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

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

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

RULES 11 and 15. To properly comply with these rules a train or engine must, unless the way can be seen or known to be clear, be operated at Restricted Speed: —
(a) In Automatic Signal Territory, to the next signal.
(b) In Non-Signal Territory, at least one-half mile, and as much further as physical and weather conditions seem to warrant.

RULE 14. In the States of New Hampshire, Vermont, Maine and New York. Approaching public crossings at grade whistle signal 14(i) to be prolonged or repeated until crossing is reached.

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

In the State of Massachusetts:

Engine men will cause the engine bell to be rung from the whistle post to the crossing, and in addition whistle signal 14(l) (two long and two short) sounded just before reaching crossing, so that the last blast will end as the engine goes onto the crossing, the duration of the whistle signal (two long and two short) to consume approximately ten seconds. 14(l) shall be sounded at crossings protected by watchmen if, when crossing the crossing, Engineer is unable to see watchman at his post or that gates are closed, or being closed or he deems there is special reason for whistling.

14(m). To be sounded: —
Approaching junctions, and mail cranes where watchman is performed.

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

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

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

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

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

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

RULE 72. SUPERIORITY OF TRAINS.
Inward trains are superior to outward trains of the same class unless otherwise provided.

RULE 85. EXCEPTION.
If a train is not scheduled to stop at a register station, the conductor will fill out a register slip and throw it off to the agent or operator, but when required by rule will stop and make a personal examination of the register book unless both the conductor and engineman receive a train register clearance, Form 54, showing that all trains due which are superior or of the same class have arrived or left.

The working of two or more tracks from single track need not stop to examine train register; except that inferior trains entering two or more tracks from a branch will be governed by General Rule 85.

At Junction points, it will be the duty of operators, towermen or switchtender, as the case may be, to stop and notify inferior trains, if all other trains have not left, and conductors and enginemen of inferior train not so stopped will not be expected to stop to inquire about superior trains that should precede them.

RULE 85. DELAYED TRAINS.
On two or more tracks, extra passenger trains not making local stops, wreck trains and snow-plows may precede local passenger trains and delayed superior trains from initial or junction points.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trains or engines may, within the limits of track and time specified by the Dispatcher, Director or Towerman in charge of the territory, occupy and use the designated tracks without protection required by Rule 99.
This applies only in Signal Control Territory during switching operations when the trackage involved is being used under exclusive occupancy permission from the Dispatcher, Director or Towerman, and only when the train or engine enters the main track, or crosses over between main tracks through electrically-locked or Dual Control switches.

**RULE 265.** Last sentence changed to read: —
No train or engine shall pass an interlocking signal indicating stop without first securing authority from the train director or signalman, and then only: —
(a) At restricted speed to the next signal, and
(b) Examining all interlocking switches to know they are in proper position for the move.

**RULE 267(a).** Added — Except when permitting an engine to return to its train, a switcher or helper engine to go onto a train, or some such short, local move when the conditions are fully known, and the move to be made is already fully protected, Train Dispatcher, Train Director or Signalman must not authorize a train or engine to pass a Home Interlocking Signal displaying a “stop” indication when that signal governs movements on a Neutral (two-way-running) track until:
1. Every train and engine moving in the opposite direction on any track within the territory controlled by the signal in question shall have passed one “O.S.” point where its position, both as to location and track-occupied, can be checked on the indicator board, and
2. Conditions have been fully explained to the Chief Dispatcher or Assistant Chief Dispatcher on duty, and he has authorized the move.

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

**RULE 267(b).** Added — In authorizing any movement past a “stop” signal, it must be specifically stated that authority is given to move at restricted speed to the next signal, checking all interlocking switches as to their position before passing over them. Such authority must be given directly to a member of the crew of the train or engine concerned, repeated by him, and his name recorded.

**AUTOMATIC CAB INDICATOR RULES.**

These rules apply only to locomotives having automatic cab indicators, and not equipped with Automatic Train Control, and when applicable supersede Automatic Train Stop Rules, Pages 141 to 150, inclusive, in plus table for the Government of the Operating Department, effective February 1, 1931.

Automatic Cab Indicator Territory may be designated by Time Table.

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

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

**RULE 402.** A Lunar white cab indication in automatic cab indicator territory indicates a restricted condition of the track ahead and the Engineer must immediately control his train in accordance with the following conditions: —
(a) If the cab indication changes to Lunar white as the locomotive is passing a wayside signal, other than a clear signal, the speed of the train will be governed in accordance with the wayside signal indication.
(b) If the cab indication changes to Lunar white as the locomotive is passing a clear wayside signal or at a point where there is no wayside signal present or visible, the train will be brought to a STOP and then proceed at restricted speed to the next wayside signal or until the cab indication changes to green when Rule 403 will govern.
(c) If the cab indication remains Lunar white as the second consecutive clear wayside signal, the speed of the train must not exceed medium speed until the fact is reported to the Superintendent at first available point of communication.

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

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

**RULE 403.** In automatic cab indicator territory, General Rules 501-b and 500 (B) are modified as follows:
When a train is proceeding under a Lunar white cab indication, if the cab indication changes from Lunar white to green and remains green the train may resume normal speed after it has moved one train length beyond the point where the cab indication changed from Lunar white to green.

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

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

**RULE 405.** The Turbo-generator throttle must remain open, main switch must remain closed (except in case of failure of equipment) while the locomotive is in automatic cab indicator territory or on sidings pertaining thereto.

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

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

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

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

**RULE 410.** Pneumatic equipment must not be cut out while engine is in automatic cab indicator territory unless necessitated by reason of a broken pipe or failure of the continuous source of energy. The warranty may be avoided by breaking the seal at the brake valve and moving the cut off cock to the down or “cut out” position, the fact must be reported to the Superintendent from the first available point of communication. Electrical equipment if in proper operating condition, must remain cut in.

**RULE 412.** All enginemen will report the operation of the automatic cab indicator equipment on the work sheet. If the equipment functioned as intended, mark work sheet “Automatic cab indicator equipment O.K.” If equipment did not function properly, give a detailed account as to place, cab indications received, and any other information possible, filling out Form MI-169.

**RULE 501(a), last paragraph changed to read:**
"Trains or engines finding Automatic Block Signal indicating Stop, after receiving an approach indication on preceding block signal, must stop before passing the home block signal."

**RULE 509.** When a train is stopped by an automatic block signal it may proceed:
(A) On single track, at once at restricted speed, if next signal in advance can be plainly seen to indicate proceed, and track is clear of opposing trains. If next signal in advance cannot be seen to indicate proceed, send flagman ahead immediately to continue ahead until overtaken, wait five minutes,
and proceed at restricted speed to next signal in advance, picking up flagman when he is overtaken. Under conditions which seem to Conductor and Engineer to warrant or require extra care, flagman may be instructed and required to precede train through to next signal.

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

**RULE 515 revised:**

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

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

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

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

**RULE 601. CHANGE OF INDICATION AND NEW SIGNAL ASPECTS.**

**Indication.**

(G) Proceed through crossovers or turnout at not exceeding medium speed, then resume normal speed to next signal. Name: — Clear, slow, through crossovers or crossovers and turnout. Medium speed, medium. In accordance with the above, for trains trains through crossovers or turnout only, is 20 instead of 20 miles per hour.

(Y) Proceed through crossovers or turnout at not exceeding slow speed, then resume normal speed to next signal. Name: — Clear, slow, through crossovers or crossovers and turnout.

**Indication.**

( ) Approach next signal at not exceeding slow speed. Name: — Approach slow.

(V) or (Y) Approach next signal at not exceeding slow speed. Name: — Approach slow.

**COLOR LIGHT DWARF INTERLOCKING SIGNALS.**

**Indication.**

(G) Proceed. Name: — Clear.


(G) or (Y) Proceed through crossovers or turnout at medium speed. Name: — Medium speed. Then resume normal speed. Name: — Medium speed. Then resume normal speed.

(G) or (Y) Proceed through crossovers or turnout at medium speed. Then resume normal speed. Name: — Slow clear.

(Y) Proceed through crossovers or turnout at medium speed. Then resume normal speed. Name: — Slow clear.

**Key.**

(G) Green.

(Y) Yellow.

(R) Red.

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

**Rule 892. Changed.** — to require a minimum of 8 fusees as standard flagging equipment.

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

**Rule 918 revised.** — They must sound whistle signals accurately, and when whistling for crossings the crossings whistle signal (Rule 141) revised shall be given, beginning the first long blast just before reaching the whistle post, cut off each blast sharply and make the long and short blasts of the whistle with an interval of time between.

Refer to last paragraph of General Rule 141 revised for requirements in the State of Massachusetts.

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

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

3. STANDARD CLOCKS.

Bellows Falls, Engine House and Pass. Station.
Boston, North Station, East Wing.
Charlestown, Mass., Engine Dispatcher's Office.
Claremont Junction, Telegraph Office.
Dover, Trainmen's Room.
East Deerfield, Engine House.
East Fitchburg, Crew Dispatcher's Office.
East Somerville, Telegraph Office.
Fitchburg, Yard Office.
Gardner, Yard Office.
Greenfield, Mass., Telegraph Office.
Haverhill, Mass., Telegraph Office.
Keene, Ticket Office.
Lawrence, Ticket Office and Engine House.
Lowell, Telegraph Office and Middlesex Engine House.
Manchester, N. H., Passenger Station.
Mechanicville, Yard Office and Engine House.
Mystic Junction, Crew Dispatcher's Office.
Nashua, Telegraph Office, U. S.
Newburyport, Telegraph Office.
North Adams, Pass. Station.
North Conway, Telegraph Office.
Northampton, Telegraph Office, N. O. Tower.
Plymouth, Passenger Station.
Poughkeepsie, Ticket Office.
Rockport, Ticket Office.
Salem, Mass., Old Telegraph Office.
Westboro, Telegraph Office and Engine House.
White River Jct., Passenger Station.
Whitefield, Waiting Room.
Woodsville, Ticket Office and Engine House.
Worcester, Telegraph Office, Union Station, and New Haven Engine House at South Worcester.

33. PUBLIC CROSSINGS.

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

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

When movements over Public crossings are required to be protected by trainmen, they will protect as prescribed by Rule 662, except when they display a red flag by day and a red light at night.

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

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

AUTOMATIC CROSSING PROTECTION.

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

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

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

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

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

93a. SPEED RESTRICTIONS — LOCOMOTIVES.

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

Santa Fe (S. Class), and C. V. Ry., 700 Class:

All service — 35 M.P.H.
Lima, (T Class) All service — 45 M.P.H.
R-1, R-2, R-3, R-4, All service — 35 M.P.H.
K-7-K-8-C.V. Ry., 200 Class in emergency Passenger Service — 45 M.P.H.
Switchers without Lead trucks — 20 M.P.H.
Branch Line — 35 M.P.H.

All types:

Light, or with cabooses — 35 M.P.H.
Backing up, light, or with Freight Equipment — 20 M.P.H.
Backing up, with Passenger Equipment — 25 M.P.H.

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

SPEED RESTRICTIONS — OTHER THAN LOCOMOTIVES.

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

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

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

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

Locomotive cranes moving short distances between terminals to do work must be in open trains with no detachable booms and at a speed not to exceed twenty-five (25) miles per hour. The heavy end of crane should be headed toward the engine on through freights.

Scale test car 3366 may be run in thru trains next ahead of the caboose at normal speed.

All other scale test cars should not be run in excess of thirty miles per hour, must be hauled only on local freight trains and made up next ahead of caboose car.

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

The speed of milk trains is restricted to 45 miles per hour.

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

Passenger trains carrying freight equipment will comply with speed restrictions for freight trains in the territory through which they are operating.

Conductors will notify engineers when freight equipment is in the train.

