

TIMETABLE

NO. 1



PAN AM RAILWAYS

EFFECTIVE APRIL 6, 2008

SPRINGFIELD TERMINAL RAILWAY COMPANY
BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY

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SCHEDULES

MBTA COMMUTER RAIL TRAINS

The schedules of MBTA Commuter Rail Passenger Trains will be conveyed by the "Public Timetable Schedules". Employees whose duties and responsibilities require them to work in the following territories must obtain a copy of the MBTA "Public Timetable Schedule" in effect for that area, and keep it with them while on duty.

Territory	Between	Public Schedule
Freight Main Line and Western Route Main Line	Haverhill and CPW-WJ	Haverhill/Reading Line
Freight Main Line	CPF-BY and CPF-LO	Lowell Line
Freight Main Line	CPF-WL and Fitchburg	Fitchburg/S. Acton Line

AMTRAK PASSENGER TRAINS

The schedules of AMTRAK Passenger Trains will be conveyed by bulletin order. Employees whose duties and responsibilities require them to work in the following territories must obtain a copy of the AMTRAK, Downeaster Schedule Bulletin Order in effect, and keep it with them while on duty.

Territory	Between
Mountain Branch	CPM2 and CPF196
Freight Main Line and Western Route Main Line	CPF196 and CPW-WJ

GENERAL SPECIAL INSTRUCTIONS

DEFINITIONS

The following definitions are in addition to those listed in the NORAC Operating Rules.

PERMISSIVE INDICATION:	An indication other than Stop (Rule 292)
GOVERNING SIGNAL:	The signal governing the next movement of a train
TRAIN:	An engine with or without cars displaying a marker.
TRAIN OPERATIONS MANAGER:	(TOM) All references to "Dispatcher" in the NORAC Operating Rules are to be understood as Train Operations Manager.
ROADWAY WORKERS	Roadway Workers are identified by: White or Yellow Hard Hats, and or Reflective Vest or clothing

ABBREVIATIONS

The following abbreviations may be used in addition to those listed in the NORAC Operating Rules.

Freight Main Line	FML
West Limit	WL
East Limit	EL
North Limit	NL
South Limit	SL
CPF	Control Point, Freight Main Line
CPL	Control Point, Brunswick Branch
CPM	Control Point, Mountain Branch
CPN	Control Point, Northern Main Line
CPR	Control Point, Conn. River Main Line
CPW	Control Point, Western Route Main Line

DATE ABBREVIATIONS

Months and years may be abbreviated using numbers as follows, January may be indicated as 1 or 01, February may be indicated as 2 or 02, etc. Example: January 15, 2008 may be abbreviated as 1-15-08

This location intentionally left blank

A: TIMETABLE, RULE BOOK, SAFETY BOOK, HAZARDOUS MATERIAL

In accordance with Rule A, employees must have a copy of the current corrected timetable and rulebook with them while on duty. Employees are responsible for keeping that portion of the timetable up to date for the area of the railroad on which they work.

If an employee works in a particular area for an extended period of time and then changes to another area, the employee must not work in the different area until the applicable section of the timetable has been updated.

Employees will be notified by Bulletin Order of any ink corrections and must make changes as directed.

Employees must provide themselves with a copy of the Safety Rules prescribed for their department and they must comply with them as well as know the meaning, intent and application of the Safety Rule of the Day.

Conductors, Engineers and Engineering/Mechanical Department Foreman will assure themselves that members of their crew know and fully understand the Safety Rule of the Day.

Employees of foreign railroads operating on Springfield Terminal trackage will be governed by their home road's Safety Rules, Air Brake Book, and Hazardous Material Instructions.

Train and engine crews of foreign railroads whose duties require that they operate solely on ST running tracks or on main tracks within non-signaled yard limits may or may not be required to carry ST Timetable. This does not relieve these employees from qualifying on the physical characteristics of the tracks(s) on which they operate.

C.1: PHYSICAL CHARACTERISTICS QUALIFICATIONS FOR TRAIN AND ENGINE SERVICE EMPLOYEES

Prior to being considered for qualification on physical characteristics, an employee must meet the following requirements:

1. Must be qualified on the NORAC Operating Rules and Timetable Special Instructions.
2. Must ride over the territory on which the employee desires to qualify. Head end permits are available from the training department or crew dispatchers office. The HE-1 permit authorizes the employee to ride on any Springfield Terminal train for the purpose of qualifying only.

The completed HE-1 Permit must be presented to the examining officer. The officer, in turn, will forward all reports that pertain to the employee's qualification to the Director of Engineer Training.

3. The employee must present an up to date timetable, rule book and a copy of all required Bulletin Orders and Division Notices when reporting for the oral examination. Employees will be questioned on the applicable rules and special instructions that apply to the territory.

Examples of (but not limited to) what an employee must know by name and location:

1.	Stations, interlocking/CP Points(s) and who controls them, sidings, running tracks, track numbers, current of traffic, signal rules, etc.
2.	All automatic block signals, grade crossings, switches and derails.
3.	Maximum speeds and permanent speed restrictions.

The employee must demonstrate a thorough knowledge of the territory to become qualified.

Employees appearing before a particular company official for the purpose of qualifying on physical characteristics, and failing to qualify, must, when again attempting to qualify, appear before the same official previously involved.

C.2: PHYSICAL CHARACTERISTICS PERFORMED SERVICE

Conductors and Engineers that have not performed service within one (1) year on territory they were previously qualified on must **NOT** accept an assignment over such territory until they have been reviewed, by a designated official on physical characteristics.

C.3: RETURNING TO SERVICE

Before accepting an assignment the following applies to employees who are returning to service.

An employee who is returning to service after a period of **ninety (90) days** must report to the following officials:

1. A Safety Department representative for safety review and to receive updates to their Safety Rule Book.
2. A designated department official for the following:
 - A) Physical characteristics review
 - B) Inspection of required books and bulletins

In addition, an employee who is returning after a period of **six (6) months** must be re-examined on the operating rules regardless of previous annual re-examination date.

H: SMOKING IN LOCOMOTIVE CAB

Smoking in the locomotive cab is prohibited.

L.1: DAMAGED COMPANY PROPERTY

When discovered, any damaged company property must be reported to the proper supervisor or Train Operations Manager as soon as practical.

L.2: AUTHORITY TO RIDE

Authority for individuals to board and ride local and road freight trains will be granted as follows:

ST "HE-1" PERMIT

Individuals presenting valid Springfield Terminal "HE-1" permit will be permitted to board and ride on head end of "ST" freight trains. "HE-1" permit must be signed by one of the following officials:

E. V. Heuser	General Manager
H. C. Barstow	Superintendent East
M. F. Galvis	Superintendent West
L. L. Ferguson	Director Train Operations

The engineer or conductor must notify the Train Operations Manager anytime an individual is riding under authority of an "HE-1" Permit.

Employees not in possession of an "HE-1" Permit will be permitted to board and ride freight trains under the following conditions:

1. "ST" Transportation Officials

The presentation of "ST" identification with photograph.

2. "ST" Police Officers

The presentation of "ST" Railroad Police identification with photograph.

3. Other Employees

Engineering, Mechanical, C&S Employees, Bridge and Building, in the performance of their duties. Permission must be secured from the Assistant Director of Train Operations by the engineer or conductor.

No more than four persons, including the assigned crew, will be allowed to ride in the operating cab of a train.

Q: HOURS OF SERVICE

Unless otherwise directed, train and engine crewmembers must not exceed 11 hours and 59 minutes on duty.

Engine and train crews must notify the Train Operations Manager or other designated supervisor 3 hours before their legal work period expires.

T: TIME SLIPS AND PAYROLL

No time or wages are to be entered on time slips or payrolls except for work actually performed by the person whose name appears thereon.

U: REPORTING MEDICAL CONDITION

Employees must notify the Personnel Department of any condition not already on record with the railroad, which could impair their ability to perform their duties. This notification must be made immediately upon the employee receiving knowledge of the condition, and is not limited to those conditions discovered during required medical examinations.

1.1: BULLETINS

Employees will be notified of changes or modifications to the NORAC Rule Book, and Timetable by Scheduled and Supplemental Bulletin Orders. Scheduled Bulletin Orders will be issued on a once a week basis Effective 0001 each Monday. The scheduled bulletin order issued on the first Monday of each month will be a summary of all current information and will supersede previous bulletin orders.

In the event that changes occur between Scheduled Bulletin Orders, Supplemental Bulletin Orders will be issued during the week, as needed.

All Bulletin Order numbers will be prefixed by the number of the current Timetable such as, 1-01, 1-02 etc. and will coincide with the current month such as, 1-01 will be the January Summary and 1-02 will be February's Summary.

Bulletin orders issued between the monthly summary will include a letter suffix such as 1-01A, 1-01B, etc.

Bulletin Orders will be issued by authority and over the signature of the General Manager.

There are no Employee Registers on Springfield Terminal Railway Company.

1.2: TEMPORARY SPEED RESTRICTION SUMMARY

Temporary speed restrictions for Springfield Terminal Railway Company, including Mass Bay Commuter Rail North, will be issued by Temporary Speed Restriction Summary on a daily basis effective at 0300 each Day.

Temporary Speed Restriction Summaries must be obtained by the Conductor and Engineer before entering the main train or taking charge of a train. The summary is transferable from one crew to another, If a crew is relieved, the summary must be left in the operating compartment of the controlling engine for use by the new crew.

When a restriction develops after the summary takes effect the Train Operations Manager must advise the affected trains and both the Conductor and Engineer must enter the restriction(s) on the Temporary Speed Restriction Summary in the following manner:

1.	Record the restriction(s) in ink under the line that reads: "Restrictions Received In Route".
2.	Record the Train Operation Manager's initials, date and time on the summary beside the new restriction(s).
3.	The Conductor or Engineer must repeat the restriction(s) to the Train Operations Manager and the Train Operations Manager must confirm it.

If a restriction is canceled after the summary takes effect, the Train Operations Manager must advise affected trains and both the Conductor and Engineer must delete the restriction on the Temporary Speed Restriction Summary in the following manner:

1.	Draw a line in ink through the restriction(s) being canceled.
2.	Record the Train Operation Manager's initials, date and time on the summary beside the deleted line.
3.	The Conductor or Engineer must repeat the canceled restriction(s) to the Train Operations Manager and the Train Operations Manager must confirm it.

Conductors and Engineers of trains enroute at 0300 will be governed by the Temporary Speed Restriction Summary in their possession and must obtain a current summary at the next forward location where one is available. The crew must notify the Train Operations Manager when they are not in possession of the current summary. The Train Operations Manager is responsible to insure the crew has all current information until a new summary can be obtained.

