willimansett station.
At Bridge No. 7.55, Appleton Street, Holyoke to 900 ft. north.
At Bridge No. 8.11, Upper Level Canal, Holyoke to 500 ft. north.
In Troy yard and 200 ft. each side of River Street electric railway crossover on the Green Island end of the Troy wye track.
Also on westward track between Liberty and Fifth Avenue bridges on the Troy Union Railroad.

HEAVIEST ENGINES PERMITTED

Between	CLASS	
	Passenger	Freight
Boston and Rotterdam Jct.	P 4 ab-DP1	T1ab-S1abc-R1abcd-DF1
West Cambridge and Waltham (via Watertown Branch)	P 4 ab-DP1	T1ab-S1abc-H3ab-DF1
South Acton and Maynard	*P 2 bcd	*K 8 bc
Ayer and Greenville	J 1 e	*K 7 bc
Ayer and Hollis	B 15 bc	K8bc-G11ab
South Ashburnham and Bellows Falls	P 4 ab-DP1	S 1 c-K8bc-DF1
Worcester and Gardner	P 4 ab-DP1	S1abc-T1ab-R1abcd-DF1
Gardner and Winchendon	*P 4 ab-DP1	K 8 bc
Winchendon and Peterboro	J 1 e	K 7 bc-G 11ab
East Deerfield Branch	P 4 ab-DP1	S1abc-T1ab-R1abcd-DF1
East Deerfield to Turners Falls (N.H. R.R.)	B 15 bc	B 15 bc
Hoosac Tunnel Diamond and Hoosac Tunnel docks (Not allowed on pile structures)	P 3 a-DP1	S1abc-T1ab
Johnsonville and Troy, N. Y.	P 4 ab-DP1	T1ab-S1abc-R1abcd-DF1
Hoosick Junction and North Bennington	P 4 ab-DP1	T1ab-S1abc-R1abcd-DF1
Springfield and White River Jct.	P 4 ab-DP1	*S1abc-T1ab-R1abcd-DF1
Chicopee and Chicopee Falls	J 1 e	K 7 bc
Mt. Tom and Easthampton	J 1 e	K 7 bc
Dole Jct. and Ashuelot	J 1 e	K 8 bc
Ashuelot and Keene	J 1 e	*K 7 bc
Boston and Clinton Jct.	*P 2 bcd-DP1	*K 8 bc
Wheelwright and Hadley	J 1 e	K 7 bc 600 HP Diesel Swr.
Hadley and Northampton	B 15 bc	B 15bc 600 HP Diesel Swr.
Somerville Jct. and Hill Crossing	P 4 ab-DP1	S1abc-T1ab-R1abcd- H3ab-DF1
West Cambridge and Hill Crossing (Central Mass. Branch)	P 4 ab-DP1	S1abc-T1ab-R1abcd-DF1

P-5 type locomotives (3696-3699) are HEAVIER than P-3 (3700-3709) but LIGHTER than P-4 (3710-3719) and therefore may be operated only in territory where P-4's are permitted.

Two K-7 type locomotives coupled, or one K-7 and a B-15 coupled, may be operated over the Ashuelot Branch between Dole Junction and Keene.

C. V. Ry. engines, Class 600, or M. C. Engines, Class 700, may be detoured Boston to White River Jct. via Cheshire Branch.

Motor rail car No. 1140 may operate only in that territory over which P-2 or heavier type locomotives are now permitted.

N. H. R. R. engines, Class R-3a, R-2a, R-2, R-1b, I-4f and I-2 may operate between Springfield and White River Jct.

*Refer to OTHER SPEED RESTRICTIONS for speed restrictions between these points.