104. SPRING SWITCHES.

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

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

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

107. PROTECTION OF PASSENGERS.

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

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

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

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

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

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

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

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

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

RAILROAD SURGEONS.

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

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

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

SURGEONS TO BE CALLED IN EMERGENCY.

Dr. Robert J. Graves, Chief Surgeon, 5 So. State St., Concord, N. H.

Boston

Dr. M. H. Rogers, 438 Beacon St.

Dr. J. R. Knowles, Industrial Bldg.

Ayer

Dr. E. B. Hopkins.

Dr. J. B. McGuire.

Dr. C. E. Thompson.

Biddeford

Dr. O. S. Marshall.

Billerica Shop

Dr. F. A. Bogardus.

Bralletboro

Dr. J. J. Topham.

Canaan

Dr. H. O. Chesley.

Claremont

Dr. J. J. Topham.

Concord, N. H.

Dr. A. P. Lowell.

Dr. J. B. Woodman.

Dover

Dr. T. R. Earl.

Dr. G. H. Stetson.

Fitchburg

Dr. J. B. Creed.

Greenfield, Mass.

Dr. J. B. Brooke.

Haverhill, Mass.

Keene

Dr. H. W. Lacey.

Laconia

Dr. C. S. Abbott.

Lawrence

Dr. H. H. Nevers.

Lowell

Dr. A. R. Gardner.

Dr. Nathan Pulifer.

Manchester, N. H.

Dr. W. D. Parker.

Mechanicville

Dr. G. W. Crissey.

Nashua

Dr. C. P. Rock.

North Adams

Dr. E. J. Couchin, Jr.

North Conway

Dr. G. H. Shedd.

North Berwick

Dr. E. B. Landen.

Portland

Dr. A. S. Bridges.

Portsmouth

Dr. L. R. Hazard.

Rochester

Dr. W. J. Roberts.

Rotterdam

Dr. A. S. Squire.

Karl, Mass.

Dr. W. G. Curtis.

Springfield, Mass.

Dr. W. A. C. Chard.

Troy, N. Y.

Dr. D. W. Houston, Jr.

Waltham

Dr. H. G. Gallupee.

White River Jct.

Dr. H. B. Wilson.

Winechendon

Dr. G. H. Henry.

Woodsville

Dr. S. K. Dearborn.

Worcester

Dr. B. F. Andrews.

U. S. MAIL REGULATIONS.

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

MOTOR CARS.

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

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

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

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

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

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

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

Report slipping account possible track damage. Engine or electric handles T-9-8-1 and C. V. 700 type engines make immediate report by wire to Superintendent of every case where engines slip or "fly" while on main tracks, except when starting trains. Designate the points where slipping occurred so that track inspection may be made promptly.

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

Class 200 — 4000 to 4024, inclusive, 3000 to 3029, and 2900 to 2925, with booster.

Class 175 — 3000 to 3029, and 2900 to 2925 inclusive, without booster, 4100-4112 inclusive.

Class 135 — 3710-3719 inclusive.

Class 115 — 2640 to 2734, inclusive.

Class 100 — 2600 to 2634, inclusive, 3700 to 3709, inclusive.

Class 150 — 2377 to 2429, inclusive.

Class 70 — 1868 to 1488, inclusive, 3600 to 3639, inclusive.

Class 50 — 3205 to 3254, inclusive.

TONNAGE RATING CLASSIFICATION OF SWITCHERS.

Class 85 — 430 to 452, inclusive.

Class 80 — 400 and 429.

Class 60 — 200 to 309, inclusive.
### FREIGHT TRAINS

<table>
<thead>
<tr>
<th>Leading Engine</th>
<th>Second Engine</th>
<th>Tonnage</th>
<th>Rating</th>
<th>Locomotive</th>
<th>Class</th>
<th>Tonnage</th>
<th>Rating</th>
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</thead>
<tbody>
<tr>
<td>K-8b with booster</td>
<td>135</td>
<td>K-8b</td>
<td>135</td>
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<tr>
<td>or</td>
<td>S-1abc without booster</td>
<td>175</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>P-4</td>
<td>S-1abc with booster</td>
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<td>S-1abc without booster</td>
<td>175</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>S-1abc with booster</td>
<td>200</td>
<td></td>
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<tr>
<td>T-1ab</td>
<td>200</td>
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<tr>
<td>Electric two units</td>
<td>K-Sabc 100, 115, or 135</td>
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<tr>
<td>K-Sabc 175 or 200</td>
<td>T-1ab 200</td>
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<td></td>
<td></td>
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</tbody>
</table>

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

### PASSENGER TRAIN

<table>
<thead>
<tr>
<th>Leading Engine</th>
<th>Second Engine</th>
<th>Tonnage</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
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<td>P-1ab, P-2bcd</td>
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</tr>
<tr>
<td>P-3a, P-4</td>
<td>100</td>
<td>P-3a, P-4</td>
<td>100</td>
</tr>
</tbody>
</table>

In emergency K-5, 6, 7 or 8 engines can be used ahead of P-class engines, but if so doubleheaded electric units are coupled ahead, only the P-class engine shall work steam in starting.

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

TERMINAL DIVISION.

SPECIAL INSTRUCTIONS.

Terminal Division extends from Boston, Western Route, to a point 1000 feet east of the cross-over switch east of Wilminton Junction; Medford Branch, Newburyport Branch from Wakefield Junction to a point 1000 feet east of the east switch at Danvers, and Salem Branch. Eastern Route to a Limit Board 6500 feet east of the east switch at Stoughton; the Saugus, Swampscott, Marblehead, Danvers and Gloucester Branches. To Ayer division limits and including Watertown Branch and Marlboro Branch; and to a point 2500 feet north of North Billerica Station, Lexington Branch, Stoneham Branch, Wilminton Junction, and on the Mass. Central to a point just west of Clinton Junction. Limit posts define line between Terminal Division and Portland, Fitchburg and New Hampshire divisions.

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

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

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

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

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

SPEED RESTRICTIONS.

(Both Directions)

**Miles per Hour**

Between North Station and Hoosac Tunnel Diamond. 15
Between Hoosac Tunnel Diamond and Draw No. 7, E. Somerville. 40
Over Drawbridge No. 7. 20
Between Hoosac Tunnel Diamond and Draw No. 8, E. Somerville. 40
Over Drawbridge No. 8. 20
Between Hoosac Tunnel Diamond and Tower "H". 20
Curve at B. & A. R.R. Bridge between Hoosac Tunnel Diamond and Mystic Jet. 35
Second curve 700 ft. south of Washington St. Bridge (underpass) at Mystic Jet. 15
First curve 50 ft. south of Washington St. Bridge (underpass) at Mystic Jet. 40
Between Northern Artery Bridge and Winter Hill (Passenger Trains). 60
(Freight Trains). 45
Highway Crossings on Mystic Branch. 12

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

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

**SIGNALS FOR MOVEMENTS AGAINST CURRENT OF TRAFFIC.**

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

**DRAWBRIDGES (MAIN LINE).**

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

**DRAWBRIDGE SIGNALS.**

Draw No. 1 is protected by semi-automatic color light dwarf interlocking signals and by power operated gates controlled from Tower "A". A warning whistle will be sounded just prior to opening drawbridge.

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

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

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

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

**SWITCH CONNECTING BOSTON ELEVATED SIDING.**

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

**CURRENT OF TRAFFIC ON YARD TRACKS AT TOWER "C".**

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

**SPECIAL RULES.**

The following Special Rules apply only within Boston yard limits.

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

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

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

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

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

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

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

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

No Conductor or Trainman qualified in Boston Passenger Yard and North Station territory, who has not handled drafts in the territory in the previous six months, will be permitted to do so until he has complied with first paragraph of this rule.

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

Conductors and Trainmen catching a job from an outside spare board must comply with the above during their stay in Boston. It is the duty of Conductors in such cases to wire Assistant Superintendent's Office, Boston, that backup will be required to handle draft to yard, and to see that his trainman does not attempt to handle draft.

4. After arrival of inbound trains in trainshed, rear brakeman or trainman will remain at rear end of his train until relieved by yardman or trainman who is to move draft to storage yard. Engines removing one or more cars from rear of train will not relieve them of this duty.
5. After final stop is made on inward trains at North Station, and after brakes are released, Engineer must lap the automatic brake valve on proper whistle signal (one long whistle), and must not again move the brake valve handle to release running or holding position until a man is in charge of draft and has complied with the following instructions:

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

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

The Operator of the back-up device will ascertain that the rear brake releases, and must be notified by a member of the crew or a person on the train that draft is unloaded before giving whistle signal to Engineer for back-up movement.

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

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

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

9a. Before any passenger draft is moved from Storage Yards to train shed, where involved a back-up movement, the following rule must be complied with:

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

Back-up man will then return to rear car of draft and after attaching the riding hose will comply with the provisions of General Rule No. 484, and the instructions governing the use and care of air brake and air signal equipment.

10. When switching in North Station area, man who is to handle back-up moves must know that he has control of the air brakes.

11. Back-up man or trainman in charge of drafts backing into station tracks will, upon entering station, give enginnerman a signal (enginnerman call) by use of communicating signal. Enginnerman failing to receive this signal must stop draft at once and must not move until given proper signal.

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

13. Trainmen or yardmen giving signals from rear of draft to enginnerman must be held responsible for movement of draft.

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

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

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

17. Conductors must see that gates on track side of all cars are closed while trains are entering, leaving, or standing in train-shed.

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

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

20. Inward trains when rear cars extend beyond train head platform, trainmen should not permit passengers to alight, but should arrange to pass them through other cars where they may alight at platform.

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

Enginemans receiving whistle or hand signal to pull ahead to cut off a car in train-shed will not pull ahead to fouler another track without the tweezer signal.

13. Enginemans of drafts between train-shed and storage yard, must be on lookout for hand or lamp stop signal that may be given from on rear of draft by enginnerman to stop draft when in train-shed.

14. Engines must not be coupled to trains in train-shed until passengers have alighted.

15. Engine must not couple onto cars in train-shed until engine has come to a full stop and then only when proper hand and signal signals have been given.

16. Engine must not couple onto cars in train-shed until engine has come to a full stop and then only when proper hand signals and proper signals have been given.

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

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

19. Empty passenger train drafts and light engines moving to and from the North Station, occupying main tracks numbers 1 to 8 inclusive between Hoosac Tunnel Diamond and the North Station will be relieved from complying with General Rules Nos. 98 and 99 within that territory.

20. All trains, drafts, and light engines, operating in both directions within this territory, will move only as way is seen and known to be clear.

These instructions do not relieve trainmen or passengers from general duties that may be imposed on them by reason of the condition of the territory through which they travel.

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

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

Conductors of outward passenger trains handling such equipment will call for waybills for tickets, and bring them to Superintendent's office.

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

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

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

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

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

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

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

28. Any engine, car, or train operating on Edison Electric track located outside of North Station over Northern Artery must be preceded by a flagman displaying a red flag by day and a red lantern by night, at a speed not exceeding four (4) miles per hour. Said track shall not be used except between the hours of 6:00 A.M. and 6:00 A.M.

29. No engine or draft coming out of REAR of the New Charlestown Engine House on to VALLEY track must first notify and obtain permission from Tower 5 before going on to Valley track.

30. Engines and drafts from Warren Bridge Yard No. 15 who wish to enter Valley track at switch leading from old main to Yard No. 16 must first notify Tower H and obtain permission before entering. Tower H will then notify Tower 5 when they enter Valley track.

Other engines, trains and drafts entering Valley track in the North Station will be accepted for authorization to enter onto Valley track.

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

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

32. Illuminating-gas switch heaters, used to clear snow and ice from switches, are installed in the territory controlled by Tower "A".
When short inward local freight extras pull through one yard track to back their train off onto another yard track, they will back their train off just into clear, and not couple onto other cars beyond the clearance point, unless Engineer and member of train crew are personally notified by the Yardmaster to do otherwise.