Crews reporting for duty at a location where a current summary is not available must communicate with the Train Operations Manager for the purpose of determining the temporary speed restrictions affecting the movement of their train. The receiving Conductor and Engineer must record the restriction(s) and must obtain a current summary at the next forward location where one is available.

In the application of Rules 296a, 296b, and 296c the column entitled "Signs" on the Temporary Speed Restriction Summary indicates whether or not speed signs have been erected. The Letter "Y" signifies that speed signs have been erected. The Letter "N" signifies that speed signs have not been erected.

1.3: REPORTING FOR DUTY

After reporting for duty the Conductor, or when instructed by the Conductor the Engineer, must communicate with the Train Operations Manager for the purpose of determining that all Bulletin Orders and instructions covering the territory on which they will work have been received. This information must be conveyed to all members of the crew by the Conductor or Engineer.

1.4: DIVISION NOTICES

Division Notices will be issued as needed. A Division Notice Summary will summarize Division Notices that are in effect. This Summary will be included in the Bulletin Order Summary effective on the first Monday of the month under the heading "Division Notice Summary".

The Summary will also notify employees if they need to retain the information for their Timetable.

Division Notices will be prefixed by the number of the current timetable and numbered consecutively for example: 1-001 or 1-002 etc. in sequence as the Division Notices are published. Division Notices will be issued by authority and over the signature of the General Manager.

NOTE: Employees will be notified of physical characteristics changes by division notice. Employees will be instructed to carry these instructions for a period of three months. The Division Notice Summary will indicate the remaining months the notice will be carried by using a suffix number.

Example: DN 1-001 (*Notice title*) dated 1-15-06 **(3)**

The daily Temporary Speed Restriction Summary will notify employees of the current Division Notice.

2: CHANGE OF TIME

On the second Sunday of March at 0201, employees must advance their watches to reflect 0301.

On the first Sunday of November at 0201, employees must turn their watches back to show 0101.

If possible, employees must set their watches to compare with a Standard Clock which has been changed to conform with the corrected EASTERN TIME.

Where no Standard Clock is available, employees on duty at 0201 must arrange to be at a location where communication with the Train Operations Manager can be achieved for the purpose of securing the corrected EASTERN TIME. Said employees must furnish name and Location to the Train Operations Manager who must make a record of such on the train sheet.

19.1 WHISTLE RESTRICTIONS/QZ

Whistle restrictions or QZ for public crossings at grade will be listed in bulletin order.

20.1: ENGINE BELLS

In the application of Rule 20, when a train is approaching a public crossing at grade the engine bell must be sounded at least 1000 feet in advance of the crossing and continue to be sounded until the engine passes the crossing.

20.2: PASSENGER STATIONS

The engine bell must be rung when an engine is approaching and while proceeding through passenger stations.

22: ENGINE LIGHTS

The headlight facing direction of movement on every train and engine must be dimmed when parked on any track in close proximity to public crossings at grade. Auxiliary lights must be extinguished as well under the same conditions as stated above. Train crews must insure that before operating over public crossings at grade, all headlights and auxiliary lights are displayed per prescribed rules.

37.1 RESTRICTIONS AND REQUIREMENTS APPLICABLE TO SPECIFIC EQUIPMENT

SPEED INDICATORS

Engineers operating engines in road service are required by Federal Regulations to check the accuracy of the speed indicator on the leading engine by the use of mile posts, watches and the Timetable Speed Table. The check must be done as soon as possible after departure from the initial terminal. In accordance with this requirement, "Measured Miles" designated by a sign showing "B" for begin and "E" for end, have been established and are designated in Special Instruction 37 under "SPEED INDICATORS".

A record of inaccuracies of +/- 3 MPH for speed between 10 and 30 MPH and of inaccuracies of +/- 5 MPH for speeds above 30 MPH must be made on the Engine Work Report.

If a lead engine which is not equipped with an operative speed indicator is dispatched from a terminal, a speed restriction of 20 MPH will apply. In circumstances where the speed indicator on the leading engine fails enroute, the train may be operated at Normal Speed to the final terminal.

SPEED TABLE

Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	35	1	43
8	7	30	38	1	35
10	6	0	40	1	30
12	5	0	43	1	24
15	4	0	45	1	20
18	3	20	48	1	15
20	3	0	50	1	12
23	2	36	52	1	9
25	2	24	55	1	6
27	2	12	58	1	2
30	2	0	60	1	0
32	1	52	62	0	58

37.2: LOCOMOTIVE DYNAMIC BRAKES

Springfield Terminal Company locomotives equipped with dynamic braking capabilities have had this feature deactivated and each is stenciled as such in the operating compartment.

37.3: LOADED PULPWOOD/LUMBER CARS

Trains handling the following loaded pulpwood/lumber cars are restricted to a maximum of 30 MPH except for trains handling BAR lumber cars 400 through 473 series which are restricted to a maximum of 25 MPH

Cars	Restriction
MEC 1400 through 1599 (Pulpwood)	30 MPH
MEC 7600 through 7649 (Pulpwood)	30 MPH
BAR 400 through 473 (Lumber)	25 MPH
BAR 1100 through 1367 (Pulpwood)	30 MPH

37.4: WELDED RAIL TRAINS

Loaded welded rail trains are restricted to a maximum speed of 25 MPH.

37.5: RESTRICTED SPEED OPERATIONAL TEST

In an effort to ensure that trains required to operate at Restricted Speed are able to stop short of an obstruction, S.T. Supervisors conducting operational tests will be placing a **Temporary Track Barricade Sign** in the gauge of the track ahead of trains which are required by rule or special instruction to operate at Restricted Speed. A Temporary Track Barricade Sign is a red reflectorized sign with the word **STOP** appearing in white letters.

37.6: SPEED ON RUNNING TRACKS AND OTHER THAN MAIN TRACKS

Except as provided in Special Instruction 37 for a particular route, all movements on Running Tracks and on other than main tracks must be made in accordance with the requirements of Restricted Speed not exceeding 10 MPH.

37.7: HARMONIC ROCKING

Except on ascending grades or on welded rail, if for any reason a freight train cannot maintain a speed of 25 MPH or more, immediate action must be taken to reduce the speed of the train to 10 MPH or less.

If a speed between 25 MPH and 10 MPH is authorized by Special Instruction 37 for a particular route, the speed authorized by Special Instruction will govern.

A train with an overdimension load must come to a complete stop when being passed by another train. The stop must be made as soon as practicable consistent with safety and good train handling techniques. The train must remain stopped until the passing train has passed.

This special instruction does not nullify any specific instructions pertaining to individual cars.

37.8: LOADED COAL TRAINS

Unless otherwise specified, loaded coal trains must not exceed a speed of 30 MPH.

40.1: ENGINE RESTRICTIONS

A: The maximum number of axles or engines in an engine consist must not exceed the following:

Head End (Pulling) Working.....	24	Axles
Dynamic Brake.....	20	Axles
Dead and/or Isolated.....	18	Axles
Combination-Working and Non-working.....	9	Engines
Rear End (Pushing) Working.....	12	Axles

B: Engine 252, Engine series 300 and 500 are restricted to 25 MPH at the following locations:

Freight Main Line: Between Keag and MP32
Between MP46 and MP50

Rumford Branch: Between MP9 and Mileage 15.80
Between Mileage 35.20 and MP 44

C: 6 (six) axle locomotives are restricted from operating on the freight main line as follows:

Freight Main Line: Between Keag and Waterworks

Other than main track between: CPF110 and CPF66
Shaw Brook and Waterworks

40.2: COUPLER STOPS AND ALIGNMENT CONTROL COUPLERS

The units listed below are equipped with portable coupler stops or alignment control features. Upon inspection, if portable coupler stops or alignment control features are found to be defective or missing, these units are restricted as follows:

ST 12 to ST 77

1.	When dead or isolated they must not be coupled together unless in light engine movement.
2.	When running and on line: a) If three or more are coupled together they must be the only units in the consist. b) If two are coupled together they must not be further than second and third units from the head end. c) If single unit it may be placed anywhere in the consist.

BACK UP MOVEMENTS

When making back up movements, if there is more than one unit in the consist that is not equipped with coupler stops or alignment control feature, the number of working units is limited to three.

40.3: ISOLATING UNITS

When it is determined that locomotive horsepower exceeds the tonnage ratings for the territory the train is operating over, and conditions permit, engineers will isolate locomotives not needed, beginning with the second unit in the consist and working progressively toward the rear.

When isolating units to reduce power on line, individual motor circuits on the unit(s) must not be cut out unless the circuit is defective. When a locomotive is isolated, the Train Operations Manager must be notified.

40.4: SHORT TIME AMPERAGE AND SPEED RATINGS

Traction motor damage can result through overheating when traction motor short time rating are exceeded. The amperage ratings and correlated minimum speeds shown on the short time rating plate located near the amperage meter must be adhered to when operating the engine.

When the engine consist is made up of mixed units, the highest short time rating or continuous rated speed and lowest amperage will govern the movement of the train.

If, upon reaching the prescribed limitations, and throttling back will not prevent an overload, the train must be stopped and doubled or extra power added to the train.

40.5: LOCOMOTIVE TONNAGE RATINGS

FREIGHT MAIN LINE WESTWARD

	GP35-38-40 200, 300 & 500 Series	SD45 680 Series	SD26 & SD39 615-620-690 Series
Keag to Enfield	2400	N/A	N/A
Enfield to Bangor	2800	N/A	N/A
Bangor to No.Me.Jct.	2400	3600	3400
No.Me.Jct. to Waterville	2800	4200	4000
Waterville to Rigby	2500	3700	3500
Rigby to Ayer	3400	5100	4800
Ayer to E. Fitchburg	2800	4200	4000
East Fitchburg to Gardner	1500	2200	2000
E. Gardner to E. Deerfield	5000	7500	7200
E. Deerfield to N. Adam S	2100	3100	2900
N.Adams to Mechanicville	3400	5100	4800
Mechanicville to Rotterdam.	3700	5500	5200

FREIGHT MAIN LINE EASTWARD

	GP35-38-40 200, 300 & 500 Series	SD45 680 Series	SD26 & SD39 615-620-690 Series
Rotterdam to Mechanicville.	4000	6000	5700
Mechanicville to E.Portal	2800	4200	4000
E. Portal to Deerfield	3880	5800	5500
Deerfield to E. Gardner	2000	3000	2800
E. Gardner to Ayer	4700	7000	6700
Ayer to Lowell Jct.	4800	7200	6900
Lowell Jct. to Rigby.	3400	5100	4800
Rigby to Royal Jct.	2800	4200	4000
Royal Jct. to Bangor	2900	4300	4100
Bangor to Keag	2000	N/A	N/A