DIESEL TONNAGE RATINGS

	Unit 4250-4264 Inc.			Unit 4200-4226 Inc.				
	Summer Winter		2700	Summer		Winter		
	1350 HP			4050	5400 HP	2700	4050	5400 HP
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Boston to East Fitchburg.....	1870	1800	3740	5610	7480	3600	5400	7200
East Fitchburg to East Deerfield.....	1120	1025	2240	3360	4480	2050	3075	4100
K-8 pusher to East Gardner.....	2120	2025	3240	4360	5480	3050	4075	5100
East Deerfield to Mechanicville.....	1370	1325	2740	4110	5480	2650	3975	5300
Mechanicville to East Portal.....	1845	1775	3690	5535	7380	3550	5325	7100
East Portal to East Deerfield.....	2530	2450	5060	7590	9999	4900	7350	9800
East Deerfield to East Fitchburg.....	1345	1300	2690	4035	5380	2600	3900	5200
East Fitchburg to Boston.....	2375	2300	4750	7125	9500	4600	6900	9200
Mechanicville to East Portal:								
K-8 pusher to Tunnel.....			4980			4900		
East Deerfield to East Fitchburg:								
K-8 pusher to East Gardner.....			4190	5535		4050	5350	
T-1 or S-1 pusher.....			4790			4650		
Gardner to Worcester.....			3090	4635	6180	2950	4425	5900
K-8 pusher to Knights.....			3800	5700		3600	5400	
Worcester to Gardner.....			2000	3000	4000	1800	2700	3600
East Fitchburg to Lowell.....			6400	9600		6000	9000	
Johnsonville to Troy.....	2650	2500	5300			5000		
Troy to Johnsonville.....	1500	1400	3000			2800		
East Deerfield to Springfield.....	3725	3625	7450			7250		
Springfield to East Deerfield.....	2650	2550	5300			5100		
East Deerfield to White River Jct.....	1970	1870	3940			3740		
White River Jct. to East Deerfield.....	1960	1860	3920			3720		

Summer ratings apply March 15 to November 15; Winter November 15 to March 15.

1000 HP Diesel switcher tonnage.

Mechanicville to Johnsonville.....	1900 tons
Johnsonville to Mechanicville.....	3000 "
Troy to Johnsonville.....	1100 "
Johnsonville to Troy.....	3000 "

ADJUSTED TONNAGE RATINGS

Class of Power	R1 Tons	S1-T1 Tons	K8 Tons	Car Factor			
				A	B	C	D
Mechanicville to North Adams	4700 *4400	4850 *4300	2700	8	11	14	16
East Deerfield to East Gardner	2550 *2350	2700 *2250	1800	6	8	10	12
Boston to East Fitchburg	3750	3900 *3500	2600	7	10	12	16
East Fitchburg to Gardner	2050 *2050	2200 *2050	1500	5	8	10	13
East Deerfield to North Adams	2700 *2400	2850 *2300	1900	6	8	10	12
	3950 *3300	4100 *3200	(with K-8 Pusher to top Shelburne Hill.)				
*Preferred Rating.							
	S-1c	P-4	K8				
So. Ashburnham to Bellows Falls	2200 *2050	1550	1500	5	8	10	13
Bellows Falls to So. Ashburnham	2150	1450	1400	5	8	10	13

In making up trains by the adjusted tonnage method, the actual gross weight of each car in tons should be increased by adding the car factor. Cars should be added to the train until their total gross weight thus increased approaches as close as possible, but does not exceed, the adjusted tonnage. The train is then complete except the adding of caboose which has been allowed for in compiling these ratings.

- A Temperature above 40 degrees
- B Temperature 20 to 40
- C Temperature 0 to 20
- D Temperature below zero.

OTHER TONNAGE RATINGS.