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

Track switches will be placed on the lower end of all classification tracks in Yard 8 and 9, excepting Tracks 1 to 9 inclusive in Yard 8.

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

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

Creeping cars in on classification tracks lower Yard 8 and 9 must receive the applicable picks to open cars on the track and apply 4 brakes on cars as specified in rule above. In the event there are less than 5 cars on the track at lower end, switches must be replaced on the track in addition to setting hand-brakes on the cars.

NOTES:—On the so-called "Slot" Trains, Nos. 10, 11 and 12 in Yard 8, two sets of brakes will be used; one set at lower end of track and one set fifteen car lengths from head end of track.

Before shoving these tracks back, couple up the cars, remove the switches and apply sufficient brakes so engine will have to work steam in shoving them. When cars are shoved to lower end, set at least five good brakes, then replace switches at the upper end of yard, go out and pick up all cars. Do not hump cars against these cars on lower end until switches are replaced as above stated.

Crews moving cars from Tracks 10, 11 and 12, Yard 8, must look out for switches that may be in middle of their train.

The so-called "third iron" from Boston Yard limit board located 1000 ft. south of right of way west end of Yard 8, located on the right of the third iron just north of Medford St. Bridge, is in an inward freight lead and the current of traffic is inward (southward).

OUTWARD (northward) movements over this track may be made only in emergency when authorized by yardmaster, AND UNDER FULL FLAG PROTECTION by Tower No. 7.

The signal "THIRD IRON" from the dwarf signal located to the right of the "THIRD IRON" just north of Medford Street Bridge to the entrance of inward yard No. 8 is a continuation of the INWARD FREIGHT LEAD and the current of traffic is INWARD (southward). southward. All (northward) movements over this FOURTH IRON may be made only on command (verbal or hand signal) from towerman at Mystic Junction OR UNDER FULL FLAG PROTECTION.

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

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

The YARD 10 LEAD between Medford Street Bridge and (just south of Winter Hill Station) and Washington Street Bridge at entrance to Yard 10 is INWARD FREIGHT LEAD and the current of traffic is INWARD (southward).

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

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

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

Indications of these humping signals facing north are as follows:

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

- Double Yellow.....Proceed at fast humping speed about 6 miles per hour.
- Green...............Proceed at normal yard speed.
- Yellow or Red....Back up.

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

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

Yard 8 — Trimmer Signal

Suspended from the south side of a bracket pole (facing the Classification line north of the) cars to permit cars being humped against the Hump Lead just south of the humping signal at the apex of the Hump is a single color light signal known as a Trimmer Signal, the indication of which shows either Red or Green.
When red indication is shown on this Trimmer Signal, it will signify engine, yard and train crews occupying Classification Tracks 1 to 34 inclusive, and Receiving Tracks 16 and 39 and Shop Tracks and Scale Track at the upper (hump end) that humping is proceeding, and their engines must not foul Hump Lead — but while Trimmer signal shows red engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engine or fireman receives proper signal from a member of his crew.

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

Yard 8 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a signal located near the right of the Hump Lead about 500 feet north of the Northern Artery Bridge.

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

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

Yard 9 — Trimmer Signal

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

When red indication is shown on this Trimmer Signal, it will signify engine, yard and train crews occupying Classification Tracks 1 to 34 inclusive, and Receiving Tracks 16 and 39 and Shop Tracks and Scale Track at the upper (Hump) end, that humping is proceeding, and their engines must not foul Hump Lead; — but while Trimmer Signal shows red, engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engine or fireman receives proper signal from a member of his crew.

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

Yard 9 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a signal located near the right of the Hump Lead about 500 feet north of the Northern Artery Bridge.

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

It shall be the duty of the Foreman working the Hump engine to see that the switch leading from the Hump Lead to Receiving Tracks 1, 2, 3, and Buggy Track, and the switch leading from the Hump Lead to Track 35, are lined in normal position for the Hump Lead, before allowing any engine assigned to humping cars to move out of Classification Tracks 1 to 34 inclusive, or Receiving Tracks 16 and 39 and Shop Tracks and Scale Track on other than Hump Lead. Any other crews using these two switches must have them properly lined for the Hump Lead after having been used.

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

SIGNAL INDICATIONS — TOWER "C"

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

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

HEAD END — DIESEL SWITCH ENGINES

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

BETWEEN MYSTIC JUNCTION AND MYSTIC WHARF.

The air must be coupled and cut in on drafts moving to and from Mystic Wharf.

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

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

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

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

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

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

METHOD OF CROSSING PROTECTION IN BOSTON YARDS.

(A) Hours of Protection at Manually Protected Crossings.

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekdays</th>
<th>Sundays and Holidays</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Cambridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East St.</td>
<td>Continuous Protection</td>
<td>No protection, 11 P.M.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sat. to 11 P.M. Sun.</td>
</tr>
<tr>
<td>Charlestown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waverly Ave.</td>
<td>6:00 A.M. to 4:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Chas. Riv. Ave.</td>
<td>8:00 A.M. to 4:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Yd. 19, Austin St.</td>
<td>3:00 A.M. to 9:00 A.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>near 18 Hou.</td>
<td>6:00 A.M. to 9:30 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Yd. 20, Hickey's</td>
<td>7:00 A.M. to 3:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mystic Branch (Chas'n)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rutherford Ave.</td>
<td>Continuous Protection</td>
<td>No Protection</td>
</tr>
<tr>
<td></td>
<td>7:00 A.M. to 11:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Main St.</td>
<td>Continuous Protection</td>
<td>No Protection</td>
</tr>
<tr>
<td></td>
<td>7:00 A.M. to 11:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Wiggins Lumber Yd.</td>
<td>7:00 A.M. to 5:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Revere Sugar</td>
<td>7:00 A.M. to 6:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Wyman-Allen</td>
<td>7:00 A.M. to 6:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>N. E. C. &amp; Coke Co.</td>
<td>7:00 A.M. to 5:00 P.M.</td>
<td>No Protection</td>
</tr>
<tr>
<td>Terminal St.</td>
<td>7:00 A.M. to 6:00 P.M.</td>
<td>No Protection</td>
</tr>
</tbody>
</table>

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

(B) Unprotected Yard Crossings.

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

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

J. M. SULLIVAN, Asst. Supt.

TRAINMASTERS

F. L. ESTEY — T. F. MCGUANE

J. F. SWEENEY — G. W. MILLER
SPECIAL INSTRUCTIONS.
PORTLAND AND TERMINAL DIVISIONS.

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

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

14. WHISTLE SIGNALS.

Public crossing whistle 14 (1) is not to be sounded for the crossing or in the territory as restricted below, except in cases of emergency:

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Street</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andover</td>
<td>Essex</td>
<td>Both</td>
</tr>
<tr>
<td>Andover</td>
<td>Andover</td>
<td>Both</td>
</tr>
<tr>
<td>North Andover</td>
<td>Sutton</td>
<td>Both</td>
</tr>
<tr>
<td>Exeter</td>
<td>Main St.</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Salem St.</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Front St.</td>
<td>Inward</td>
</tr>
<tr>
<td>Beverly</td>
<td>Congress</td>
<td>Inward</td>
</tr>
<tr>
<td></td>
<td>Eliot</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Richmond</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Kittredge</td>
<td>Both</td>
</tr>
<tr>
<td>Beverly (Gloucester Branch)</td>
<td>Eliot</td>
<td>Both</td>
</tr>
<tr>
<td>Beverly Farms (West St., (Station) Inward All hours)</td>
<td>Cabot</td>
<td>Both</td>
</tr>
<tr>
<td>Beverly Farms (East of Station) Inward During hours crossing is protected</td>
<td>Elms</td>
<td>Inward</td>
</tr>
<tr>
<td></td>
<td>Cherry</td>
<td>Outlet</td>
</tr>
<tr>
<td>Danvers (Newburyport Branch)</td>
<td>Purchase</td>
<td>Both</td>
</tr>
<tr>
<td>Danversport</td>
<td>Third and Chestnut</td>
<td>Inward</td>
</tr>
<tr>
<td></td>
<td>Central Ave.</td>
<td>Outlet</td>
</tr>
<tr>
<td></td>
<td>Larch</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Main</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Asbury</td>
<td>Outlet</td>
</tr>
<tr>
<td>Hamilton and Wenham (Essex Br.)</td>
<td>Walnut</td>
<td>Both</td>
</tr>
<tr>
<td>Ipswich</td>
<td>Topsfield</td>
<td>Inward</td>
</tr>
<tr>
<td></td>
<td>Washington</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Mineral</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Liberty</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Linebrook</td>
<td>Outlet</td>
</tr>
<tr>
<td>Manchester, Mass.</td>
<td>Beach</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Sea</td>
<td>Both</td>
</tr>
<tr>
<td>Marblehead Branch - Loring Ave. and Forest River</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Montserrat - Essex Street</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Paradise Road between Spring Street, just west, and Essex Street Crossings, just east of Montserrat Station</td>
<td>Both</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Street</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Orchard B'ch (Except from Oct. 1st to May 1st) Union Ave. Inward</td>
<td>Atlantic Ave. Both</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Old Orchard B'ch</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Walnut Ave.</td>
<td>Outlet</td>
</tr>
<tr>
<td>Peabody (Danvers Branch)</td>
<td>Howley</td>
<td>Inward</td>
</tr>
<tr>
<td></td>
<td>Caller</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Wallis</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Central</td>
<td>Outlet</td>
</tr>
<tr>
<td>Peabody (Old South Reading Branch)</td>
<td>Franklin</td>
<td>Inward</td>
</tr>
<tr>
<td></td>
<td>Church</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Lowell</td>
<td>Both</td>
</tr>
<tr>
<td>Phillips Beach (Swampscott Branch)</td>
<td>Humphrey Street</td>
<td>Outlet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Street</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hale St. (East of Station)</td>
<td>Both</td>
<td>All hours</td>
</tr>
<tr>
<td></td>
<td>Hale St. - INWARD TRAINS sound signal 14 (m) during hours crossing is not protected</td>
<td>Both</td>
</tr>
<tr>
<td>East Thissell St.</td>
<td>Both</td>
<td>All hours</td>
</tr>
<tr>
<td>West Thissell St.</td>
<td>Both</td>
<td>All hours</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Street</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rochester</td>
<td>Summer</td>
<td>(Lakeport Br.) Outlet</td>
</tr>
<tr>
<td></td>
<td>Autumn</td>
<td>Outlet</td>
</tr>
<tr>
<td>Salem (Danvers Branch)</td>
<td>North</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Flint</td>
<td>Inward</td>
</tr>
<tr>
<td></td>
<td>Groves</td>
<td>Outlet</td>
</tr>
<tr>
<td>Salem Wharf track</td>
<td>Collins</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Fort Avenue</td>
<td>Both</td>
</tr>
<tr>
<td></td>
<td>Derby</td>
<td>Both</td>
</tr>
<tr>
<td>Beach Bluff (Swampscott Branch)</td>
<td>Sea View Ave</td>
<td>Outlet</td>
</tr>
<tr>
<td>West Peabody (Newburyport Branch)</td>
<td>Lake</td>
<td>Inward</td>
</tr>
<tr>
<td>West Peabody (Newburyport Branch)</td>
<td>Winona</td>
<td>Outlet</td>
</tr>
<tr>
<td>West Peabody (Newburyport Branch)</td>
<td>Newbury</td>
<td>Inward</td>
</tr>
<tr>
<td>West Peabody (Newburyport Branch)</td>
<td>Lowell</td>
<td>Outlet</td>
</tr>
<tr>
<td>Atkinson . Atkinson Crossing</td>
<td>Whistling posts located 825 feet from these crossings</td>
<td>Both</td>
</tr>
<tr>
<td>Plaistow . Main Street</td>
<td>Engineman will sound (14) not to exceed 10 seconds</td>
<td>Both</td>
</tr>
<tr>
<td>Newfields . Swampscott Street</td>
<td>This applies only at these crossings</td>
<td>Both</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Street</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>West St., Lee's Crossing</td>
<td>Both</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Street</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Danversport</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Dover</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Hamilton and Wenham</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Hamilton and Wenham (Essex Br.)</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Ipswich</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Manchester, Mass.</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Marblehead Branch - Loring Ave. and Forest River</td>
<td>Both</td>
<td></td>
</tr>
<tr>
<td>Montserrat - Essex Street</td>
<td>Both</td>
<td></td>
</tr>
</tbody>
</table>

PORTSMOUTH BRANCH.