CONN RIVER MAIN LINE SOUTHWARD

	GP35-38-40 200, 300 & 500 Series	SD45 680 Series	SD26 & SD39 615-620-690 Series
W.R. Jct. to E. Deerfield	2900	N/A	N/A
E. Deerfield to Springfield	3000	N/A	N/A
Greenfield to Springfield	4200	N/A	N/A

CONN RIVER MAIN LINE NORTHWARD

	GP35-38-40 200, 300 & 500 Series	SD45 680 Series	SD26 & SD39 615-620-690 Series
Springfield to E. Deerfield	4000	N/A	N/A
E. Deerfield to W. R. Jct.	2900	N/A	N/A

WORCESTER MAIN LINE WESTWARD

	GP35-38-40 200, 300 & 500 Series	SD45 680 Series	SD26 & SD39 615-620-690 Series
Ayer to Clinton	2700	4000	3800
Clinton to Worcester	2200	3300	3100

WORCESTER MAIN LINE EASTWARD

	GP35-38-40 200, 300 & 500 Series	SD45 680 Series	SD26 & SD39 615-620-690 Series
Worcester to Ayer	2500	3700	3500

BRANCH LINES

Rumford Branch East	GP35-38-40 200, 300 & 500 Series	SD45 680 Series	SD26 & SD39 615-620-690 Series
Leeds Jct. To Livermore	2400	N/A	N/A
Livermore to Rileys	2000	N/A	N/A
Rileys to Rumford	2500	N/A	N/A
Rumford Branch West			
Rumford to Livermore	2800	N/A	N/A
Livermore to Leeds Jct.	2700	N/A	N/A
Bucksport Branch			
Bangor to Bucksport	2200	N/A	N/A
Bucksport to Bangor	1800	N/A	N/A

72: DETECTORS

Detectors transmit radio messages on the road channel directly to the crew concerning the specified conditions of the train.

Conductors and Engineers must ensure that radios are tuned to the road channel not less than one mile before reaching the "talking" detectors. If a defect is detected a message specifying the defect(s) will be transmitted. If no defects are detected a "No Defects" message will be transmitted. This message must be acknowledged by the train crew broadcasting "(train symbol), no defects". If neither message is received before the train leaves the detector area, the Train Operations Manager must be notified immediately.

When a defect message is received, the train must be stopped consistent with safety and good train handling techniques and the Train Operations Manager notified. The crew must then inspect each side of the train for defects(s). The detectors are capable of detecting a maximum of three defects. If three or more are detected, the balance of the train must be inspected. If message received is "...Detector Malfunction..." the crew must notify the Train Operations Manager immediately and be governed by his instructions.

When the defects(s) has been corrected, the train may resume movement and the Train Operations Manager notified.

80: RESTRICTED SPEED

Except for in S.I. 138.9 Crossing Malfunction, All references in the NORAC Operating Rules concerning the increase in speed as soon as the leading wheels or leading end have passed, will be governed by the requirement that restricted speed applies to the entire movement.

90: RADIO COMMUNICATIONS

In circumstances where radio communications cannot be received from the TOM or Yard Office personnel, crews must communicate with the TOM or Yard Office personnel every thirty (30) minutes.

93: NON-SIGNALED DCS YARD LIMITS

- A. Passenger trains operating in Non-Signaled Yard Limits must operate at Restricted Speed.
- B. Trains do not have to approach the next signal prepared to stop in signaled yard limits if the signal is more favorable than Approach (Rule 285)

94: CALLING SIGNALS

When distant signals, home signals or control point signal, displays an aspect of

Rule 285 Approach

Rule 286 Medium Approach

Rule 288 Slow Approach

Rule 290 Restricting

Rule 291 Stop and Proceed

Rule 292 Stop Signal

a crew member in the operating cab of a locomotive moving on main track must convey by radio the name of the signal listed above affecting their train as soon as the signal becomes clearly visible.

When calling signals on the radio the broadcast will be made on the radio channels:

East of CPF199 Channel 5 MEC Road (34/34)

West of CPF199 Channel 1 BM Road (94/70)

During switching operations the broadcast will be transmitted on the following channels:

East of CPF199 Channel (76/76)

West of CPF199 Channel (86/86)

In the application of this Special Instruction, proper radio identification must include the following:

1. Train symbol
2. Track on which train is operating specifying direction of movement
3. Name of aspect displayed on control point, interlocking or distant signal

When an employee on the leading end of a movement not headed by an engine conveys to the engineer signals listed in this special instruction, an employee in the operating compartment of the locomotive must make the radio broadcast applicable to this special instruction

99: FRA EXCEPTED TRACK

Bulletin order will indicate the locations of FRA Excepted Track.

101.1: LOADED AUTOMOBILE RACK CARS

Loaded automobile rack cars must not be flat switched or humped. They must be shoved to rest and coupled at a speed not exceeding 3 MPH.

101.2: YARD SWITCHING

If more than one assignment is working in a yard and movements could result in moving on the same track or fouling adjacent tracks, the conductors must communicate so that each will be familiar with the moves to be made by the other(s).

104.1: HAND OPERATED SWITCHES PROVIDING ACCESS TO MAIN TRACK

A hand operated switch providing access to a main track may be left in other than normal position when authorized by Form D Line 13, to "Leave switch (or crossover switch) at _____ (location) in reverse position". Before the Form D Line 13 is issued, when applicable, blocking devices must be applied to interlocking or controlled point signals authorizing movement in the direction of the misaligned switch. The application and removal of these blocking devices will not be recorded.

A movement must not be authorized in the direction of the misaligned switch until being issued a Form D Line 13 stating, "Switch (or crossover switch) at _____ (location) in reverse position, return to normal position (or leave in reverse position)". When the switch is returned to normal position the Train Operations Manager must be notified. The Train Operations Manager must make a written entry on the train sheet of:

1. The number of the original Form D which authorized the switch to be left in reverse position.
2. The number of the Form D which contained the instruction "return to normal".
3. Time switch returned to normal position.

104.2: HAND OPERATED SWITCHES

When a plastic retainer strap is found to be placed through the switch lock and hasp of a switch, it indicates that the switch is spiked and the track is out of service. Train service employees finding a retainer strap must not attempt to remove the device or throw the switch. It is the responsibility of the Engineering Department to apply and remove these devices.

104.3: DUAL CONTROL SWITCHES

Before a dual control switch is operated by hand, permission must be secured from the Train Operations Manager. When a dual control switch is operated by hand, the selector lever must be placed and locked in the "hand" position and left locked in the "hand" position until use of the switch has been completed.

When returning the dual control switch to power, the selector lever must be placed in the "power" position, locked and the Train Operations Manager notified.

When directed by the Train Operations Manager, the selector lever must be left locked in the "hand" position.

104.4 Hand Operated Switches in DCS territory.

Employees operating hand throw switches in non-signaled DCS territory, or where or when non-signaled DCS rules apply, must fill out a "**Switch Position Awareness Form**". This report must be made each time a main track switch in non-signaled territory is thrown. This includes employees of foreign railroads operating over Springfield Terminal Railway dispatched track. This form will be submitted as soon as practicable at the end of each tour of duty.

The Switch Position Awareness Form contains the following information;

1. The name of the employee or crew members' involved in the operation of the switch, train symbol and engine number or track car number.
2. The location or approximate timetable mileage of the switch.
3. Name of switch i.e. customer, consignee or station.

4. The time the switch was reversed (during switching operations, if the switch is to be reversed more than once, the time indicated must show when the switch was first reversed to allow switching to begin).
5. The time the switch was lined and locked in the normal position (during switching operations the last time the switch is lined then locked into the normal position at the end of switching). *This portion of the form will not be used if the switch is to remain reversed under the provisions of SI 104.1, all other provisions of this special instruction will still apply.*
6. The initials of all NORAC qualified crew members (foreman, supervisor, conductor, engineer, etc)
7. The number of the form D authorizing if the employee is to leave the switch in the reverse position under the provisions of Special Instruction 104.1.
8. The employee responsible for the proper completion of this form must sign the top of the Switch position awareness report when the form is completed

This Special Instruction does not apply to operations within yard limits.

In accordance with the filing instructions contained in SI 104.4, the **Switch Position Awareness Form** must be faxed to the Chief Dispatcher at the Operation Desk, the fax number is (978)-663-0633.

104.5 MBTA AND AMTRAK TRAINS.

MBTA and Amtrak passenger trains must approach all facing point switches in non-signaled DCS territory, or where non-signaled DCS rules apply prepared to stop, until it is determined all switches are properly lined.

110.1: MOVEMENT OF OVER-DIMENSION RAILROAD OWNED BULLDOZERS

Company owned bulldozers loaded on flat cars are "over-dimension" loads. When being handled in a train, the following restrictions apply:

1. The Train Operations Manager must advise train crews when equipment is in their train and of specific restrictions applicable for a particular route.
2. The Train Operations Manager must not allow a train handling a bulldozer to pass a train handling an "overdimension" car unless it is known there is ample clearance to pass safely.
3. Bulldozer(s) must be placed close enough to head end of the train so it can be observed by train crew.
4. Must not exceed 10 MPH when passing trains or cars on adjacent tracks.
5. When set out, it must be at a location with ample side clearances.

110.2: JORDAN SPREADERS, SNOW PLOWS AND LOCOMOTIVE CRANES

When Jordan Spreaders, snow plows and locomotive cranes are deadheaded in trains, the movement must be authorized by the Train Operations Manager and will be subject to the conditions prescribed by the Mechanical Department. Conductors must advise engineers of the location of said equipment in the train. Unless otherwise directed, pusher engines must not be used on trains handling Jordan Spreaders, snow plows and locomotive cranes in deadhead movements.

119.1: MAXIMUM CAR WEIGHTS

Except when a lower/higher weight is designated in Special Instruction 119 for a particular route or piece of trackage, the maximum weight of each car and the lading must not exceed 263,000 pounds. If the weight of a car and the lading exceeds 263,000 pounds, it must not be moved unless clearance papers accompany it.

119.2: CLEARANCE AUTHORITY

A car must not be moved without clearance authority when:

1. Width or height of car or lading "Exceeds Plate F".
2. Lading overhangs side(s) or end(s) of car.

When an over-dimension car exceeds "Plate F" the clearance authority required to move the car must be written instructions/restrictions (clearance wire) which should be attached to the waybill. If the written instructions/restrictions are not attached to the waybill the Train Operations Manager may transmit the information to the crew. The crew must make record of the information and attach it to the waybill.

Plate E and Plate F cars may be accepted in interchange without clearance authority but are restricted from movement in Locations as designated by Special Instruction 119.

