**CHESHIRE BRANCH.**

**MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.**

**FITCHBURG AND BERKSHIRE DIVISIONS.**

<table>
<thead>
<tr>
<th>CLASS</th>
<th>TRAVELING TONNAGE</th>
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</table>

**TONNAGE RATING ELECTRIC ZONE.**

**EL Wisconsin (3000-5000, inclusive), 1930.**

**Limit for one Motor, eastbound, 35 tons or 1750 tons, behind one Steam Locomotive.**

**TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.**

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<tr>
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**Engines must report by wire at first convenient telegraph office, any engine failures on route.**
### TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL GIVEN NUMBER OF MILES PER HOUR.

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**GENERAL INFORMATION. ALL DIVISIONS.**

**HOURS OF SERVICE LAWS.**

Attention is called to the fact that effective February 1, 1927, entitled “An Act to Promote the Safety of Employes and Passengers Upon the Buses of the Atchison, Topeka & Santa Fe Railway Company.”

**TRAINMEN AND ENGINEERS.**

(1) No person employed as a trainman or engineer shall remain on duty for a longer period than 16 hours in any 24-hour period.

(2) No person employed as a trainman or engineer shall be required to continue on duty or go on duty without having had at least 8 consecutive hours of rest and good food.

(3) No person employed as a trainman or engineer shall be required to perform any other service or duty or to remain on duty for a longer period than 16 hours in any 24-hour period.

(4) No person employed as a trainman or engineer shall be required to perform any other service or duty or to remain on duty for a longer period than 16 hours in any 24-hour period.

(5) No person employed as a trainman or engineer shall be required to perform any other service or duty or to remain on duty for a longer period than 16 hours in any 24-hour period.

(6) No person employed as a trainman or engineer shall be required to perform any other service or duty or to remain on duty for a longer period than 16 hours in any 24-hour period.

**STATION AND TOURNAMENT OFFICERS.**

(1) The provisions of this Act shall not apply to any person employed by the railroad company in any capacity other than as a trainman or engineer.

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**TRAIN DISPATCHERS AND OPERATORS.**

(1) No person, train dispatcher, or other employee who is employed by the railroad company, including any person engaged in the transportation of passengers or freight, shall be required to perform any service or duty or to remain on duty for a longer period than 16 hours in any 24-hour period.

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<th>MILES PER HOUR</th>
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**BLOWS OF SERVICE LAWS**

Attention is called to the fact that: (1) It is in 1867 entitled "An Act Prohibiting the Employment of Engines on Trains operated by Railways within the State, and to Avoid Violations of the Hours of Service Law." (2) It prohibits the employment of engines on trains operated by railroads within the State, and to avoid violations of the Hours of Service Law. (3) The employee must observe the following: To avoid consequences of service for performance of service.

**TRADESMEN AND ENGINEMEN**

(1) No conductor, engineer, fireman or trainman shall remain on duty more than 14 hours in any 24-hour period without taking a break. The break shall be of not less than 1 hour and shall require that such employee be not employed on the train for the break period. The break shall be required or permitted to be taken in continuous or on going service, and such service, if continued or taken off, as to provide that the employee shall be free from the control of his employer during the break period.

(2) No employee who shall be employed shall be employed on trains operated by railroads within the State, and to avoid violations of the Hours of Service Law. (3) The employee must observe the following: To avoid consequences of service for performance of service.

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EXPLOSIVES AND DANGEROUS ARTICLES.

RULES.

1201. Persons violating the regulations and laws and statutes concerning the transportation of dangerous articles on railroad property must be punished promptly by the proper authorities.

1202. (a) If shipments of explosives are accepted at non-registered stations or in vehicles not approved for such transportation, the proper authorities must be notified.

1203. (c) If shipments of explosives are not unloaded at non-registered stations or in vehicles not approved for such transportation, the proper authorities must be notified immediately.

1204. A carrier must not move from a station yard or loading a car known to require pans before the proper placards are attached. Placards for in transit must be replaced by the carrier.

1205. (a) Tank cars carrying "INFLAMMABLE" must be placed in trains, if possible, at least five cars from the engine and five cars from the opposite end, but must not be placed next to a car carrying "Explosive". When lengths of trains do not permit this, they must be placed as near the middle of the train as practicable; and in all cases carriers must assure that their train cars are informed of the presence and location of any train in the car.

1206. Special care must be taken to avoid rough treatment and unnecessary switching of tank cars.

1207. (c) The carrier must see that the proper representative in charge of a freight train makes a thorough check of the cars carrying inflammables, and a thorough check on the cars carrying explosives, before starting the trip, to assure that all packages are protected as required by law.

1208. When cars protected by "INFLAMMABLE" placards are received at points in yards, particularly at stacks, the carrier must see that all necessary protections are taken to prevent accidents.

1209. When cars carrying "Explosive" placards are received at points in yards, the carrier must see that all necessary protections are taken to prevent accidents.

CASE IN A WRECK.

1210. In case of a wreck involving a car containing explosives, the fire and most important thing is to prevent fire. Before beginning to clear a wreck in which a car containing explosives is involved, all packages should be removed to a place of safety and as soon as the boxes or packages are removed, the car should be removed from the track and placed in a safe place.

1211. (a) A box car carrying "INFLAMMABLE" or "Explosive" or both car as possible gathered up and carried away, and the box or car to be removed from the track and placed in a safe place.

1212. When the train in which the car containing inflammables, and the other cars in the immediate vicinity, are involved in a wreck, the fire should be extinguished and the train should be removed from the track.

1213. When the train in which the car containing explosives, and the other cars in the immediate vicinity, are involved in a wreck, the fire should be extinguished and the train should be removed from the track.

1214. A fire in a train containing inflammable or explosive material should be extinguished immediately, and the train should be removed from the track.

1215. When the train in which the car containing inflammable or explosive material is involved in a wreck, the fire should be extinguished and the train should be removed from the track.

For paragraph references, see Boston and Maine R.R. General Superintendent's Order No. 877 covering Interstate Commerce Commission's regulations for the transportation of explosives and other dangerous articles.