MANCHESTER, N. H. — Between Willow and Page Sts. the sounding of 14(1) at whistling posts will answer for crossings in that territory.
33. PUBLIC CROSSINGS.

Trains will stop and a member of the crew will protect before passing over crossings as follows:

**Street Railway Crossings** — All train and shifting movements over street railway crossings, unless protected by a watchman or automatic signals, must be protected by a member of the crew.

The following exception is made:

**Springvale** — (Pleasant St.) St. Railway Crossing is protected by automatic crossing signal for through main line movements only. This crossing must be protected by member of crew for all switching movements.

All trains or engines using siding at Springvale; also outward trains or engines moving from siding through crossover west of crossing to main track, must be protected over crossing by member of crew.

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Track Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wellington</td>
<td>Fifth Street</td>
</tr>
<tr>
<td>North Wilmington</td>
<td>Middlesex Avenue</td>
</tr>
<tr>
<td>North Andover</td>
<td>North Main Street</td>
</tr>
<tr>
<td>Atkinson</td>
<td>Crossing just west of station</td>
</tr>
<tr>
<td>Newton Junction</td>
<td>Crossing at station</td>
</tr>
<tr>
<td>Exeter</td>
<td>Russ Crossing</td>
</tr>
<tr>
<td>Newfields</td>
<td>Salem Street second grade crossing east of station</td>
</tr>
<tr>
<td>Newmarket</td>
<td>Exeter Street</td>
</tr>
<tr>
<td>Dover to P.T. Tower One</td>
<td>All crossings</td>
</tr>
<tr>
<td>Stony Brook Branch</td>
<td>All crossings</td>
</tr>
<tr>
<td>Lowell Branch</td>
<td>All crossings</td>
</tr>
<tr>
<td>Newburyport</td>
<td>Parker Street</td>
</tr>
<tr>
<td>Gloucester Branch</td>
<td>Spring Street</td>
</tr>
<tr>
<td>Montserrat</td>
<td>Paradise Road</td>
</tr>
<tr>
<td>Prides</td>
<td>East Thistle Street</td>
</tr>
</tbody>
</table>

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

- Prides* - West Thistle St. 0.31 east of Prides. Control box in crossing shanty at Hale St. and will be operated by crossing watchman.
- Beverly Farms* — Beach Street. Control box on east side of crossing house.
- Manchester, Mass. — Sea Street. Control box in crossing shanty.
- Wellington — Fifth Street. Control box about 300 feet west of crossing.
- Middlesex Ave. (Medford Branch). Control box on east side track on Boston side of crossing.
- Londonderry — Rockingham Road. Control box just south of crossing on station side of track.
- Newmarket — Exeter Street. Control box on post beside eastward track about 300 feet east of crossing.
- Hayes — South of Hayes Station. Control box on pole 100 feet south of north end of passing siding.
- Conway — North Road Crossing. 1400 feet south of station. Control box on post at east end of house track.

Westward Trains stopping at Prides must use at least 20 seconds East Thistle St. to West Thistle St.

**WESTERN ROUTE.**

**North Andover** — In order to avoid false indication on highway crossing flasher signals at No. Main St., North Andover, movements to and from the former Machine Shop Branch must be made in the following manner:

On movements from Lawrence to Machine Shop — stop to clear insulated joints 25 feet west of Marblehead St. crossing. Trainman walk ahead and open Branch track switch and engine will not be moved until this switch is open. Do not restore switch to normal until engine or cars have cleared insulated joints on Branch track which are located 100 feet east of main line frog. Cars must not be left standing west of the insulated joints while switching the Texaco track.

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

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

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

**EASTERN ROUTE.**

**Revere** — At State Highway Crossing over the Wonderland Siding located east of Revere Station. At crossing over East Boston Branch just west of Maverick Mills — State Highway Crossing over Maverick Mills Siding just north of Addison St., all trains and engines before passing over will stop and send member of crew ahead to protect. Also trains and engines using the Maverick Mills Siding will reduce speed to four (4) miles per hour while passing State Highway.

When performing work in Forbes Lithograph Plant at Revere, a member of train crew must precede all movements of cars or engines over crossings in Plant Yard in addition to operating the bell located on garage.

**Swampscott** — Sidetrack leading from inward main line east of Swampscott, Lynn Sand & Stone Company shall furnish a flagman to display a flag by day or a light by night to protect movements over Danvers Road crossing, and speed over this crossing is restricted to four (4) miles per hour. When flagman cannot be seen, a member of the crew must protect crossing.

**WEEK DAYS**

<table>
<thead>
<tr>
<th>Location</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverly</td>
<td>5:00 A.M. to 12:40 A.M. 4:05 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Elliot St.</td>
<td>5:00 A.M. to 12:40 A.M. 4:05 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Balch St.</td>
<td>5:00 A.M. to 12:40 A.M. 4:05 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>No. Beverly</td>
<td>5:00 A.M. to 12:40 A.M. 4:05 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Kittredge Ceg.</td>
<td>5:00 A.M. to 12:40 A.M. 4:05 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Dock St.</td>
<td>5:00 A.M. to 12:40 A.M. 4:10 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Wenham</td>
<td>5:00 A.M. to 12:40 A.M. 4:10 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Larch Row</td>
<td>5:00 A.M. to 12:40 A.M. 4:10 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Main St.</td>
<td>5:00 A.M. to 12:40 A.M. 4:10 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Asbury St.</td>
<td>5:00 A.M. to 12:40 A.M. 4:10 A.M. to 12:10 A.M.</td>
</tr>
<tr>
<td>Ipswich</td>
<td>5:20 A.M. to 12:30 A.M. 4:25 A.M. to 12:25 A.M.</td>
</tr>
<tr>
<td>Topsfield Road</td>
<td>5:20 A.M. to 12:30 A.M. 4:25 A.M. to 12:25 A.M.</td>
</tr>
<tr>
<td>Washington St.</td>
<td>5:20 A.M. to 12:30 A.M. 4:25 A.M. to 12:25 A.M.</td>
</tr>
<tr>
<td>Mineral St.</td>
<td>5:20 A.M. to 12:30 A.M. 4:25 A.M. to 12:25 A.M.</td>
</tr>
<tr>
<td>Liberty St.</td>
<td>5:20 A.M. to 12:30 A.M. 4:25 A.M. to 12:25 A.M.</td>
</tr>
<tr>
<td>Linebrook Road</td>
<td>5:20 A.M. to 12:30 A.M. 4:25 A.M. to 12:25 A.M.</td>
</tr>
<tr>
<td>Knights Ceg.</td>
<td>5:10 A.M. to 1:10 A.M. 4:25 A.M. to 12:20 A.M.</td>
</tr>
<tr>
<td>Newburyport</td>
<td>5:10 A.M. to 1:10 A.M. 4:40 A.M. to 12:30 A.M.</td>
</tr>
<tr>
<td>Washington St.</td>
<td>5:10 A.M. to 1:10 A.M. 4:40 A.M. to 12:30 A.M.</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>9:00 A.M. to 9:00 P.M.</td>
</tr>
<tr>
<td>Vaughan St.</td>
<td>9:00 A.M. to 9:00 P.M.</td>
</tr>
<tr>
<td>Market and Green Sts.</td>
<td>9:00 A.M. to 9:00 P.M.</td>
</tr>
</tbody>
</table>

At above crossings watchman will remain on duty until after passage of last regular train, excluding sections thereof, and Portsmouth-Boston local freight due to leave Portsmouth 7:45 P.M., daily except Sunday. When watchman not on duty all trains will stop and member of crew protect crossing.

**Salem (Phillips Wharf Branch)** — Fort Avenue. A member of the crew protect crossing.

**Beverly Gulf Refining Co. Track** — Speed restriction on private track of Gulf Refining Co. over Cabot St. Crossing at Beverly, is ten (10) miles per hour. A member of crew protect crossing.
Newburyport—(City Railroad) Purchase Street. Water Street. Pond Street Spur. State highway on Freight-house track. Jewel—To avoid obstructing view of Public crossing at Jewel Station, no cars will be left standing on any track for a space of 200 feet each side of the crossing. Trains taking sidetrack at this point a member of the crew protect crossing. Rigby—A sign reading "HIGHWAY SIGNAL CIRCUIT BEGINS HERE"—erected at ringing point for Rigby Crossing on Eastern Route. When eastward trains are stopped by signal LO-31, they must stop to clear the circuit and send man ahead to phone.

WORCESTER AND NASHUA.

Ayer—Main Street Crossing. On W. N. & P. east of Ayer. Groton—Broadmeadow Road 0.15 mile west of Station. Pepperell—Groton Street west of Station. Lowell Road, 0.25 mile east of Station. River Street, 2.06 miles east of Station.

Nashua—Hollis Road, 2.17 miles west of Nashua Main St. All trains engines stop at above crossings and member of crew protect crossing.

NASHUA WEST YARD.

Order of crossings from Westerly end; Seventh Street, Pine Street, Palm Street, Ash Street, Vine Street, Chestnut Street, Walnut Street, Beech Street, Elm Street, Main Street, Spring Street, Quincy Street, Mason Street and Spruce Street. All trains, engine or switching movements over these crossings must be protected by member of crew.

MEDFORD BRANCH.

Glenwood—Spring Street just east of station. All trains stop and a member of crew protect crossing.

Medford—All movements over Riverside Ave, crossing and sidetrack leading to J. N. Cowan & Co. All trains stop and member of crew protect crossing.

NEWBURYPORT BRANCH.

When Crossing watchmen are not on duty, trains will stop at a member of the crew protect crossing. If regular passenger train is late, Crossing-watchman will remain on duty to protect.

Wakefield Jct.

Wakefield Ctr.

Automatic flasher signal crossing protection at Bennett St., Richardson St., North Ave., and automatic traffic signal crossing protection at Main Street crossing on Newburyport Branch located between Wakefield Jct. and Wakefield Centre. Speed of trains and engines over these crossings must not exceed ten (10) miles per hour.

Between 7:00 A.M. and 6:15 P.M. weekdays, a crossing watchman will be located in cabin at Main St. to manually control flasher and traffic signals at above crossings; when trains are standing on track circuit during those hours trainmen are relieved from the requirements of General Special instructions at those 4 crossings.

During other hours when train stops on circuit that keeps flasher working, a member of the crew will protect as per General Special instructions.

Water St. 0.4 M east of Wakefield Centre protected Mondays to Fridays from 7:00 A.M. to 5:00 P.M. to New Salem St. Monday to Saturday 6:00 P.M. and on Saturdays protected 7:00 A.M. to 8:30 A.M. and 1:30 P.M. to 6:15 P.M.

Salem Street—All trains reduce speed to 5 miles per hour.

Lowell St—Crossing at station. All trains stop and member of crew protect crossing.

Lynnfield Ctr. Summer St. Protected for Trains Nos. 1300 and 1308. All other trains stop and member of crew protect crossing.

West Peabody—Pine St. All trains stop and member of crew protect crossing.