119.3: DOUBLE STACK CONTAINER CARS AND AUTOMOBILE RACK CARS

Prior to departing terminals, interchange points and re-crew points, train crews must review their train consist report to confirm the presence of Double Stack Container or Automobile Rack Cars in their train and report the presence of such cars to the TOM. If no train consist report is available, crews must confirm with the TOM as to the presence of Double Stack Container or Automobile Rack Cars in their train.

If the presence of Double Stack Container Cars or Automobile Rack Cars are confirmed in any train, the crew must confirm with the TOM that the routing of their train is not in conflict with the clearance route as required per timetable S.I. 119 in the territory that the train will operate through.

The TOM will confirm the routing via the clearance route by issuing Form D, Line 13 to the affected train stating that "Train _____ (insert train symbol and engine number) must use clearance route". This Form D must be issued prior to the crew departing from their initial terminal. Form D's must be issued for each Dispatching District that the train will operate through.

119.4: REPORTING TRAIN CONSIST TO THE TRAIN OPERATIONS MANAGER.

Prior to a freight train entering the main track, or departing locations enroute where cars or equipment is to be added or removed from a train, the conductor must communicate the following information to the T.O.M. in addition to reporting locations of cars containing hazardous material or equipment of excessive weight or dimension per NORAC Rule 119.

The additional information must contain:

Loads and empties and total number of cars in their train, if available approximate tonnage.

124.1: MAXIMUM AUTHORIZED SPEED FOR LIGHT ENGINE SPEED

Light engines are restricted to a maximum authorized speed of 30 (thirty) MPH.

132.1: BRIDGE STRIKES

When the TOM is notified of a Bridge Strike and no damage is reported, affected trains must be notified immediately by radio of the following restriction in effect:

The TOM will impose a five(5) MPH Speed Restriction which will apply to the engine consist only passing the bridge specified. Crews of affected trains will be required to copy the Five(5) MPH Speed Restriction information on their copy of the Temporary Speed Restriction Summary in the location specified on the Summary, "Restrictions received enroute".

This information must include bridge mileage, and if available, Roadway or Waterway that the bridge structure passes over. Crews must repeat this information to the TOM and the TOM will then confirm that the information is correct.

When the TOM is notified of a Bridge Strike and damage is reported, the TOM must notify the affected trains immediately by radio and issue Form D as follows:

Form D Line 13 will be issued to affected trains stating "Do Not Pass _____ (insert nearest whole milepost or station nearest to the bridge specified).

133.1: PROTECTION OF OUT OF SERVICE TRACK

When a track is out of service for maintenance by Form D Line 4 and the work is to be suspended, but the track must remain out of service to protect equipment or track conditions, the Train Operations Manager must insure that blocking device protection, when applicable, remains applied. After this step has been completed the Form D, Line 4, must be canceled. No further movements shall be permitted or maintenance performed on affected track until Form D, Line 4, is issued to a qualified Foreman. A record of the out of service track must be maintained on the train sheet.

In DCS Territory, when blocking device protection is not applicable, the Train Operations Manager must protect the out of service track. A Form D Line 13 must be issued to the TOM (FRM in Computer Form D) in charge of the territory. The line 13 must be issued as follows:

" _____ (track) out of service between _____ and _____ ". This Form D must remain in effect until a new Form D is issued to a qualified Foreman.

133.2: MBCR ENGINEERING DEPARTMENT PERSONNEL

MBCR engineering department personnel will be governed by the requirements of Boston Division Commuter Rail Lines Timetable Special Instruction 133-S1 when removing tracks from service in ST territory.

133.3: ADDITIONAL EQUIPMENT, MOVEMENTS IN THE DIRECTION OF THE OUT OF SERVICE TRACK.

After receiving Form D Line 4 from the Train Operations Manager, and contacting the employee named in Form D Line 4. Before operating in the out of service limits, the employee in charge of the out of service limits must state the identity, any restrictions involved and the time when granting the permission to additional track cars or trains. Operators of additional track cars and trains will repeat this information to the employee in charge of the out of service limits.

When direct communication is not possible, the Train Operations Manager may relay the permission including any other restrictions or information given by the person named in the Form D. Additional equipment admitted to the out of service limits not controlled by the Train Operations Manager will be governed by the same requirements as stated above.

In non-signaled DCS territory, if authority for movements in the direction of out of service track is up to the out of service portion of track, Protection must be provided as follows:

Additional equipment must be notified by Form D Line 4 of the limits of the out of service track. Unless the limits are published by bulletin order and the T.O.M. has been informed the engineer has a copy of the bulletin order.

133.4: WRITTEN RECORD OF ADDITIONAL EQUIPMENT PERMITTED INTO THE OUT OF SERVICE LIMITS

In the application of NORAC Rule 133 Paragraph E, item 2 (written record of additional equipment permitted into the out of service limits). The required written record must be entered on the reverse side of the employee in charge's original Form D.

136: EMERGENCY RADIO TRANSMISSION

In the application of Rule 136, emergency radio transmission is required for initial reports of hazardous conditions endangering train movements.

The radio broadcast must be made on the following radio channels:

At any location West of CPF-199, the broadcast must be made initially on Channel 3 (ST/BM Head End) and then immediately re-transmitted on Channel 1 (ST/BM Road).

At any location east of CPF-199, the broadcast must be made on Channel 5 (ST/MEC Road).

This location intentionally left blank

138.1: PUBLIC CROSSINGS AT GRADE WITH AUTOMATIC PROTECTION AND/OR SPECIAL REQUIREMENTS ON MAIN TRACK, UNLESS OTHERWISE SPECIFIED.

CROSSING LEGEND:

CB	Crossing protected by crossbuck signs. No Automatic protection.
PMS	Predictor/Motion Sensing: Circuitry will automatically interrupt crossing protection after movement has stopped for 20 seconds.
ATC	Automatic Time Cut Out: Circuitry will automatically interrupt crossing protection when movement is approaching at a slow speed.
ACO	Automatic Cut Outs: Circuitry will automatically interrupt crossing protection when switches, located within the operating distances (XC Post) of the crossing, are reversed.
MCO	Manual Cut Out: Apparatus provided to interrupt operation of highway crossing protection manually.
P	Crossing must be protected by on-ground personnel.

When the type of crossing protection is followed by a letter, such as "PMSW", the Letter suffix indicates the direction the "PMS" circuitry is in effect.

When no type of crossing protection is shown, the crossing has automatic highway crossing protection and there is no special means of operation.

138.2: AUTOMATIC CROSSING PROTECTION ACTIVATION POINT

A post displaying the symbol, "X/C", designates the activation point for the operation of automatic crossing protection.

138.3: STOP POSTS

When stop posts are located in advance of the crossing, trains must stop and consume at least 20 seconds after the crossing protection has been activated before fouling or passing over the crossing.

138.4: OBSTRUCTING CROSSINGS

To prevent the obstruction of crossings, trains governed by signal indication not permitting a complete movement over public crossing(s) at grade must stop clear of such crossing and contact the Train Operations Manager.

Trains must not stop on public crossing(s) at grade for more than five consecutive minutes. The Conductor is responsible to see that the train is cut to clear the crossing(s) if it necessary to remain longer. The five minute restriction applies to all farm crossings at grade in the State of Vermont.

138.5: AUTOMATIC CROSSING PROTECTION ON OTHER THAN MAIN TRACK

The location and operation of automatic crossing protection on running tracks, yard tracks, industrial tracks, sidings and private industry tracks are part of the physical characteristics of the railroad and new installations or changes will be made effective by Bulletin Order.

138.6: PRIVATE INDUSTRY TRACKS

Crew members must provide on-ground protection at all private industry crossings not protected by automatic crossing protection.

138.7: AUTOMATIC CROSSING PROTECTION

In the application of Rule 138g, when train movement is governed by Parts (1), (3), (4) or (6), the restriction applies only if movement is within the automatic crossing protection approach circuitry.

138.8: AUTOMATIC CROSSING PROTECTION MALFUNCTION

When the TOM receives a report of Automatic Crossing Protection malfunction, a Form D Line 12 will be issued to affected trains. Unless otherwise instructed by a Form D Line 13 (Flagler present), crews of affected trains must comply with requirements contained in NORAC Rule 138, paragraph C, Item 1. If crossing is equipped with automatic warning devices, and it is ascertained that the warning devices have been operating for at least 20 seconds, or the gates (if equipped) are in horizontal position, trains must operate at restricted speed while approaching the affected crossing and until the leading end of the train operates through the crossing.

138.9: POWER INDICATION FOR CROSSING PROTECTION.

A power on/off indication for crossings at grade is in service at crossings labeled with the letter "P" which is circled. The following describes the indications:

Power On Indication:	Light in the crossing case is off.
Power Off Indication:	A white flashing strobe light in the crossing case is activated.

138.10 PARKING OR STOPPING OF TRAINS IN NON-SIGNALLED DCS TERRITORY.

Specific attention must be made by train crews and Train Operations Managers in order to prevent a false activation of automatic warning devices at highway crossings in non-signalized DCS territory. Except at crossings protected by PMS type protection This Special Instruction applies to all crossing equipped with gates and/or flashers.

1. Crews parking a train for recrew or stopping for more than 10 (ten) minutes, must not be within the ring points indicated by posts with the letters XC or yellow stripes painted on the base, web and head of the rail.
2. Train operations managers must not give instruction for a train to stop for recrew or meets with other trains that cause a false activation of the crossing protection.

140.1: FOUL TIME.

The T.O.M. will document all foul time on the train sheet in the appropriate location; documentation must include the following information.

1. Title and name of employee receiving foul time.
2. Track designation.
3. Track limits
4. Time limits
5. Time reported clear of the track.

160: FORM D NUMBERING

Form D's will be numbered in conjunction with the issuing district, such as, District 1 numbers will commence with 101, 102 etc, District 2 numbers will commence with 201, 202 etc.

The Train Operations Manager issues Form D's with computers. In the event of a power outage or computer malfunction, the Train Operations Manager will utilize the paper book to issue Form D's. During such periods the district numbering system will be used but the letter "A" will be used as the last character. For example "101A".

165: FORM D DELIVERY

The following procedure must be used when issuing Form D's.

- 1) After the Form D has been dictated and before it is repeated back, the T.O.M. must re-examine the office copy and transmit the total number and individual line numbers for all applicable lines in the following format:

"Form D No. _____ has _____ number of lines. They are line(s)
_____, _____, _____ (etc).

- 2) After the employee receiving the Form D has repeated back the contents, he must repeat the total number and individual line numbers of all the applicable lines in the form prescribed above.
- 3) The T.O.M. must again re-examine the office copy of the Form D confirming that the total number and individual line numbers of all applicable lines have been properly repeated. Then the T.O.M. must transmit to the receiving employee, the total number and the individual line numbers of all applicable lines in the form prescribed above as confirmation with the time effective.