RATING CHANGE POINTS.	CLASS.					Trains will take additional tonnage, if offered at points between
	175	115	100	85	70	
Boston to Fitchburg	—	—	1700	1400	1050	
Fitchburg to East Deerfield	—	—	960	750	580	Gardner E. Deerfield
East Deerfield to Fitchburg	—	—	1410	1025	586	E. Gardner Fitchburg
Fitchburg to Ayer	5200	3135	2650	2180	1650	
Ayer to Boston	5000	2970	2410	1950	1425	
Fitchburg to Bellows Falls	1850	—	980	835	710	Troy, N. H. Keene
Bellows Falls to Fitchburg	1850	—	980	835	710	Gilboa Bellows Falls
South Acton to Maynard	—	1349	1175	950	775	
Hudson to Marlboro	—	715	610	475	410	Hudson Maynard
Marlboro to Hudson	—	1375	1210	990	800	
Ayer to Greenville and Hollis	—	—	—	800	650	Pepperell Ayer
Greenville and Hollis to Ayer	—	—	—	800	650	
Worcester to Gardner	1450	1050	900	800	650	
Gardner to Peterboro	—	1200	1025	700	600	
Peterboro to Gardner	—	990	850	625	525	
Gardner to Worcester	2360	1870	1650	1400	1125	
East Deerfield to North Adams	—	—	1170	825	720	
North Adams to Mechanicville	3750	2503	2115	1740	1300	Crescent Rotterdam
Mechanicville to Rotterdam	3200	1887	1590	1300	1050	
Rotterdam to Mechanicville	4500	2365	1955	1600	1250	
Mechanicville to North Adams	—	—	1850	1585	1275	
East Portal to East Deerfield	5400	3600	3000	2500	1700	
Troy to Johnsonville	2100	1725	1400	1280	960	Johnsonville Troy
Johnsonville to Troy	—	2574	2175	1800	1450	
Hoosick Jct. to White Creek	—	1320	1110	950	800	
White Creek to Hoosick Jct.	—	1650	1400	1250	1000	
Springfield to White River Jct.	3200	2100	1750	1350	1150	Northampton Greenfield
White River Jct. to Greenfield	3300	2200	1850	1450	1200	E. Northfield Bellows Falls
E. Deerfield-Greenfield to Springfield	5000	3200	2600	2000	1350	Northampton Springfield
East Northfield to Keene	—	—	2100	1350	1150	Winchester Keene
Keene to East Northfield	—	—	1800	1450	1250	
Boston to Ordway	—	*1500	1100	970	850	Boston Clematis Brook
Ordway to Clinton Jct.	—	979	850	725	640	
Wheelwright to Northampton	—	869	750	640	550	
Northampton to Wheelwright	—	1051	910	775	660	
Clinton Jct. to Boston	—	1379	1175	1000	905	

*K-8 engines will haul 2020 tons Boston to Clematis Brook.