Newbury Street—Watchman on duty 6:45 A.M. to 8:30 A.M. and 5:00 P.M. to 6:30 P.M. week-days. Satur-days 6:45 A.M. to 8:30 A.M. and 1:30 P.M. to 6:30 P.M. No protection Sundays when watchman not on duty all trains stop and a member of crew protect crossing.

Collins St. Crossing at station. All trains stop and member of crew protect crossing.

Tapleyville—Holten St. Week-days protected 6:45 A.M. to 8:00 A.M. and 5:30 P.M. to 6:30 P.M.

Danvers—Maple St. Saturdays 6:45 A.M. to 8:00 A.M. and 2:00 P.M. to 6:30 P.M.

Charter Street—All trains stop and member of crew protect crossing.

Putnamville—Crossing (at Station). All trains stop and member of crew protect crossing.

Westham Road Crossing 1.03 miles east of Putnamville. All trains reduce speed to 5 miles per hour over crossing.

Topfield—High Street 1.07 miles west of Topfield. All trains reduce speed to 5 miles per hour over crossing.

Turnpike—0.46 miles west of station. All trains reduce speed to 10 miles per hour over crossing.

Bowman Street 0.40 miles west of station. All trains reduce speed to 5 miles per hour over crossing.

Main Street 5.06 miles east of Topfield. All trains reduce speed to 5 miles per hour over crossing.

Washington Street 0.39 miles east of Topfield. All trains reduce speed to 5 miles per hour over crossing.

East Boxford—Haverhill Street at station. All trains stop and member of crew protect crossing.

Baldpate—(Crossing at station). All trains stop and member of crew protect crossing.

Georgetown—West Main Street 0.38 miles east of station. All trains stop before reaching crossing and proceed.

Fond Street 0.34 miles east of station. All trains reduce speed to 5 miles per hour over crossing.

Byfield—Forrest Street 0.25 miles west of station. All trains reduce speed to 5 miles per hour over crossing.

Main Street 0.04 miles west of station. All trains stop before reaching crossing and proceed.

SALEM BRANCH.

All trains and engines on Salem Branch between Peabody and So. Middleton, will approach crossings protected by automatic signals prepared to stop and send member of crew ahead to protect if automatic crossing signal is not working properly, except as noted below. At highway crossings, where no automatic signals are provided, crews will be governed by instructions listed below:

Location going north

Crossing Peabody to So. Middleton Type of Protection

Crownsfield St. Peabody 3 mi. north All trains Stop and member of crew protect crossing.

Endicott St. Peabody 5 mi. north All trains Stop and member of crew protect crossing.

Circumferential Highway Traffic Signals.

Prospect and Procter 0.05 mi. south Flashers.

Lowell St. West Peabody 3 mi. south Flashers.

Lowell St. Phelps Mills 0.01 mi. north All trains Stop and member of crew protect crossing.

Russell St. (Kennedy) Phelps Mills 3 mi. north All trains Stop and member of crew protect crossing.

Russell St. So. Middleton 0.1 mi. south Flashers.

Boston St. So. Middleton 0.02 mi. south Flashers.

EXCEPTION: All trains and engines before passing over Newbury St. Crossing (Newburyport Turnpike) on the Salem Branch at West Peabody will come to a full stop, then send member of crew ahead to protect crossing while passing over at a speed not to exceed six (6) miles per hour. This protection is required even though flasher signals are working.

WAMESIT TO Tewksbury.

(Old Southern Division track)

Avery Chemical Company Crossing, between Wamesit and State Hospital track. All trains stop and a member of crew protect crossing.

Tewksbury Ctr.—North Street. All trains stop and a member of crew protect crossing.

Train movements over West Street Crossing on State Hospital track. Tewksbury. All trains stop and member of crew protect crossing and speed not to exceed four (4) miles per hour.
**LOWELL BRANCH.**

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

**LAWRENCE YARD.**

- South Broadway
- Beacon Street
- Merrimac Street
- Union Street
- Central Bridge

All trains and shifts and shifflers stop and member of crew protect crossing.

**MANCHESTER AND LAWRENCE BRANCH.**

Lawrence — Watchman on duty:

<table>
<thead>
<tr>
<th>Weekdays</th>
<th>Sundays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merrimac St.</td>
<td>6:45 A.M. to 6:45 P.M.</td>
</tr>
<tr>
<td>Broadway</td>
<td>6:45 A.M. to 6:05 P.M.</td>
</tr>
<tr>
<td>Water St.</td>
<td>6:45 A.M. to 6:05 P.M.</td>
</tr>
<tr>
<td>Essex St.</td>
<td>6:45 A.M. to 6:05 P.M.</td>
</tr>
<tr>
<td>Haverhill St.</td>
<td>6:45 A.M. to 6:05 P.M.</td>
</tr>
</tbody>
</table>

| No. 1511 | No. 1556 |

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

When watchman is not on duty, all trains stop and member of crew protect crossing.

Broadway Crossing, Lawrence.

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

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

**Methuen** — Union Street, just south of station — all trains stop and a member of crew protect crossing.

**Salem, N. H.** — Crossing at station. All trains stop and a member of crew protect crossing.

**Canobie Lake** — Crossing just north of Station. All trains stop and a member of crew protect crossing.

**Windham** — Two highway crossings known as "Stickeys" located .02 miles and .05 miles north of station. All trains stop and a member of crew protect crossing.

**Derry** — South Avenue crossing. While making switching movements over crossing a member of crew protect both siding and main track crossing.

Broadway Crossing at Station. All trains stop and a member of crew protect crossing.

**GEORGETOWN BRANCH.**

Groveland — Main Street, at station; School Street and Centre Street about one mile east of station. All trains stop and member of crew protect crossings.

**PORTSMOUTH BRANCH.**

Portsmouth — Bartlett Street — All trains and engines stop and a member of the crew protect crossing.

**Greenland, N. H.** — Portsmouth Ave.

<table>
<thead>
<tr>
<th>Weekdays</th>
<th>Sundays</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:15 A.M. to 9:45 A.M.</td>
<td>8:45 A.M. to 9:45 A.M.</td>
</tr>
<tr>
<td>5:00 P.M. to 6:45 A.M.</td>
<td>5:00 P.M. to 7:45 A.M.</td>
</tr>
</tbody>
</table>

Train No. 26. When watchman not on duty, all trains stop and a member of crew protect crossing.

Raymond — All trains and switching movements will stop before passing over highway crossing north end of Raymond station platform and a member of crew protect crossing.

**CROSSINGS, MANCHESTER YARD, PORTSMOUTH BRANCH.**

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

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Hours of Crossing Watchmen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Massabesic Street at E. Manchester Sta.</td>
<td>All trains stop and member of crew protect crossing</td>
</tr>
<tr>
<td>Taylor Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Belmont Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Valley Street</td>
<td>Bell and watchman</td>
</tr>
<tr>
<td>Wilson Street</td>
<td>Bell and watchman</td>
</tr>
<tr>
<td>Hayward Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Lincoln Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Silver Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Maple Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Beech Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Union Street</td>
<td>Bell</td>
</tr>
<tr>
<td>Willow Street</td>
<td>Bell</td>
</tr>
</tbody>
</table>

(Watchman located in elevated cabin between Beech and Union Sts., operates flashers on Beech, Union and Willow Sts., to avoid false indications.)

All movements over above crossings during period no protection is provided, must stop and a member of crew protect crossing.

**MACHINE SHOP BRANCH.**

No. Andover — Main St. .04 miles east of No. Andover, all trains stop and a member of crew protect crossing.

Machine Shop — Elm Street .01 miles east, all trains stop and a member of crew protect crossing.

State Highway — about 2275 feet east of Machine Shop. All trains or engines passing over this crossing must stop within fifty (50) feet of the crossing and a member of crew proceed to the crossing in advance of the train, and with proper signals, direct the movement of the train.

Stevens — Osgood St. .01 miles east, all trains stop and a member of crew protect the crossing.

**MERRIMAC BRANCH.**

Whittiers Crossing — (East of Newton Junction). All trains stop within 500 feet and before passing and will run slowly over same.

Newton — Crossing (at station). All trains stop and a member of crew protect crossing.

**LAKEPORT BRANCH.**

Dover — All outward trains will stop before passing over Fourth Street Crossing, Dover.

Gonle — Railroad Avenue (just south of station) all trains stop and a member of crew protect crossing.

**ROCHESTER BRANCH.**

Portland St. | Protected 8:45 A.M. to 7:10 P.M. weekdays only.
Winter St. | Protected 10:00 A.M. to 6:00 P.M. daily
Main St. | Except Sundays and holidays.

When watchmen not on duty all trains stop and a member of crew protect crossing.

**FARMINGTON** — Nancy's Crossing (3 miles north). All trains stop and a member of crew protect crossing.

Durgin's Crossing (1 mile south). All trains stop and a member of crew protect crossing.

**SOMERSWORTH BRANCH.**

Foundry — Crossing at station. Is protected 9:00 A.M. to 6:50 P.M. until passage of No. 207, week-days only. When watchman not on duty all trains will stop and a member of crew protect crossing.

Somersworth Depot Street. Is protected 9:00 A.M. to 6:50 P.M. or until passage of No. 207, week-days only. When watchman not on duty all trains will stop and a member of crew protect crossing.
SAUGUS BRANCH.

HOURS OF CROSSING PROTECTION. (Week-days only)

<table>
<thead>
<tr>
<th>Monday to Friday</th>
<th>Saturday Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.M.</td>
<td>P.M.</td>
</tr>
<tr>
<td>Bell Rock</td>
<td>Medford St.</td>
</tr>
<tr>
<td>Malden (E)</td>
<td>Main St.</td>
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<tr>
<td>Ferry St.</td>
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<tr>
<td>Faulkner</td>
<td>Frank St.</td>
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<tr>
<td>Bryan St.</td>
<td></td>
</tr>
<tr>
<td>Faulkner St.</td>
<td>Cross St.</td>
</tr>
<tr>
<td>Maplewood</td>
<td>Maplewood St.</td>
</tr>
<tr>
<td>Broadway</td>
<td>Broadway</td>
</tr>
<tr>
<td>Linden</td>
<td>6:30 to 8:30</td>
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<tr>
<td>Beach St.</td>
<td></td>
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<tr>
<td>Lynn St.</td>
<td></td>
</tr>
<tr>
<td>Franklin Park</td>
<td>Salem St.</td>
</tr>
<tr>
<td>Clintondale</td>
<td>Essex St.</td>
</tr>
<tr>
<td>Pleasant Hill</td>
<td>Adams Ave.</td>
</tr>
<tr>
<td>Saucon</td>
<td>Central St.</td>
</tr>
<tr>
<td>East Saucon</td>
<td>Boston St.</td>
</tr>
<tr>
<td>Biddick</td>
<td>Summer St.</td>
</tr>
<tr>
<td>Ashland St.</td>
<td></td>
</tr>
<tr>
<td>Lynn Common</td>
<td>Cottage St.</td>
</tr>
<tr>
<td>Spencer St.</td>
<td>Western Ave.</td>
</tr>
<tr>
<td>Summer St.</td>
<td></td>
</tr>
</tbody>
</table>

SWAMPSCOTT BRANCH.

Phillips Beach — Humphrey St. Is protected 6:15 A.M. to 11:00 P.M. or until passage of No. 2229 week days only. When watchman not on duty, all trains stop and member of crew protect crossing.

Devereux — Pleasant St. Is protected 6:20 A.M. to 10:50 P.M. or until passage of No. 2229. When watchman not on duty, all trains stop and member of crew protect crossing.

MARBLEHEAD.

School St. — Watchman protection for all regular trains into Marblehead except Train 2225.

All drafts, engine and train movements out of Marblehead and all extras, drafts and light engines into Marblehead and Train No. 2225 must stop and a member of crew protect crossing.

Bessom Street — Flasher signals at Bessom Street, Marblehead, automatically protect trains entering or leaving Marblehead on Swampscott Branch track only.