165.1: CANCELING OR FULFILLING FORM D WHERE NON-SIGNALLED DCS RULES ARE IN EFFECT.

When a Train or track car reports clear of, is identified clear of, or is reported clear of DCS territory by any provisions of Rule 405. The following procedure will apply. Prior to the T.O.M. fulfilling or canceling a form D, the Train Operations Manager must verify with the train crew or foreman that any hand throw switches thrown while operating within their line 2 or line 4 territory have been lined and locked in the normal position, unless they have been instructed to leave a main track switch reversed under the provisions of Special Instruction 104.1.

In the case of a train, the Train Operations Manager must also verify that both the engineer and conductor have initialed their Switch Position Awareness Report. Employees must refer to the "Switch Position Awareness Form" to confirm that switches in DCS territory that were used have been restored to the normal position.

266: EXCLUSIVE OCCUPANCY

A train may be issued a Form D Line 2 to operate in "both directions" on a main track outside yard limits. When so authorized, the train has exclusive occupancy of the designated tracks(s), and may operate in either direction without additional authority. The Train Operations Manager must issue the Form D to the affected train.

Before issuing a "both directions" Form D Line 2, the T.O.M. must ensure that:

1. No other movements or employees have been authorized to use the affected track,
AND
2. Signals governing opposing and following movements are in STOP position,
AND
3. Blocking devices are applied to protect against opposing and following movements.

Other movements must not be authorized to proceed in the direction of "exclusive occupancy" unless they are restricted by Form D. Blocking devices may be removed to permit the display of an interlocking or CP signal governing movements in the direction of "exclusive occupancy" as follows:

1. To authorize movement of the train that has been given the "exclusive occupancy" authority, **AND**
2. To authorize movement of an approaching train that has received a Form D restricting it from entering the "exclusive occupancy" limits.

These blocking devices must be reapplied as soon as the movement enters the interlocking or CP involved.

Employees must comply with the ABS or DCS rules in effect for the direction of movement, except that additional authority will not be required to make a reverse movement. If the authority of the Line 2 includes interlocking or controlled point limits, before the authority is issued, the required switches must be lined in the desired position and the affected signals set to stop, blocking devices must be applied to affected switch and signal levers. After the authority is issued, all crew members will consider the interlocking or controlled point signals, governing movement to the designated tracks, suspended and all movement will be made at Restricted Speed. The train must not operate beyond the designated limits on main track unless authorized by

a fixed signal at an interlocking or CP, by Form D, or by verbal permission of the Train Operations Manager.

A crew member must be positioned on the rear of the train for the purpose of directing a back up move

If necessary, dual control and spring switches may be operated by hand with the Train Operation Manager's permission.

275: NONCONFORMING ASPECTS

The following block and interlocking signal aspects are used by Springfield Terminal Railway and do not conform to those shown in the NORAC Operating Rules 280 through 297C:

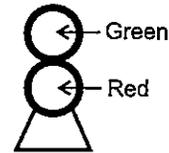
Rule 282a

Name: Advance Approach

Aspect: See Rule Book

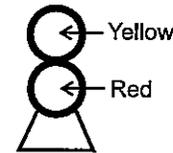
Indication: Proceed prepared to stop at second signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as engine passes the Advance Approach signal.

Rule 283



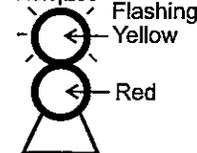
Name: Medium Clear
Indication: See Rule Book
Location: CPF 111
CPF 112
CPF 113
CPF BY

Rule 285



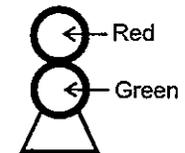
Name: Approach
Indication: See Rule Book
Location: CPF 111
CPF 112
CPF 113
CPF BY

Rule, 286



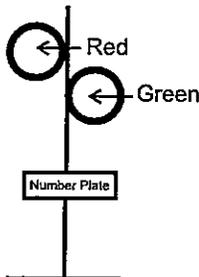
Name: Medium Approach
Indication: See Rule Book
Location: CPF 112

Rule 287



Name: Slow Clear
Indication: See Rule Book
Location: CPF BY

Rule 287a

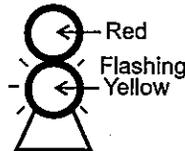


Name: Slow Clear Routing Signal
Indication: Proceed onto or from Main Track, at not exceeding slow Speed,, through turnouts or cross-overs, then resume Normal Speed.

Location: Leeds Jct.

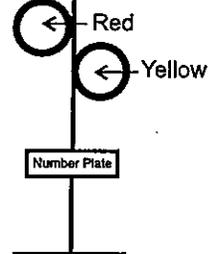


Rule 288



Name: Slow Approach
Indication: See Rule Book
Location: CPF 112
CPF BY

Rule 293c

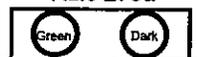


Name: Approach Restricting
Indication: Proceed prepared to stop at next signal. Trains exceeding Restricted Speed must at once reduce to that speed. (Does not convey condition of track.)

Location: Brunswick Branch: L-158 Signal
Mountain Branch: M-25Signal
Rotterdam Branch: Burnt Hills Signal

SWITCH INDICATORS

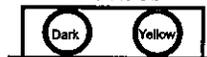
Rule 275a



Indication: Switch lined for normal route.

Location: East Deerfield Yard

Rule 275b



Indication: Switch lined for diverging route.

276: Miscellaneous Signs

Close Side Clearance Sign



NAME: Close Side Clearance Sign

INDICATION: Substandard side clearance on either or both sides of the track.

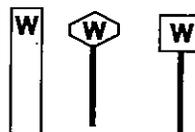
LOCATION: On either side of the track not less than 15 feet nor more than 50 feet (in advance of point where restricted side clearance



NAME: XC Post

INDICATION: The activation point of the operating circuit of automatic crossing protection.

LOCATION: To the right of track governed.



NAME: Whistle Post
INDICATION: Sound Whistle

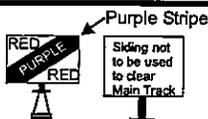
(See Rule 19b)
LOCATION: To the right of track governed



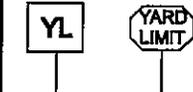
NAME: Snow flanger

INDICATION: Lift flanger

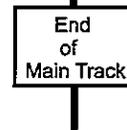
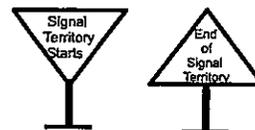
LOCATION: 50 feet from obstruction on right side of track with angle to right.



LOCATION: At sidings within 261 territory where the siding must not be used to clear the main track.



NAME: Yard Limit Sign
INDICATION: Begin/End Yard Limits (Rule 93)



291: AUTOMATIC BLOCK SIGNALS

In the application of Rule 291, freight trains encountering a Stop and Proceed indication may omit stopping and proceed at restricted speed as though Restricting, Rule 290, was displayed. Rule 244 does not apply to trains operating in accordance with S.I. 291

500.1: RECREW OF EXTRA TRAINS IN ABS TERRITORY

Except in DCS territory outside yard limits, when extra trains are recreated between interlockings or controlled points in ABS territory, the new crew must not move the train until a Form D Line 13 stating "May leave _____(Location)" has been received from the Train Operations Manager. The train will then be governed by Rule 504.

500.2: OCCUPYING ABS TERRITORY, RELIEF OF 5 MINUTE WAIT

When the Train Operations Manager authorizes train crew members to occupy or foul main track in ABS territory, the 5 minute wait will not apply unless the TOM specifies otherwise.

551a: TESTING CAB SIGNAL APPARATUS

In the application of Rule 551a, engineers must communicate all cab signal test results to the Train Operations Manager by the first available means of communication without delay to the train.

700.1: RADIOS ON ENGINES

When starting engines, **MAKE SURE THE RADIO MAIN SWITCH IS OPEN.** This is necessary because the radio power unit is connected to the engine battery circuit. Extensive damage will result if the radio main switch is not open while engine is being started.

700.2: LOCOMOTIVE RADIO CHANNEL ASSIGNMENTS

Locomotive radio channel assignments and changes to channel assignments will be conveyed to employees by division notice.

This location intentionally left blank

700.3 RADIO BASE STATIONS

The Train Operation Managers are equipped with base station radios which provide communication twenty four hours a day, seven days a week on the following channels:

District	Channels	Location/Control Point
1	1	North Billerica
2	1 and 2	" " " " "
3	1 and 2	" " " " "
4	1	" " " " "

The following locations are equipped with base stations which provide communication on the designated channels during specified time periods:

Location	Hours Attended	Channels
Waterville Yard Office	0700 to 1500 Monday through Friday	1, 2
Rigby Yard	Continuously	1, 2
Lawrence Yard	0700 to 1500 Monday through Friday	1, 2
East Deerfield Yard Office	Continuously	2, MEC 1Hump

714.1 : TELEPHONE NUMBERS

Railroad Police	800-955-9217	Bucksport	207-469-2236
Crew Dispatching Office Ext. 978-663-9343 or 9344 or 800-955-9210		Waterville Yard Office	207-873-6905
Assistant Directors of Train Operations Ext. (978)-663-9317 or 9318 or 800-955-9208		Rumford	207-364-3202
District 1 Train Operations Manager Ext. (978)-663-9325 or 1202 or 800-955-9204 Fax: 978-663-6930		Rileys	207-897-4656
District 2 Train Operations Manager Ext. (978)-663-9310 or 800-955-9206 Fax: 978-663-6934		Rigby Yard Office	207-828-6402
District 3 Train Operations Manager Ext. (978)-663-9312 or 800-955-9218 Fax: 978-663-6944		Lawrence	978-685-5171
District 4 Train Operations Manager Ext. (978)-663-9315 or 9332 or 800-955-9207 Fax: 978-663-6975		Lowell	978-937-0673
D&H North End Dispatcher 414-274-8201		Power Control	Ext. (978)-663-9327 or 800-955-9223
East Deerfield 413-774-6126		Operating Rules Office	North Billerica 978-663-1142
Plainville	203-747-0021	Oldtown	207-827-4439
Northern Maine Jct.	207-848-2431		

714.3: DISPATCHER TRANSFER

Between 0630 to 0700, 1430 to 1500, and 2230 to 2300, except in cases of emergency or if a train will be delayed or stopped. Employees must refrain from contact with the T.O.M.

807: TRACK CAR MOVEMENTS, INTERLOCKINGS AND CONTROLLED POINTS

Interlocking and controlled point signals must not be displayed for track car movements. Such movements will be authorized by Rule 241 or Line 3 on the Form D.

