

# BOSTON AND MAINE RAILROAD

Third Division

Main Line.

MILE POSTS

## TRACK CHARTS

Scale: - 1" = 4000'

From office of Division Engineer

March, 1913.

Track Scales		Round House		Mile Posts			BALLAST
Pole Wire Line		Water Tank		Broken Stone			RAIL
Track Fan		Water Column		Gravel			ALINEMENT
Section Dwelling		Passenger Sta.		Freight Sta.		Pass. & F. Sta.	
Coaling Station		Telegraph Office in Station		Telegraph Office in Tower		Street and Public Road Crossings	
Private Road Crossings		Road Crossings on Grade		Road Crossings Under Grade		Road Crossings overhead	
Section Foremen's Limits		Alignment		4° Curve to Right		2° Curve to Left	
Home Interlocking		Distant Interlocking		Home Automatic		Distant Automatic	
Home Disc		Distant Disc		Train Order		<p>— SIGNALS —</p>	
<p>Note: The foot of the mast shows the exact location of the signal</p>		<p>— SCALES —</p> <p>One Inch = 4000 Feet Horizontal scale for Profile, alignment, tracks &amp; Charts</p> <p>One Inch = 120 Feet Vertical Scale for Profile</p>		<p>100lb. Black</p> <p>85lb. Mauve</p> <p>76lb. Crimson Lake</p> <p>75lb. Orange</p>		<p>— RAIL —</p> <p>— BALLAST —</p>	
<p>Numbers on Grade Line show per cent of rise or fall.</p> <p>Population Shown to right of Station names.</p>		<p>— TRACKS —</p>		<p>— GRADE LINE —</p>		<p>North Station</p> <p>Boston</p>	

# EXPLANATION OF SYMBOLS USED ON TRACK CHARTS.

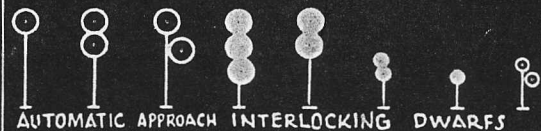
## GENERAL

Track Scales	
Turntable	
Roundhouse	
Engine House	
Water Tank	
Water Column	
Section House	
Coaling Station	
Passenger Station	
Freight " "	
Pass. and Frt. " "	
Passenger Shelter	
Telegraph Office in Station	
" " " Tower	
Road Crossing at Grade	
" " " under "	
" " " over "	
Private Road Crossing	
Farm Crossing	
Yard Limit Sign	
Section Foreman's Limits	
Motor Car	
Alinement	
Milepost- Actual Location	
" Theoretical " Dotted	
Longitudinal drains	

## SIGNALS



AUTOMATIC  
DWARFS  
INTERLOCKING  
SEMAPHORES



AUTOMATIC APPROACH INTERLOCKING DWARFS

Train Order	
Station Protection	
Ball Signal	
Flag Stop Signal	
Grade Signal	

## BALLAST

Crushed Rock	
Washed Gravel	
Gravel	
Local Gravel & Sand	
Sand	
Cinders	

## TRACK OILERS

Meco Automatic Flange Oiler	
Racor " " "	
Ardeo " " "	
Moore & Steele " " "	
Sesmo " " "	

## RAIL

Regular - Below 100#	
" 100# and over	
Medium Manganese	

## TIE PLATES

Partly Tie Plated	
Fully " "	
Plates Lagged to Ties	

## JOINTS

4 Hole Angle Bars	4 AB
4 Hole Continuous	4 C
4 Hole Weber	4 W
4 Hole Neafie	4 N
4 Hole & 6 Hole Toeless	4 T 6 T

## WELDING

Strip	
Modified	
Butt	

## - SCALES -

Hor.-inch = 4000 ft.- for Tracks  
-Profile-Alinement-etc.  
Vert.-inch = 120 ft. for Profile only.

Numbers on Grade Line show  
the percent of rise or fall.

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
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BOSTON AND MAINE R.P.

F 607

		EXPLANATIONS.		Semaphore	
		Details		Non-Auto Mech	Slotted Power Mech
				Semi-Auto Stick	Non-Stick
				Airomatic	
Tunnel					
Crossing at Grade					
Overgrade Crossing					
Undergrade or River Crossing					
Draw Bridge					
Culvert					
Station					
Signal Power Station					
Signal Substation					
Hot Signal					
Flag Signal					
Mile Post					
Water Column					
Yard Limit Sign					
Speed Sign					
Telephone					
Signal Bridge					
Signal Tower					
Track Alignment					
Track Grade					
Interlocked Switch					
Direct Acting Switch					
Power Switch Machines					
Electric Switch Lock					
Spring Switch					
Insulated Joints					
		<p>H.T. = Hand Thrown P.C. = Pipe-Connected</p> <p>G.W. = Gateman's Warning Bell R.P. = Ringing Point F.P. = Flashing Point</p> <p>X = Underground Cable XX = Submarine Cable</p> <p>Trunking</p> <p>Battery Chute - C.I.O.</p> <p>Relay Case: - Iron [I] Wood [R] Steel [S]</p> <p>Style B Case: - 2 Section [B] 1 Section [A]</p> <p>High Case: - Double Door [H] Single Door [G]</p> <p>Low Case: - Double Door [L] Single Door [K]</p> <p>Signal with Relay Case and Line Connection</p> <p>Terminal Box on Cable Post with Line Connection</p> <p>Train Control: - Inductor [I] Loop [L]</p> <p>Post and P592D Box with cable drop [P] Post only with cable drop [O]</p> <p>Ground Lever Stand [G.L.S.]</p> <p>Switch Circuit Controller { Track Shunting [X] Non Track Shunting [X]</p>		<p>2 Position R.G.</p> <p>3 Position R.G.</p> <p>R.Y.</p> <p>R.Y.G.</p> <p>R.Y. Semi-auto 0°-45° Non-auto power 0°-15°</p> <p>R.G. Color Light</p> <p>R.Y.</p> <p>R.Y.G.</p> <p>R.Y.G. Semi-auto 0°-45°-90° Non-auto power 0°-45°</p> <p>R.Y. Semi-auto 0°-45° Non-auto power 0°-15°</p> <p>R.Y. Slotted, non-auto power 0°-45°</p> <p>R.Y.G. Semi-auto 0°-90° Non-auto power 0°-45°</p> <p>Signal uses "Dark Aspect"</p> <p>Bracket Pole</p> <p>Doll Mast - on Bracket Pole</p> <p>Grade Signal</p> <p>Fixed Signal</p> <p>Station Protection Signal</p> <p>Train Order Signal Blade</p> <p>Permissive Home Blade</p> <p>Cautionary Blade</p> <p>Indicates Reference to Special Note on Plan</p> <p>Signal Lighting: E = Continuous Electric Lighting O = Oil Lighting N = Night Electric Lighting No Letter Denotes Approach - Electric Lighting</p> <p>No Dot indicates Searchlight Type Unit</p> <p>1 Color Light Style R, N or N2 Unit</p> <p>2 Dots indicate Type D Unit</p> <p>3 G</p> <p>Indicates Type SC Signal</p>	

Indicates normally P-5 exposure only for light and protection for upper unit

Column Call on front and back in separate limits

\* has flashing yellow