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

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

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

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

(a) The “on” position causes lights to flash continuously for protection.
(b) The “off” position shuts off the lights and allows street traffic to pass.
(c) The “normal” or middle position of lever places the automatic control in service, and lever must be left in that position after manual operation is completed.

GLOUCESTER BRANCH.

CROSSING WATCHMAN PROTECTION — AS FOLLOWS:

<table>
<thead>
<tr>
<th>Station and Crossing</th>
<th>Week-Day Hours (until passage of 2540)</th>
<th>Sunday Hours (until passage of 2571)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverly Elliot St.</td>
<td>6:25 A.M. to 12:25 A.M. 4:40 A.M. to 11:25 P.M.</td>
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<tr>
<td>Cabot St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montserrat Essex St.</td>
<td>6:25 A.M. to 12:25 A.M. 4:40 A.M. to 11:30 P.M.</td>
<td></td>
</tr>
<tr>
<td>Prides Hale St.</td>
<td>6:13 A.M. to 12:30 A.M. 4:45 A.M. to 11:30 P.M.</td>
<td></td>
</tr>
<tr>
<td>Beverly Farms West St.</td>
<td>6:11 A.M. to 12:35 A.M. 4:50 A.M. to 11:35 P.M.</td>
<td></td>
</tr>
<tr>
<td>Manchester, Mass.</td>
<td>6:00 A.M. to 12:40 A.M. 4:55 A.M. to 11:40 P.M.</td>
<td></td>
</tr>
</tbody>
</table>
Milton — Lebanon Crossing, 20 of a mile south of Milton, is protected week days only 9:30 A.M. to 4:30 P.M. or until passage of No. 2918. When watchman not on duty, all trains stop and a member of crew protect crossing.

Union — Highway crossing just north of Union is protected from 8:30 A.M. to 7:30 P.M. or until passage of No. 2917 week-days — Sundays 5:40 P.M. to 6:40 P.M., or until passage of No. 2556. When watchman is not on duty, all trains will reduce speed to six (6) miles per hour over the crossing.

Sanbornville — Main Street, .04 mile north of Station, all trains stop and a member of crew protect crossing.

Ossipee — Crossing south of station is protected for regular passenger trains only. All extra trains will stop and member of crew protect crossing.

WOLFEBORO BRANCH.

Wolfeboro Falls — Center Street just south of station, all trains stop and a member of crew protect crossing.

WEST GONIC AND P. T. LIMIT

Rochester — Portland St. [Protected 10:00 A.M. to 6:00 P.M. daily except Sundays and Holidays. When watchmen not on duty all trains stop and member of crew protect crossing.

Winter St. Main St.

Upham St. [All trains stop and member of crew protect crossing.

Eastwood — Crossing just east of station, all trains stop and member of crew protect crossing.

OTHER HIGHWAY CROSSING REGULATIONS.

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

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

Inward trains scheduled to stop will stop to clear West Emerson Street crossing.

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

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

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

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

(e) Biddeford (E) — (Tannery Crossing) West Scarborough, Milton, Kendigemere, Eastwood, Bradbury. No cars should be placed nearer than fifty (50) feet to crossing.

(f) Lynn Common — Outward trains, scheduled to stop, will stop clear of Western Avenue crossing.

(g) Phillips Beach — Swampscott Branch trains, when making station stop will avoid blocking Humphrey Street.

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

**Passenger crews** setting off and picking up cars at Den- 
yers will do their work from east end of yard to avoid operating signal.

(i) North Conway — Ringing section for automatic signal at Ke-
sarge crossing north of North Conway for outward trains is 556 feet and a board is erected at the beginning of the 
ringing section marked "Bell Circuit Starts Here." 

Outward trains will not exceed speed of fifteen miles per hour from point 556 feet south of crossing until after train has passed crossing.

Ringing point is located about 200 feet north of switching leading to engine house, and to avoid false indications of signal, engine house track will not pass over ringing point. Trains will do all switching at south end of yard.

(j) Lincoln Square — All trains, scheduled to stop, will stop clear of Lincoln Square crossing.

### 83. TRAIN REGISTER.

Amebury, 
Ayer Station (For trains operated between Ayer and Nashua).

Boston, 
Danvers (Danvers Br. Trains).

Dover (Lakeport Branch), 
East Switch (Cent. Mass. trains).

Essex, 
Gloucester.

Hamilton and Wenham (Branch).

Intervale, 
Lawrence (Branch).

Manchester, N. H.

Marblehead.

Medford.

Newburyport, For trains running between Newburyport and Emery and intermediate points, also Newburyport Branch trains. Eastward trains not scheduled to stop will be given Form 54 if practicable. In absence of Form 54 trains must comply with General Rule 83.

North Berwick (For trains running Eastern Route between No. Ber-
wick and Boston, or intermediate points).

North Conway.

Peabody.

Portsmouth.

Rockingham (Portsmouth Branch. Regular trains only).

Rockport.

Salem, Mass. (Marblehead Branch).

Salisbury (Branch).

Sanbornville.

Somersworth.

Swampscott (Branch). Westward trains Register by slip.

Wakefield Junction (Newburyport Branch).

West Peabody-Eastward. Newbury-
port Branch. First class trains only.

Wolfeboro.

Northbound trains will accept signal indication at Medford Jct. 
as authority to enter the Medford Branch. (See General Rule 83.) All 
Inferior trains before entering the Medford Branch must procure 
Train-Register Form 54.

Trains entering main line from Conway Branch at Jewett will be 
cleared by train register Form 54.

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

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

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

Eastward trains requiring it will be given Form 54 Clearance covering 
trains scheduled from East Switch at Barber. In the absence of Form 54, 
examination of Register Book at East Switch will give the necessary 
information.

### 93. DESIGNATION AND USE OF TRACKS IN YARD LIMITS.

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

Dover Yard limit on former Dover Branch, includes the tracks from 
Dover to Elliott's Rose Track, 1 mile west of Sawyers.

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

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

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

The trackage between Rochester and to a point just west of the old 
station location at West Gonic is included in Rochester Yard.

### RESTRICTIONS GOVERNING SWITCHING OF OIL PLANTS.

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

**Chelsea — American Oil Co.**

Locomotives will not operate on gasoline track while cars are 
connected for loading or unloading. Crews will obtain electric lanterns 
from Station Agent.

**Revere & East Boston (Chelsea Yard):**

- Tile Water Oil Co.
- Hartol Products Co.
- Soony Vacuum Oil Co.
- Sun Oil Co.

**Beverly — Gulf Refining Co.**

A sign is located outside each plant 
where locomotives are not to go. 
Crews will obtain electric lanterns 
from station agent at Chelsea.

**Portsmouth — Standard Oil Co.**

Speed restrictions over Cabot St. 
Crossing is ten (10) m.p.h. with 
member of crew protecting crossing. 
Crews will obtain electric lanterns 
from watchman at the plant.

**Newington — Atlantic Term. Co.**

Crews will procure electric lanterns 
located in box about 800 ft. inside 
the gate.

### 98. RAILROAD CROSSINGS AT GRADE.

All trains will stop before passing over railroad crossings at grade at 
the following points:

**DANVERS:**

**ROCHESTER:**

**WEST PEABODY:**

Stop posts indicating the points at which stops must be made are located 
the required distance from crossings.

**Eastward Train Movements on Newburyport Branch:**

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

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

**Westward Train Movement on Newburyport Branch:**

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

### SIDINGS.

Owing to curvature, road engines of any kind must not use the freight 
house track and tracks leading therefrom, including house, at Bidde-
ford (W.). Road trains placing cars on these tracks must use stretchers.

No engine larger than Class 70 will use River Track, so called, at Saco. 
When necessary to set off or pick up with these engines, cars must be 
used for stretchers.

The former outward main track between Wakefield Junction and 
Wakefield Centre will be used as a passing siding.

A siding extending between Hampton and North Hampton, designated 
"Hampton," Inferior trains or trains designated to take siding at 
Hampton must pull in at first switch of siding in all cases (General Rules 
88-89).
When passenger trains meet at *Somersworth*, that portion of Somersworth Branch track between switch to Conway Branch north of station and cross-over switch to Conway Branch south of station will be used as passing siding and all trains using this portion of the track will be governed by Rule 98.

When trains meet at *Milton*, they will use the long siding north of the passenger station.

When trains meet at *Union*, they will use the long siding south of the passenger station.

All Class K engines are restricted on *lead or wall track* at Peabody. Stretchers will be used when necessary to put cars on this track, and engine must not go over main line switch.

Locomotives equipped with Lead Trucks must not be operated on industrial side track, Forest River, on Marblehead Branch or on tracks of *A. C. Lawrence Leather Co.* at Waters River or beyond Water Street on long spur serving *Rix Coal Co.* in Danversport.

Owing to curvature, road engines of any kind must not use ARMOUR BEEF CO. NEW TRACK AT PORTSMOUTH. Road trains placing cars on this track must use stretcher and in addition have air brakes coupled and in use while shifting on this track.

**Newburyport (City Railroad).** — Cars must be left to clear slip leading to the water between the old P. & R. Coal Wharf and Diamond Match Co.

### SPEED RESTRICTIONS.

Speed restrictions governing movement of the 200-ton wrecking crane as follows:

#### MAIN LINE (WESTERN ROUTE).

<table>
<thead>
<tr>
<th>Main Link No.</th>
<th>Over Bridge Miles Per Hour</th>
<th>At</th>
<th>Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Worcester to Nashua</td>
<td>3 M. West of Nashua Un. Sta.</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

#### MAIN LINE (EASTERN ROUTE).

<table>
<thead>
<tr>
<th>Direction</th>
<th>Pass. F. T.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inward</td>
<td>60/45</td>
</tr>
<tr>
<td>Outward</td>
<td>70/45</td>
</tr>
</tbody>
</table>

SPEED LIMITS.

**WORCESTER TO AYER.**

<table>
<thead>
<tr>
<th>International Bridge</th>
<th>M.P.</th>
<th>F.T.</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Andover</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Hoosac Tunnel Diamond</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Draw No. 8, E. Somerville</td>
<td>40</td>
<td></td>
</tr>
</tbody>
</table>

#### OLD W.N.A.P. AYER TO P. T. LIMIT.

<table>
<thead>
<tr>
<th>Restricted:—</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reading</td>
</tr>
<tr>
<td>Highland (mile east of Station)</td>
</tr>
<tr>
<td>Lawrence: Engine House and Andover St.</td>
</tr>
<tr>
<td>Andover St. and Salem St.</td>
</tr>
<tr>
<td>Salem St. and Osgood St.</td>
</tr>
<tr>
<td>Lawrence Station Track</td>
</tr>
<tr>
<td>Shawsheen River and No. Main St.</td>
</tr>
<tr>
<td>Curved 1 mile east of station</td>
</tr>
<tr>
<td>2nd curve east of Station at MP-30</td>
</tr>
<tr>
<td>Bradford Curve (Board)</td>
</tr>
<tr>
<td>Doon River (Board)</td>
</tr>
<tr>
<td>North Berwick, Westward track to Eastern Route</td>
</tr>
<tr>
<td>(This applies in both directions on Westward track)</td>
</tr>
<tr>
<td>Biddeford (curve at Main Street)</td>
</tr>
<tr>
<td>Old Orchard Beach (June 1 to September 30)</td>
</tr>
<tr>
<td>P.T. Tower One (diverging route)</td>
</tr>
</tbody>
</table>

#### NEWBURYPORT BRANCH.

| Maximum | Both | 35/25 |
| Wakefield Junction, entering or leaving main line | Both | 10/10 |
| Highway Crossings Between Wakefield Jet. and Wakefield Ctr. | Both | 10/10 |
| Bennett St. | Both | 10/10 |
| Richardson St. | Both | 10/10 |
| Pickering St. 05 mile west of Danvers | Both | 10/10 |
| Georgetown (curve at station) (Board) | Both | 25/20 |
| Newburyport (curve west of Station) (Board) | Both | 25/20 |
## GEORGETOWN BRANCH. Miles Per Hour