902: DISPATCHING DISTRICTS

There are four dispatching districts on the system. Each district is identified by the following number code:

District Number	Territory
1	Freight Main Line: Keag to WL CPF199 All related branches, Running Tracks, and Industrial Tracks
2	Freight Main Line: CPF199 to CPF-NC Western Route Main Line Northern Main Line: CPN1 to Bow All related branches including Boston Area, Running Tracks, and Industrial Tracks
3	Freight Main Line: EL CPF-NC to CPF370 Northern Main Line: CPF-NC to NL CPN1 "North Wye" Worcester Main Line All related Branches, Running Tracks, and Industrial Tracks Including Watertown Industrial Track.
4	Freight Main Line: EL CPF370 to WL CPF467 Rotterdam Branch East Deerfield Loop Conn River Main Line Waterbury Branch All related Branches, Running Tracks, and Industrial Tracks

950: COUPLING OR UNCOUPLING ENGINES

When coupling or uncoupling engines at locations other than those where Mechanical Department employees are stationed or available, the engineer is responsible to perform the following duties:

1	Make and/or break electrical and other connections between the engines.
2	Insure all cables are properly hung or stored; including any engines that are set off.
3	A proper air brake test must be made on engines picked up and all engines set off must be secured.

SPECIAL INSTRUCTION LEGEND

This page reflects the legend and instructions to be used in the graphic special instructions which follow in this timetable.

The graphic special instructions are not drawn exactly to scale.

Box A

Box A contains Rules in Effect, numbering of tracks and track assignments. Rules in Effect (261, 251 and DCS) in Box A begin and end at interlocking or controlled point limits. Interlocking and Controlled Point Rules (600 through 616) are in effect within interlocking limits or at Controlled Points. References to information in Box A will refer to Special Instruction 240.

Box B

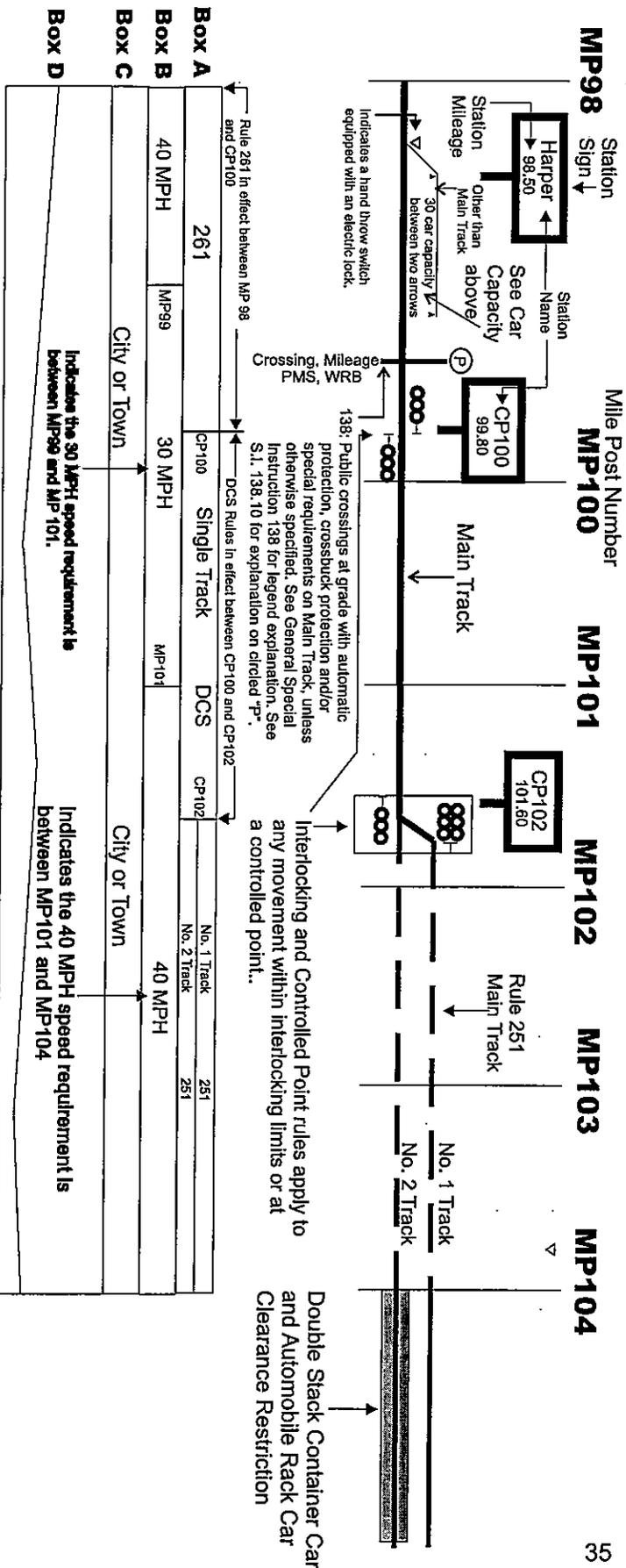
Box B contains the maximum speed and permanent speed restrictions in effect on the designated Main Track. References to information in Box B will refer to Special Instruction 37. Where the maximum speed of a track changes at an interlocking or controlled point and the specific point where the change occurs is not specified, the lower speed will apply through the entire interlocking or controlled point.

Box C

Box C contains the city or town in which the track is physically located. References to information in Box C will refer to Special Instruction 138. Employees must review the entire page for additional information.

Box D

Box D displays a representation of the track profile or "elevation" at grade. NOTE: This indicates a rough depiction and may not be totally accurate or may not contain subtle grade changes.



INTERLOCKING SIGNALS	AUTOMATIC BLOCK SIGNALS
<p>The size of interlocking and automatic block signals may vary depending on space requirements.</p>	

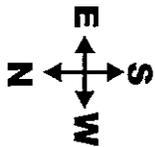
Car Capacity

When car capacity is designated, the figures are based on 55 foot cars with no locomotives. For example, a track reflecting a capacity of 45 cars should accommodate 42 cars and 3 four axle locomotives.

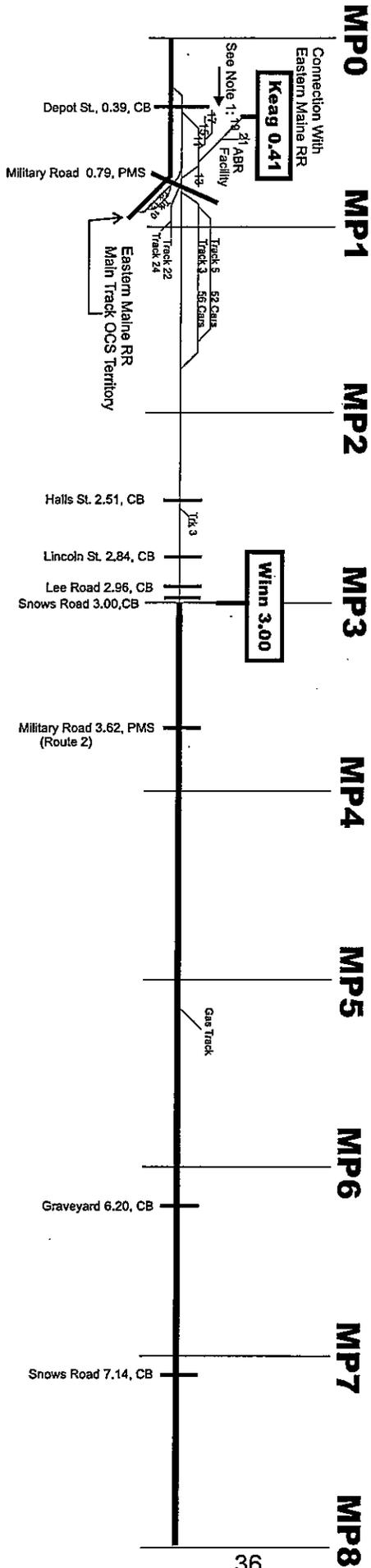
Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



Note 1:
 Tracks 11, 13, 15, 17, 19, and 21 at Keag are joint facility tracks for use by Springfield Terminal and the ABR. Access to said tracks by Springfield Terminal when they are in use by the ABR will be prevented by the ABR placing private locks on the east and west end switches of track 11.

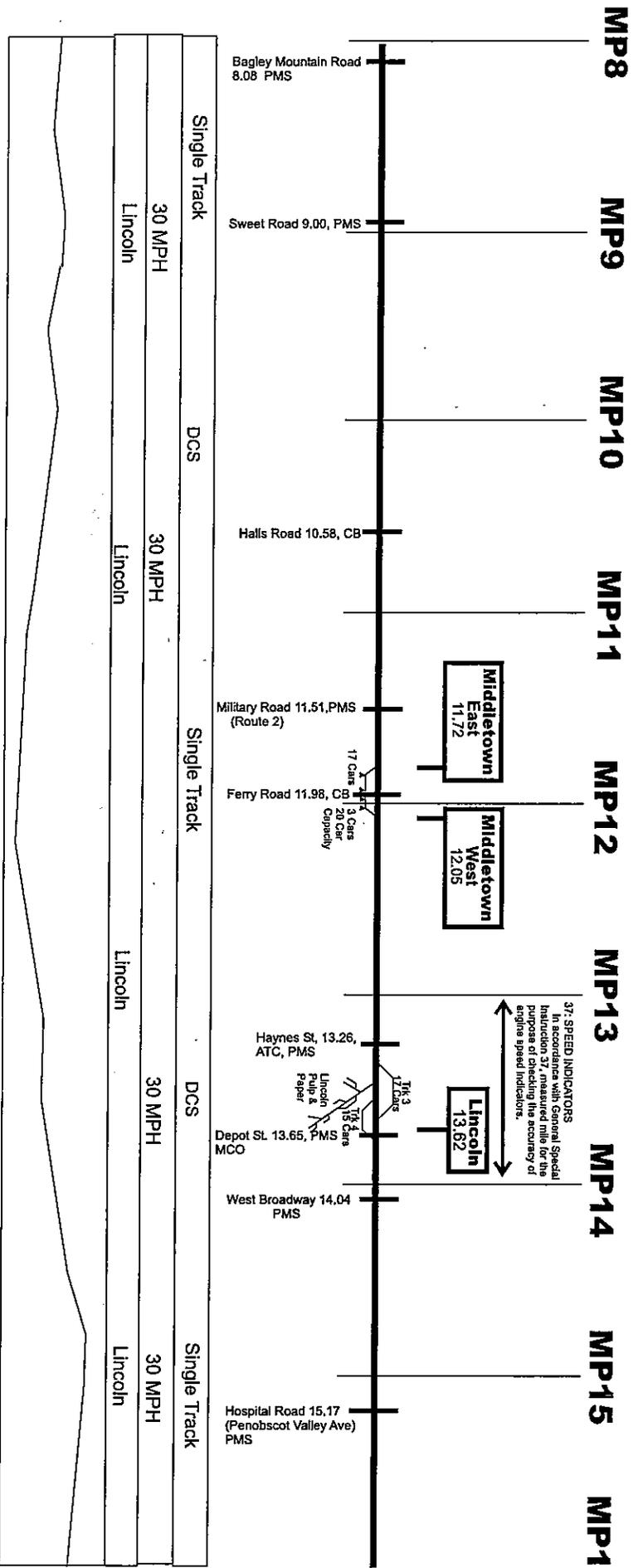
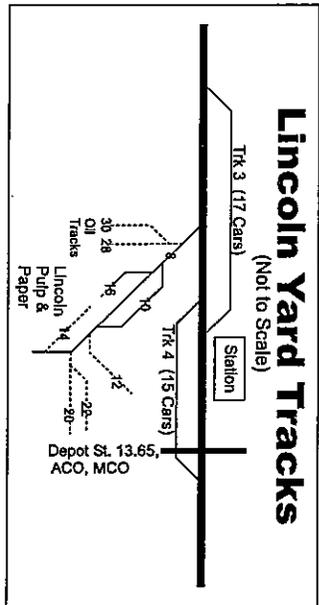
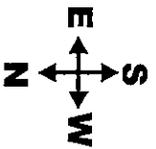