J. G. CLARKE
Ass't Superintendent

A. W. MALOY
Trainmaster

R. E. TRIGGS
Trainmaster

E. C. RICHARDSON
Asst. Trainmaster

E. M. BRANNIGAN
Trainmaster

T. R. QUICK
Chief Train Dispatcher

R. H. DUNCAN
Asst. Chief Train Dispatcher

M. O. QUINLAN
Asst. Chief Train Dispatcher

Train Dispatchers

A. E. PRICE
H. A. LANG
A. W. DUFRANE

E. J. BARRY
E. O. MACARTHY
F. J. AUDETTE

H. W. CHAPIN
H. J. SPEANBURGH
L. G. MASSEY

H. W. SHORT
E. L. SMILEY
K. L. CROSSMAN

C. F. WOODLOCK
R. G. PERRY
A. R. RICE

A. J. DUGAS
I. W. CLIFFORD

RAILROAD SURGEONS

Location	Name	Telephone	Location	Name	Telephone
Boston, 483 Beacon St.	DR. E. M. DALAND	KEN. 8000	Lowell, Mass.	DR. W. L. TWAROG	Lowell 5731
Boston, Industrial Bldg.	DR. J. R. KNOWLES	CAP. 6000	Manchester, N. H.	DR. D. W. PARKER	Manchester 1532
Ayer, Mass.	DR. E. B. HOPKINS, JR.	Ayer 8511	Manchester, N. H.	DR. E. A. JONES	Manchester 2900
Berlin, N. H.	DR. E. R. B. MCGEE	Berlin 680	Mechanicville, N. Y.	DR. G. W. CRISSEY	Mechanicville 65
Biddeford, Maine	DR. D. E. DOLLOFF	Biddeford 198	Nashua, N. H.	DR. T. F. ROCK	Nashua 81-W
Billerica Shops	DR. O. S. MARSHALL	Billerica 472	North Adams, Mass.	DR. E. J. COUGHLIN, JR.	North Adams 957-W
Brattleboro, Vt.	DR. P. H. WHEELER	Brattleboro 246	North Conway, N. H.	DR. G. H. SHEDD	North Conway 16
Claremont, N. H.	DR. E. M. FITCH	Claremont 261-W	Northampton, Mass.	DR. E. J. MANWELL	Northampton 857-W
Clinton, Mass.	DR. G. L. CHASE	Clinton 82	North Berwick, Maine	DR. W. E. LIGHTLE	North Berwick 75
Concord, N. H.	DR. C. R. METCALF	Concord 8	Portland, Maine	DR. G. A. TIBBETTS	Portland 4-5329
Dover, N. H.	DR. H. O. CHESLEY	Dover 667	Portsmouth, N. H.	DR. L. R. HAZZARD	Portsmouth 1707-W
Dover, N. H.	DR. J. J. TOPHAM	Dover 1284-W	Rochester, N. H.	DR. W. J. ROBERTS	Rochester 100-W
Fitchburg, Mass.	DR. A. P. LOWELL	Fitchburg 808	Rotterdam Jct., N. Y.	DR. A. P. SQUIRE	Rotterdam 2382
Franklin, N. H.	DR. J. B. WOODMAN	Franklin 220	Salem, Mass.	DR. J. V. CUNNEY	Salem 0806
Gardner, Mass.	DR. T. R. EKWALL	Gardner 349-W	Salem, Mass.	DR. C. L. CURTIS	Salem 1143
Greenfield, Mass.	DR. J. E. MORAN	Greenfield 5100	Springfield, Mass.	DR. W. A. R. CHAPIN	Springfield 2-7213
Hanover, N. H.	DR. J. F. GILE	Hanover 800	Troy, N. Y.	DR. D. W. HOUSTON, JR.	Troy 175
Haverhill, Mass.	DR. J. B. CREED	Haverhill 226-W	Waltham, Mass.	DR. H. Q. GALLUPE	Waltham 0440
Holyoke, Mass.	DR. J. B. BIGELOW	Holyoke 2-7171	White River Jct., Vt.	DR. S. L. GARIPAY	W. R. J. 120-W
Keene, N. H.	DR. W. H. LACEY	Keene 570	White River Jct., Vt.	DR. R. A. WHITNEY	W. R. J. 82-W
Laconia, N. H.	DR. R. W. ROBINSON	Laconia 1134	Woodsville, N. H.	DR. S. K. DEARBORN	Woodsville 108-2
Lawrence, Mass.	DR. H. H. NEVERS	Lawrence 23574	Worcester, Mass.	DR. B. F. ANDREWS	Worcester 4-5539
Lowell, Mass.	DR. A. R. GARDNER	Lowell 5151			

DR. ROBERT J. GRAVES, Chief Surgeon, 5 So. State St., Concord, N. H. Telephone Concord 8.