<table>
<thead>
<tr>
<th>Direction</th>
<th>Pass.</th>
<th>Ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum</td>
<td>Both</td>
<td>35</td>
</tr>
<tr>
<td>Bradford</td>
<td>Both</td>
<td>25</td>
</tr>
<tr>
<td>Haverhill Yard</td>
<td>Both</td>
<td>20</td>
</tr>
<tr>
<td>Georgetown Yard (Board)</td>
<td>Both</td>
<td>20</td>
</tr>
</tbody>
</table>

## SALEM BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Junction — Through crossover, on Lowell Branch, just west of Lowell Junction station, Five (5) miles per hour.</td>
<td>Both</td>
<td>35</td>
</tr>
<tr>
<td>Curve atop</td>
<td>Both</td>
<td>15</td>
</tr>
<tr>
<td>Portsmouth (yard limits)</td>
<td>Both</td>
<td>15</td>
</tr>
</tbody>
</table>

## LOWELL BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curve at M.P. A-B</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>Curve at Graniteville station</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>Curve at Forge Village</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>Curve at M.P. A-B 1 mile west Forge Village</td>
<td>Both</td>
<td>50</td>
</tr>
</tbody>
</table>

## STONY BROOK BRANCH.

<table>
<thead>
<tr>
<th>Speed</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Chelmsford curve 1/4 mile East</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>Curve at £</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>Curve at £</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>Curve at £</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>Speed</td>
<td>Both</td>
<td>50</td>
</tr>
<tr>
<td>K 8 and P 2 engines, see page No. 99.</td>
<td>Both</td>
<td>50</td>
</tr>
</tbody>
</table>

## MERRIAM BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between Lawrence Station Tower and North end of track (backing)</td>
<td>Both</td>
<td>25</td>
</tr>
<tr>
<td>Lawrence Station to Merrimac St. via wye track</td>
<td>Both</td>
<td>25</td>
</tr>
<tr>
<td>Speed</td>
<td>Both</td>
<td>20</td>
</tr>
<tr>
<td>K 8 and P 2 engines, see page No. 99.</td>
<td>Both</td>
<td>20</td>
</tr>
</tbody>
</table>

## LAKEPORT BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dover (Wye and reverse curve, north)</td>
<td>Both</td>
<td>25</td>
</tr>
<tr>
<td>Rochester Yard</td>
<td>Both</td>
<td>25</td>
</tr>
<tr>
<td>Between New Durham and Farmington</td>
<td>Inward</td>
<td>25</td>
</tr>
</tbody>
</table>

## SOMERSWORTH BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>40</th>
</tr>
</thead>
<tbody>
<tr>
<td>P 3a Engines</td>
<td>Both</td>
<td>25</td>
</tr>
<tr>
<td>Rollinsford Station to 1200 ft. North</td>
<td>Outward</td>
<td>20</td>
</tr>
</tbody>
</table>

## SAUGUS BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>45</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific engines</td>
<td>Both</td>
<td>45</td>
</tr>
<tr>
<td>Lynn Common, curve (Board)</td>
<td>Both</td>
<td>45</td>
</tr>
</tbody>
</table>

## SWAMPSCOTT BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>45</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between West End and Phillips Beach and Swampscott</td>
<td>Both</td>
<td>45</td>
</tr>
<tr>
<td>Marblehead (Bessom St.)</td>
<td>Both</td>
<td>45</td>
</tr>
<tr>
<td>Marblehead (between station and Slow Board 820 ft. west of station)</td>
<td>Both</td>
<td>45</td>
</tr>
</tbody>
</table>

## MARBLEHEAD BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>35</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-bd engines</td>
<td>Both</td>
<td>35</td>
</tr>
<tr>
<td>Foot River, reverse curve, east (Board)</td>
<td>Both</td>
<td>35</td>
</tr>
<tr>
<td>Marblehead (Bessom St.)</td>
<td>Both</td>
<td>35</td>
</tr>
<tr>
<td>Marblehead (between station and Slow Board 820 ft. west of station)</td>
<td>Both</td>
<td>35</td>
</tr>
</tbody>
</table>

## DANVERS BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>45</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between North Street and East end of Salem Tunnel (K class engines)</td>
<td>Both</td>
<td>45</td>
</tr>
<tr>
<td>Peabody Station to first overhead bridge (Board)</td>
<td>Both</td>
<td>45</td>
</tr>
<tr>
<td>&quot; Purchase St.—0.5 mile east of station</td>
<td>Both</td>
<td>45</td>
</tr>
</tbody>
</table>

## DANVERS BRANCH.

<table>
<thead>
<tr>
<th>Distance</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elm Street Crossing</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>(Board)</td>
<td>Both</td>
<td>60</td>
</tr>
</tbody>
</table>

## GLOUCESTER BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Gloucester — between MP 29 and MP 30</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Gloucester (Washington Street) (Board)</td>
<td>Outward</td>
<td>15</td>
</tr>
<tr>
<td>&quot; (end of two or more tracks) (Board)</td>
<td>Inward</td>
<td>10</td>
</tr>
<tr>
<td>&quot; (end of two or more tracks) (Board)</td>
<td>Inward</td>
<td>10</td>
</tr>
<tr>
<td>Rockport loop (Board)</td>
<td>Inward</td>
<td>10</td>
</tr>
<tr>
<td>Engine house switch to Station</td>
<td>Outward</td>
<td>5</td>
</tr>
</tbody>
</table>

## ESSEX BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Maximum</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Amesbury Yard</td>
<td>Outward</td>
<td>15</td>
</tr>
</tbody>
</table>

## FOWLER BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portsmouth and Newington</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Elliott Rose track and Dover</td>
<td>Both</td>
<td>60</td>
</tr>
</tbody>
</table>

## NAVY YARD BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Maximum</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Kittery Navy Yard, Pine Street crossing</td>
<td>Both</td>
<td>60</td>
</tr>
</tbody>
</table>

## CONWAY BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jewett and Somersworth</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Between Somersworth Station and North of Freight house (Board)</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Mountainview, Main Street crossing, at Station</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Madison, Depot Street crossing</td>
<td>Outward</td>
<td>6</td>
</tr>
<tr>
<td>North Conway — crossing just North of Station (Board)</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>North Conway, Kearsarge crossing</td>
<td>Outward</td>
<td>6</td>
</tr>
</tbody>
</table>

## WOLFEboro BRANCH.

<table>
<thead>
<tr>
<th>Maximum</th>
<th>Both</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Maximum</td>
<td>Both</td>
<td>60</td>
</tr>
<tr>
<td>Wolfeboro (south of station)</td>
<td>Outward</td>
<td>6</td>
</tr>
</tbody>
</table>

## 104. SPRING SWITCHES.

Spring switch at Medford Jet, on the easterly end of crossover between Eastward main track and Boulevard track.

Note: — On the westerly end of this crossover is a hand operated switch. The normal position of this hand operated switch is for movements from the Boulevard Track to the eastward main track.

If the color light dwarf signal located to right of Boulevard Track about 100 ft. east of Fifth St., Wellington, governing eastward movements on the Boulevard Track, has been cleared but has not been accepted and passed by the train for which it was cleared, the hand operated switch on the westerly end of the crossover connecting the Boulevard Track with the eastward main track must not be restored to normal position until permission to do so has been received from Tower Director at Tower "C".

Telephone connected with Tower "C" is located near eastward third light home signal at Medford Junction.

Portsmouth — At end of two or more tracks located about 200 ft. east of Central Street, normal position will be for westward (inward) movements, and westward trains must not exceed 15 miles per hour over spring switch and turnout.

At end of Track 17, Lawrence, connecting Track 17 to eastward main track about 540 feet west of M.P. 27.

A semaphore repeater, indicating position of home arm on automatic block signal D-263, and a double throw knife switch installed in an iron box located near spring switch.

When a train is about to leave the siding, if the repeater indicates that the home arm on automatic block signal D-263 is in clear position, trainman will throw the knife switch to the bottom (Stop) position, which will set signal D-263 in Stop position (change in signal indication will be indicated on repeater); train must then wait 3 minutes, to comply with Rule 615 in "Rules for the Government of the Operating Department" before leaving the siding. Trainman must restore knife switch to top (Clear) position again, but not until part of train has passed east of insulated joints located on sidetrack at clearance point.

Color light dwarf signal located between main tracks just east of spring switch to govern westward movements on eastward track. If this signal is in stop position, train must not pass over spring switch until it has been examined, and found to be in full normal or full reverse position.

At the west end of Island Track Haverhill.

The inward main track Block signal numbered D-328 and Island Track Block signal numbered D-329.

A dwarf signal located to the left of the inward main track just west of the spring switch, which will govern reverse movements on the inward main track or to Island Track.
Two push buttons incased in a box locked with switch lock, located on the north side of Washington St. exit, one marked “MT” and one marked “TT.”

All movements from Island Track will be governed by General Rule 513. With automatic block signal D-328 clear, automatic block signal ITD-328 will be at stop and previous to making moves from Island Track through the spring switch, push button “TT” must be closed and held closed till block signal D-328 goes to stop. This will allow Block signal ITD-328 to clear provided track circuit is clear.

With automatic block signal ITD-328 clear and D-328 at stop — push button “MT” must be closed to clear signal D-328 which will set ITD-328 at stop.

At east end of outward passing track, Newton Junction.

At west end of inward passing track, Newton Junction.

A semaphore repeater located about 60 feet west of east end switch of outward passing track, and also about 60 feet west of west end switch of inward passing track which will repeat the indications of the Home signals in the rear in the remotely controlled switches. At these points, there is a double throw knife switch.

At west end of inward passing track west of Newfields.

A semaphore dwarf signal located to the right of inward track, just west of spring porter switch. About 60 feet west of switch to the right of the inward track is located a semaphore repeater, which will repeat the indication of the home signal in the rear in the remotely controlled switch. Also at this point, there is a double throw knife switch.

When a train is about to leave the siding, if repeater indicates home signal, the porter will proceed to locate switch at the bottom or stop position, which will set home signal in the rear to stop indication (change in signal indication will be indicated on repeater); train then waits three minutes, complying with rule No. 513 in Rules for Government of the Operating Department before leaving the siding. Trainmen maintain control of the switch to top or clear position again, but not until part of train is on the main track.

At Everett Jet: — One at end two or more tracks on Saugus Branch, normal position of which is for outward (eastward) movements, — one on connection between Old Main Eastward and Old Main Westward, normal position of which is for outward (eastward) movements.

At West end of Salem Tunnel. Normal position is Inward (westward).

Trains and engines making reverse movements outward (eastward) track and east end of Salem Tunnel, will come to a stop to allow a member of train crew to manually operate switch, which after movement is completed, will be restored to its normal position.

At end of two or more tracks at Northey Point, Salem, normal position of which is for eastward movements.

At Emery at end of two or more tracks.

At Portsmouth, east of station, end of two or more tracks.

Westerly End of Harvard Lead, Ayer. Before movements are made from Harvard Lead to inward main track, it will be necessary for trains to stop, and for trainmen to operate switch which is located in box just west of spring switch, from normal to top position, setting semi-automatic home signal located just east of crossovers at Westerly end of Ayer Yard, in stop position.

After switch has been thrown from normal to top position setting semi-automatic home signal at stop, trainmen will remain on switches before entering main track, as required by General Rule 513. Revised.

As soon as any part of train passes west of insulated joints at clearance point, knife switch may immediately be restored to its normal position, which is down. If switch located between main tracks at spring switch to govern outward movements over westward track, and engineers finding this signal in stop position, must not pass over spring switch until it has been examined and found in full normal position.