Yard Track	Yard Track	Winn	Single Track	DCS	Single Track	DCS	Single Track	DCS
Restricted Speed Not Exceeding 10 MPH	Winn	30 MPH	30 MPH	Winn	30 MPH	Winn	30 MPH	DCS
Mattawamkeag	Winn	Winn	Winn	Winn	Winn	Winn	Lincoln	

Freight Main Line

Keag to CPF467

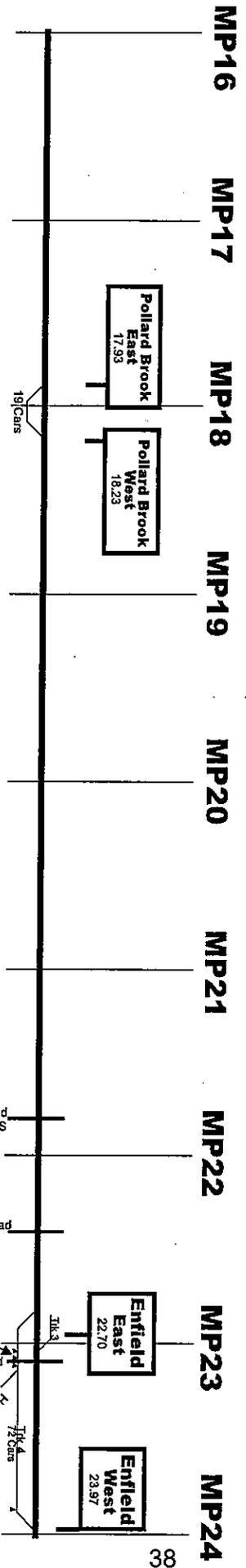
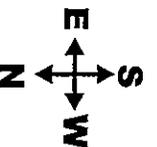
The direction from Keag to CPF 467 is West



Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West

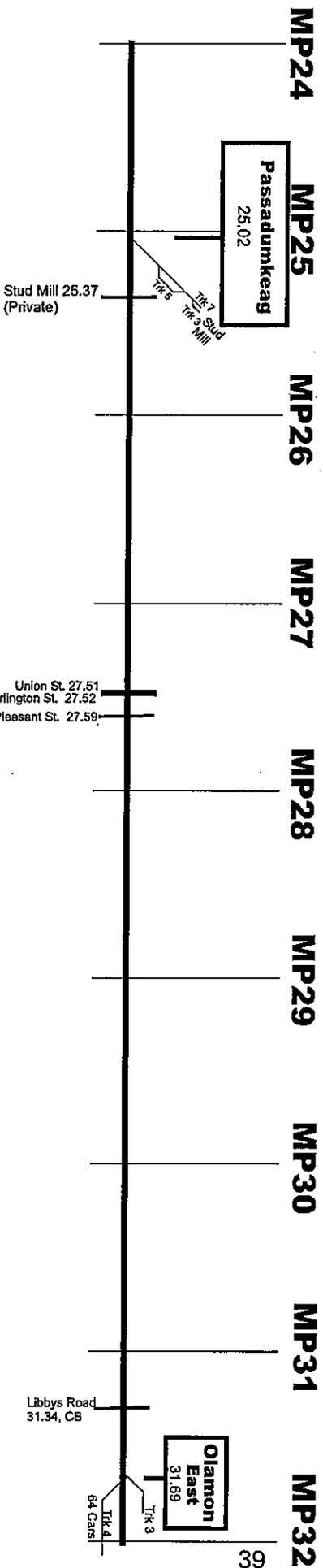
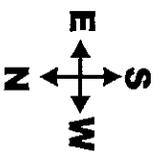


DCS	Single Track						
	30 MPH		30 MPH		30 MPH		30 MPH
Lincoln		Enfield		Enfield		Enfield	

Freight Main Line

Keag to CPF467

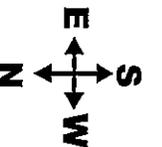
The direction from Keag to CPF 467 is West



DCS	Single Track	DCS	Single Track	DCS	Single Track	DCS	Single Track
	30 MPH		30 MPH		30 MPH		30 MPH
Entfield	Passadunkkeag		Passadunkkeag		Passadunkkeag		Greenbush

Freight Main Line

Keag to CPF467

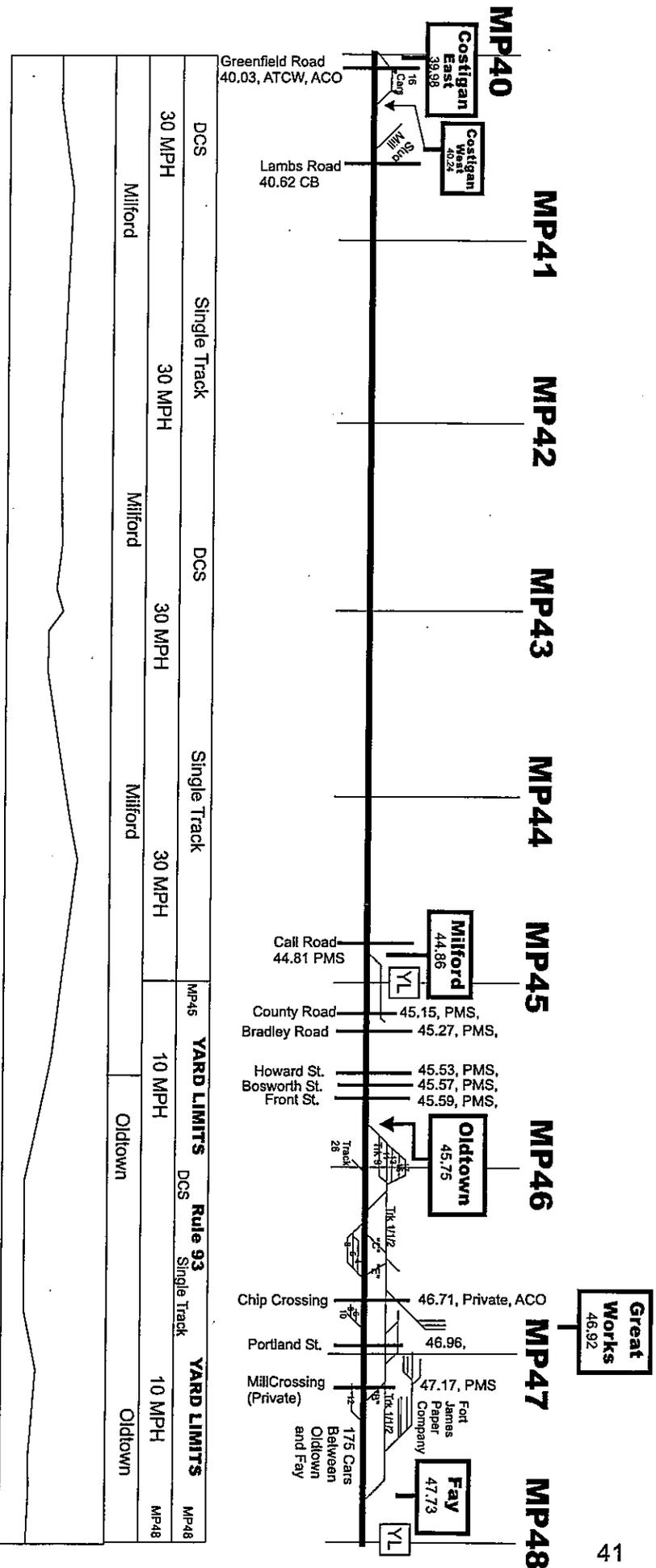


The direction from Keag to CPF 467 is West

37: PERMANENT SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK

Location	Track(s)	Restriction	MPH
Great Works	1 1/2	While passing over Wood Yard Crossing (mileage 46.71)	6
Great Works	1 1/2, 3 and 9	While passing over Portland Street (mileage 46.96)	6

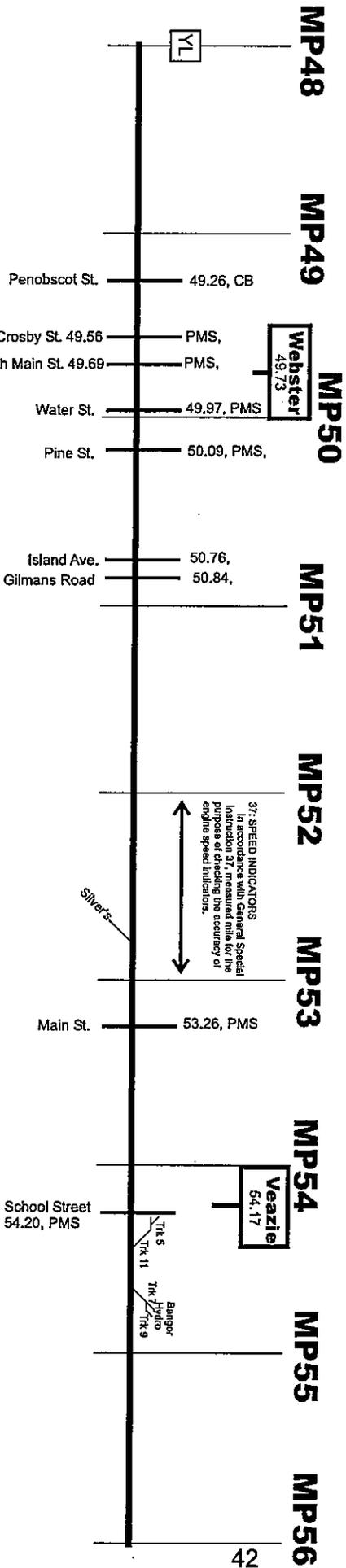
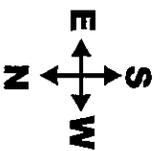
404: When required to take siding at Oldtown or Fay, use Track 9 and Track 1 1/2 between Oldtown and Fay. The switch providing access from Track 1 1/2 to 9 and vice-versa, must be left lined and locked for said movement.