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

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
0 min. 48 sec.	75.00	1 min. 20 sec.	45.00	1 min. 52 sec.	32.14	2 min. 24 sec.	25.00	2 min. 56 sec.	20.45	3 min. 28 sec.	17.31
0 " 49 "	73.47	1 " 21 "	44.44	1 " 53 "	31.86	2 " 25 "	24.83	2 " 57 "	20.34	3 " 29 "	17.22
0 " 50 "	72.00	1 " 22 "	43.90	1 " 54 "	31.58	2 " 26 "	24.66	2 " 58 "	20.22	3 " 30 "	17.14
0 " 51 "	70.59	1 " 23 "	43.37	1 " 55 "	31.30	2 " 27 "	24.49	2 " 59 "	20.11	3 " 31 "	17.06
0 " 52 "	69.23	1 " 24 "	42.86	1 " 56 "	31.03	2 " 28 "	24.32	3 " 0 "	20.00	3 " 32 "	16.98
0 " 53 "	67.92	1 " 25 "	42.35	1 " 57 "	30.77	2 " 29 "	24.16	3 " 1 "	19.89	3 " 33 "	16.90
0 " 54 "	66.67	1 " 26 "	41.86	1 " 58 "	30.51	2 " 30 "	24.00	3 " 2 "	19.78	3 " 34 "	16.82
0 " 55 "	65.45	1 " 27 "	41.38	1 " 59 "	30.25	2 " 31 "	23.84	3 " 3 "	19.67	3 " 35 "	16.74
0 " 56 "	64.29	1 " 28 "	40.91	2 " 0 "	30.00	2 " 32 "	23.68	3 " 4 "	19.56	3 " 36 "	16.66
0 " 57 "	63.16	1 " 29 "	40.45	2 " 1 "	29.75	2 " 33 "	23.53	3 " 5 "	19.46	3 " 37 "	16.59
0 " 58 "	62.07	1 " 30 "	40.00	2 " 2 "	29.50	2 " 34 "	23.38	3 " 6 "	19.35	3 " 38 "	16.51
0 " 59 "	61.02	1 " 31 "	39.56	2 " 3 "	29.27	2 " 35 "	23.23	3 " 7 "	19.25	3 " 39 "	16.43
1 " 0 "	60.00	1 " 32 "	39.13	2 " 4 "	29.03	2 " 36 "	23.08	3 " 8 "	19.15	3 " 40 "	16.36
1 " 1 "	59.02	1 " 33 "	38.71	2 " 5 "	28.80	2 " 37 "	22.93	3 " 9 "	19.05	3 " 41 "	16.29
1 " 2 "	58.06	1 " 34 "	38.29	2 " 6 "	28.57	2 " 38 "	22.78	3 " 10 "	18.95	3 " 42 "	16.22
1 " 3 "	57.14	1 " 35 "	37.89	2 " 7 "	28.34	2 " 39 "	22.64	3 " 11 "	18.85	3 " 43 "	16.14
1 " 4 "	56.25	1 " 36 "	37.50	2 " 8 "	28.12	2 " 40 "	22.50	3 " 12 "	18.75	3 " 44 "	16.07
1 " 5 "	55.38	1 " 37 "	37.11	2 " 9 "	27.91	2 " 41 "	22.36	3 " 13 "	18.65	3 " 45 "	16.00
1 " 6 "	54.55	1 " 38 "	36.73	2 " 10 "	27.69	2 " 42 "	22.22	3 " 14 "	18.55	3 " 46 "	15.93
1 " 7 "	53.73	1 " 39 "	36.36	2 " 11 "	27.48	2 " 43 "	22.08	3 " 15 "	18.46	3 " 47 "	15.86
1 " 8 "	52.94	1 " 40 "	36.00	2 " 12 "	27.27	2 " 44 "	21.95	3 " 16 "	18.37	3 " 48 "	15.79
1 " 9 "	52.17	1 " 41 "	35.64	2 " 13 "	27.09	2 " 45 "	21.82	3 " 17 "	18.28	3 " 49 "	15.72
1 " 10 "	51.43	1 " 42 "	35.29	2 " 14 "	26.87	2 " 46 "	21.69	3 " 18 "	18.18	3 " 50 "	15.65
1 " 11 "	50.70	1 " 43 "	34.95	2 " 15 "	26.67	2 " 47 "	21.56	3 " 19 "	18.09	3 " 51 "	15.58
1 " 12 "	50.00	1 " 44 "	34.61	2 " 16 "	26.47	2 " 48 "	21.43	3 " 20 "	18.00	3 " 52 "	15.51
1 " 13 "	49.31	1 " 45 "	34.29	2 " 17 "	26.28	2 " 49 "	21.30	3 " 21 "	17.91	3 " 53 "	15.45
1 " 14 "	48.65	1 " 46 "	33.96	2 " 18 "	26.09	2 " 50 "	21.17	3 " 22 "	17.82	3 " 54 "	15.38
1 " 15 "	48.00	1 " 47 "	33.64	2 " 19 "	25.90	2 " 51 "	21.05	3 " 23 "	17.73	3 " 55 "	15.32
1 " 16 "	47.37	1 " 48 "	33.33	2 " 20 "	25.71	2 " 52 "	20.93	3 " 24 "	17.64	3 " 56 "	15.25
1 " 17 "	46.74	1 " 49 "	33.03	2 " 21 "	25.53	2 " 53 "	20.81	3 " 25 "	17.56	3 " 57 "	15.19
1 " 18 "	46.15	1 " 50 "	32.73	2 " 22 "	25.35	2 " 54 "	20.69	3 " 26 "	17.48	3 " 58 "	15.12
1 " 19 "	45.57	1 " 51 "	32.43	2 " 23 "	25.17	2 " 55 "	20.57	3 " 27 "	17.39	4 " 0 "	15.00

SAFETY FIRST—
friendliness too!

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friendliness too!

COURTESY

- ▶ Courtesy costs nothing—*but pays big dividends in satisfied customers.*
- ▶ Satisfied customers come again.
- ▶ The more customers—*the more jobs.*
- ▶ A gentleman smiles and always says "*Thank You.*"

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