SPLICES.

At Haverhill. Switchman’s hours at crossovers leading to engine house is 4:00 A.M. to 12 NOON except Sundays and 5:30 P.M. to 1:30 A.M. daily. During hours switchman is not on duty train crews will operate switches as necessary for the move.

At Bradford, conductors of all trains before using crossover switches must get in communication with operator at Haverhill and ascertain location of freight trains in both directions.

At Newton Junction, the Merrimac Branch switches at east and west end of the wye track will be left in straight position for passing track.

At Salem, Mass., crews using yard track, Parker Bros. siding, and Phillips’ track, located between Salem Tunnel and Northey Point interlocking, must procure permission from Salem Towerman to occupy the main track before opening the main track switch.

Train Dispatcher’s telephone in box at main line crossover at Mile Post No. 4, west of Worcester Summit. Crews on yard engines and pushers before using this crossover will ascertain location of extra trains from Dispatcher. This does not permit violation of General Rule 93a.

At Oakdale, Clinton Junction, East Switch, Clinton and Clinton Engine House Conductor or Engineers of trains or engines will before entering main track or using crossovers switches ascertain location of trains in both directions.


During points Operator-switchman is NOT on duty, conductors or engineers of trains or engines will before entering main track or using crossovers switches ascertain location of trains in both directions.

All trains operating via East Switch and Central Mass. Branch during hours operator-switchman is on duty will obtain Form 54 on East Switch at Clinton, if it is required — this to avoid stopping to examine Register Book at East Switch. Central Mass. Branch Inward Track is originating at Clinton or Lancaster will leave Conductor’s Register slip with Operator, Clinton, for information of following Central Mass. Branch trains.

At Gloucester, after passage of train No. 2549 4:50 A.M. and 5:10 A.M. Sunday, there will be no switchtender on duty. During that time switch will be operated by train crews having occasion to use it. After passage of train, switch must be left set for inward track.

At Rockport. Indication on switch leading to station track will show green when switch is set for the track next to the station and red when set for the adjacent or second track from the station.

At Somersport — The switch north end of Somersport Branch leading to Conway Branch is in normal position when set for Somersport Branch.

At Rochester, Pacific Engines and class 85-100 or 115 engines must not use short crossovers between Main Line, N. & P. and Conway Branch main track north of station.

107. (SEE FIRST PARAGRAPHS OF GENERAL SPECIAL INSTRUCTIONS RULE 107).

Outward freights and express trains clearing through Tower C will be notified at that point by message transmitted by Train Dispatcher.

Outward trains entering main track at junction points outside Boston will be notified by Train Dispatcher, Train Director or Towerman in charge.

Towers will, when unavoidable, be stopped to receive this information.

Engineers of westward (inward) express passenger trains will be notified at either Reading or Wakefield Junction, while operators on duty, concerned any over due eastward (outward) local passenger trains.

Notice will be given by displaying westward (inward) train order signal in 45 degree position. It will be the duty of telegrapher or towerman on duty to display the signal as prescribed above.

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

Outward passenger trains leaving Boston will be notified by message transmitted by train dispatcher.

BULLETIN BOARDS.

Passenger Stations: Yards Offices: Boston Register Room: Mystic Jet.


Dannevers.

Dover.

Lawrence.

Lawrence.

Lowell. (Telegraph Office.)

Lowell.

Manchester, N.H.

Manchester, N.H.

Marblehead.

Northype:

North Conway.

Portsmouth.

Reading.

Rockport.

Salem, Mass.

Salem, Mass.

So. Worcester.

So. Worcester.

STATION PROTECTION SIGNALS.

Are located at Andover, Newmarket and Ipswich for outward trains and at Ballardvale, Reading, Chelsea and Everett for inward trains.

At Revere the left arm of inward and outward yard signals are station protection signals for that station.
ROLLINSFORD AND NORTH BERWICK.
Under direction of Train Dispatcher at A. R. Tower.
 Movements may be made in either direction on both tracks.

NORTH BERWICK AND P. T. TOWER
One on the EASTERN ROUTE and BETWEEN NORTH BERWICK
KENNEBUNK on the WESTERN ROUTE on single track.
 Train movements will be made on signal indications under the direction
of Train Dispatcher at A. R. Tower.

KENNEBUNK AND P. T. TOWER.
Under direction of Train Dispatcher at A. R. Tower.
 Movements may be made in either direction on both tracks.

BETWEEN
 Northey Point Interlocking, Salem, and Salem Interlocking
.... under direction of Towerman in Salem Tower.

BETWEEN
Congress St., Beverly and Northey Point Interlocking
On Eastward Track Only
 Movements may be made in either direction by Signal Indication under
direction of Towerman at Salem Tower on EASTWARD TRACK ONLY,
between Northey Point Interlocking and the Westward Color Light
Dwarf Signal for Beverly Draw, located to right of Eastward Track just
East of Congress St., Beverly.
 A member of crew of trains or engines desiring to make Westward move
from Congress St., Beverly, on Eastward Track, must notify Towerman
in Salem Tower when ready to make move. Upon receiving permission
from Towerman to make the move, member of train crew will
operate Lower push button located in Congress St. Crossing shanty
for the purpose of clearing the Westward Color Light Dwarf Signal.
 The switch leading to Gulf Refining Co. located in Eastward Track
East of Congress St., Beverly, must be in Reverse position, or train must
be standing on Eastward track approaching above color light dwarf
signal, before Lower push button is operated.
 After permission is received from Towerman at Salem Tower and lower
push button is operated as indicated above and for some reason the
reverse movement is not to be made, the upper push button must be operated
to cancel the signal; otherwise, the Eastward Home Signals at Northey
Point and Beverly Draw will continue to indicate “Stop”.

STONY BROOK BRANCH BETWEEN AYER AND NORTH
CHELMSFORD.
Under direction of Train Director at North Chelmsford.
 Movements may be made in either direction on both tracks.

505. AUTOMATIC BLOCK SYSTEM. SEE GENERAL RULES.
Main Line Western Route. Between Wellington and P. T. Tower One.
Main Line Eastern Route. Between Everett Junction and P. T.
Tower One.

Main Line Worcester and Nashua:
 Between Garden Street and Ten Streets.
 Lowell and Stony Brook Branches. Between Lowell Junction and
Bleachery. Between North Chelmsford and Ayer.
 Saugus Branch. Between Everett Junction and West Lynn.
Newburyport Branch. Newburyport yard.
Dover Branch. Between Salem and Peabody.
Gloucester Branch. Between Beverly Junction and Rockport.

SPECIAL AUTOMATIC BLOCK SIGNALS.
 AND SPECIAL ELECTRIC SIGNALS.
 Trains stopped by special semi-automatic draw signals at Saugus River
Dreadbridge or Beverly Dreadbridge, may proceed over dreadbridge
on hand signal given by drawtender, or, in absence of drawtender, train
must be preceded by a flagman over dreadbridge. After passing over dreadbridge
on such hand signal, engineman may proceed at restricted speed as
provided in Rule 500-(B).

BETWEEN EMEY AND PORTSMOUTH.
 Portsmouth branch trains will operate over WESTWARD MAIN
TRACK in either direction between EMEY and Crossover located about
2300 feet east of EMEY and from Crossover to PORTSMOUTH STATION
on Portsmouth Branch track.

MOVEMENTS IN EITHER DIRECTION ON THE WESTWARD
MAIN TRACK BETWEEN EMEY AND THE CROSSOVER 2300
FEET EAST THEREOF WILL BE MADE BY SIGNAL INDICATION.

EASTWARD MAIN LINE. TRAINS WILL NOT OPERATE
OVERT PORTSMOUTH TRACK EXCEPT UNDER PROVISION OF
RULE NO. 99.
LOCATION OF INTERLOCKING SIGNALS.
(SEE INTERLOCKING SIGNAL RULES).
(WESTERN ROUTE).

Medford Junction
Wakefield Junction
Reading
Wilmington Junction
Lowell Junction
Lawrence (Engine House)
Lawrence
Newton Junction

Newfields
(The switch leading to Westerly, passing track, west of Newfields is remotely controlled from Rockingham.)
Rockingham
Dover
Dover
Rollinsford
North Berwick
Wells Beach
Kennebunk
A.R. Tower
controlled from Newton Junction Grand Beach Station.)

PORTSMOUTH BRANCH.
Rockingham

OTHER INTERLOCKING SIGNALS, NORMAL INDICATION OF WHICH IS PROCEEDED.

To protect trains or engines entering a main track or in making a cross-over movement (see General 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 them all situation. They may then proceed on signal from flagman (See General Rule 663-b.)

Such signals are located at the following points:

MAIN LINE (WESTERN ROUTE).

Draw S, E. Somerville
Haverhill

MAIN LINE (EASTERN ROUTE).

Draw 7, E. Somerville
Beverly Drawbridge
Revere
Newburyport Drawbridge
Saugus River Drawbridge
Salsbury
Castle Hill
Salem

WORCESTER AND NASHUA.

East Switch
Ayer, west end of yard.

NEWBURYPORT BRANCH.

Wakefield Jct.
West Peabody

PORTSMOUTH BRANCH.

Great Bay (Drawbridge)
Manchester (Elm Street): — Color light signal, trains must wait three minutes after switch is lined before fouling main track.

SALEM BRANCH.

West Peabody
All trains operating via Salem Branch at West Peabody will operate signals for their own trains.

Normal indication for interlocking signals at West Peabody will be set "clear" for Newburyport Branch trains.

Salem Branch trains before entering interlocker at West Peabody will set signals for Newburyport Branch in "stop" position; then set clear signal for Salem Branch, and after movement is made through interlocker will restore Salem Branch signals to "stop" position and set Newburyport Branch signals at "clear" position.

GLOUCESTER BRANCH.

Manchester Drawbridge
Rockport Loop (Main Line)
Gloucester Drawbridge
Rockport Loop track
Gloucester

GLOVERS BRANCH.

Manchester Drawbridge
Rockport Loop (Main Line)

MAIN LINE — WEST GONIC & F. T. LIMIT.

(WEST GONIC & F. T. LIMIT.

ROCHESTER.

685.

BALL SIGNALS.

(j) One ball or one red light; Lakeport Branch and Conway Branch trains and engines may pass. Two balls or two red lights; Main line Rochester & Portland trains and engines may pass.

Three balls or three red lights allows trains and engines to use route from main line Gonie & Portland to Conway Branch, over main line Gonie & Portland tracks and around connection, crossing Lakeport Branch tracks and in the reverse direction.

All trains and engines stop within 500 feet of, and before crossing diamond.

Signals will be left in normal position for Conway and Lakeport Branches.

For all other movements signals will be changed by men from the train crew or shifter crew after which the signals will be left for Lakeport and Conway Branch movements.
Crossovers and switches between Central Street and Worcester Union Station must not be used without first obtaining permission from switchtender at Viaduct when on duty. When switchtender is not on duty, permission must be obtained from operator, New Haven Railroad, Franklin Street Tower.

Engines or cars other than coal cars must not enter private siding of United Structural Steel Company opposite Garden Street yard clerk’s office.

CLEARANCES.

There are several points alongside our tracks between Lincoln Square and Worcester Union Station, where the clearances are scant.

Employees should have this in mind when passing through this territory. 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.

FORBES LITHOGRAPH PLANT—REVERE.

942. Locomotives should not be fired in front of the Forbes Lithograph Plant, Revere.

Arrange firing so that smoke will not be emitted when passing their plant.

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.

PORTLAND DIVISION.

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Trains will take additional tonnage, if offered, at points between

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TONNAGE RATING WORCESTER TO AYER

Locomotives T-1, S-1, R-1 with booster 4100 tons.
Locomotives P-4 without booster 3900 tons.
Above tonnage applies from Worcester with pusher to Summit.

* Pusher to Summit