Freight Main Line

Keag to CPF467

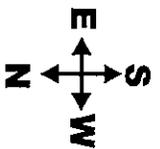
The direction from Keag to CPF 467 is West



DCS	Single Track	DCS	Single Track	DCS	Single Track	DCS
Orono	30 MPH	Orono	30 MPH	Orono	30 MPH	Bangor

Freight Main Line

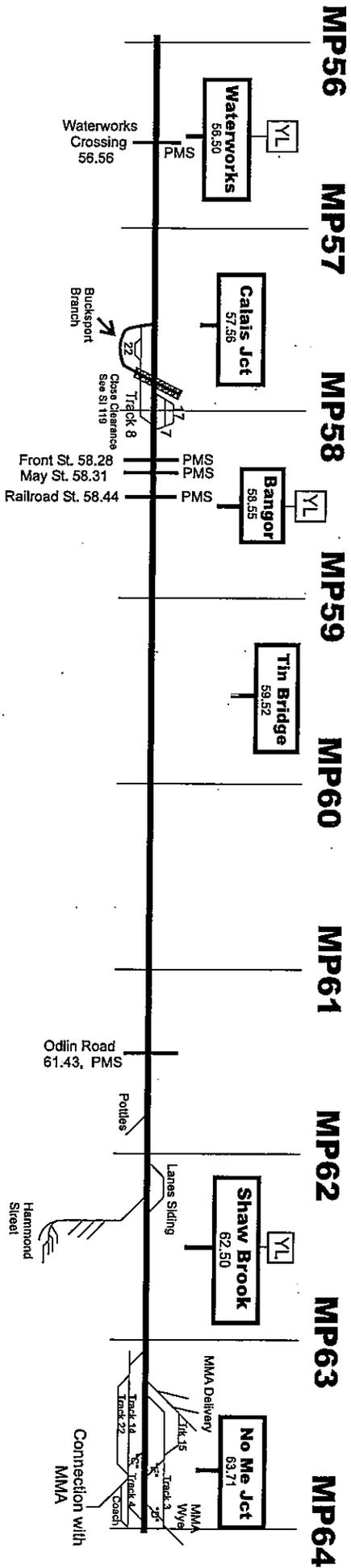
Keag to CPF467



The direction from Keag to CPF 467 is West

119: Clearance Authority, Bangor, Track 8

Plate E and Plate F cars must not be moved under Bangor/Brewer Bridge No. 137.10 without permission from the clearance desk or TOM.

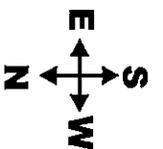


Water Works	YARD LIMITS	Rule 93	YARD LIMITS	Bangor	Single Track	DCS	Single Track	DCS	Single Track	DCS	Yard Limits	Rule 93
Water Works	DCS	Single Track	DCS	Bangor	Single Track	DCS	Single Track	DCS	Single Track	DCS	Shaw Brook	Single Track
25 MPH	10 MPH	10 MPH	10 MPH	Bangor	25 MPH	40 MPH	40 MPH	40 MPH	40 MPH	DCS	Shaw Brook	10 MPH
Bangor				Bangor		Hampden		Bangor			Herron	

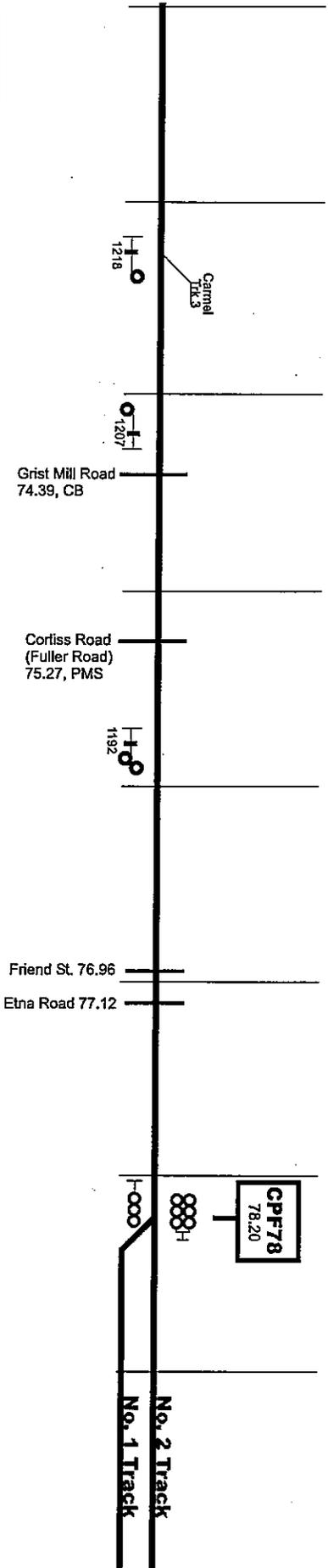
Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



MP72 MP73 MP74 MP75 MP76 MP77 MP78 MP79 MP80

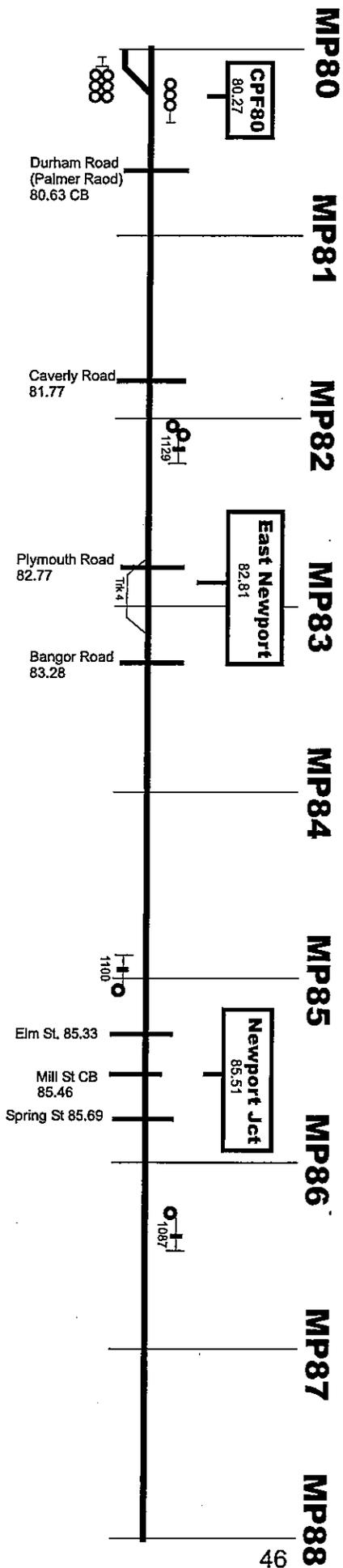
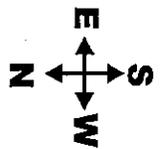


261	Single Track	261	Single Track	261	No. 2 Track	261	No. 1 Track	Station	Newport
40 MPH	40 MPH	40 MPH	40 MPH	40 MPH	40 MPH	10 MPH	10 MPH		
Carmel	Carmel	Carmel	Etna	Etna				Station	Newport

Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West

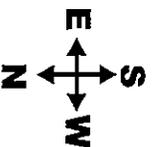


MP	Track	MP	Track	MP	Track
261	Single Track	261	Single Track	261	Single Track
40 MPH		40 MPH		40 MPH	
Newport		Newport		Palmyra	

Freight Main Line

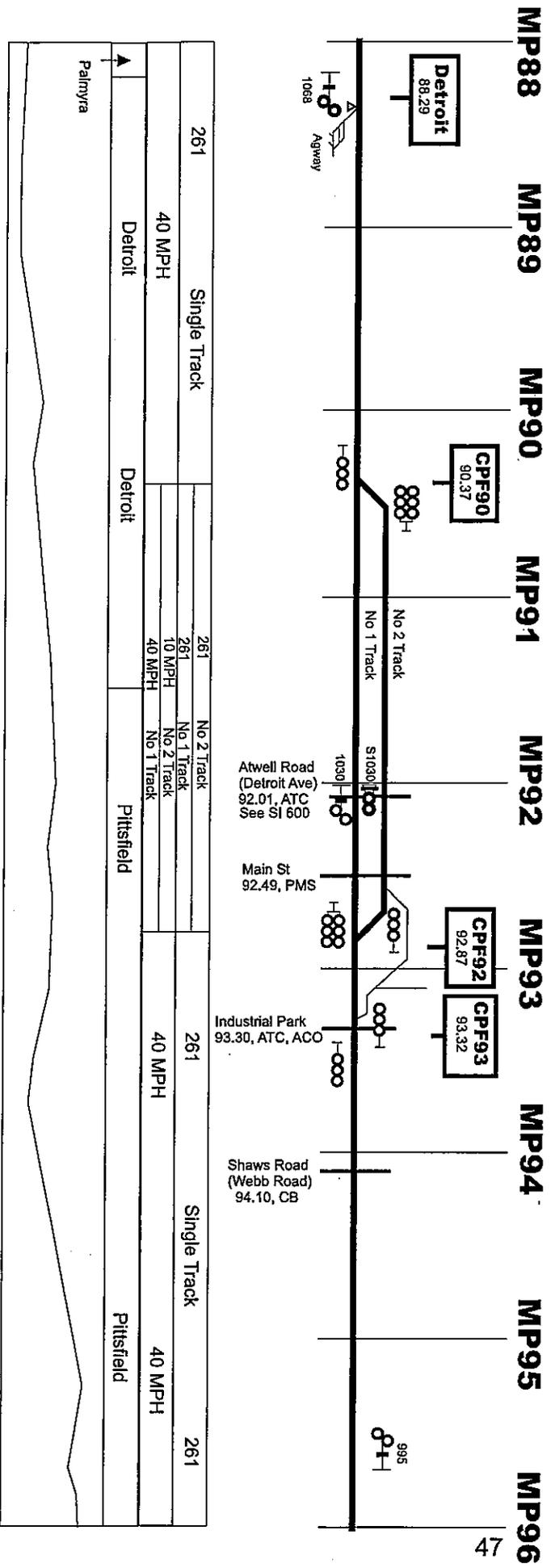
Keag to CPF467

The direction from Keag to CPF 467 is West



600: CPF92, Westward Trains

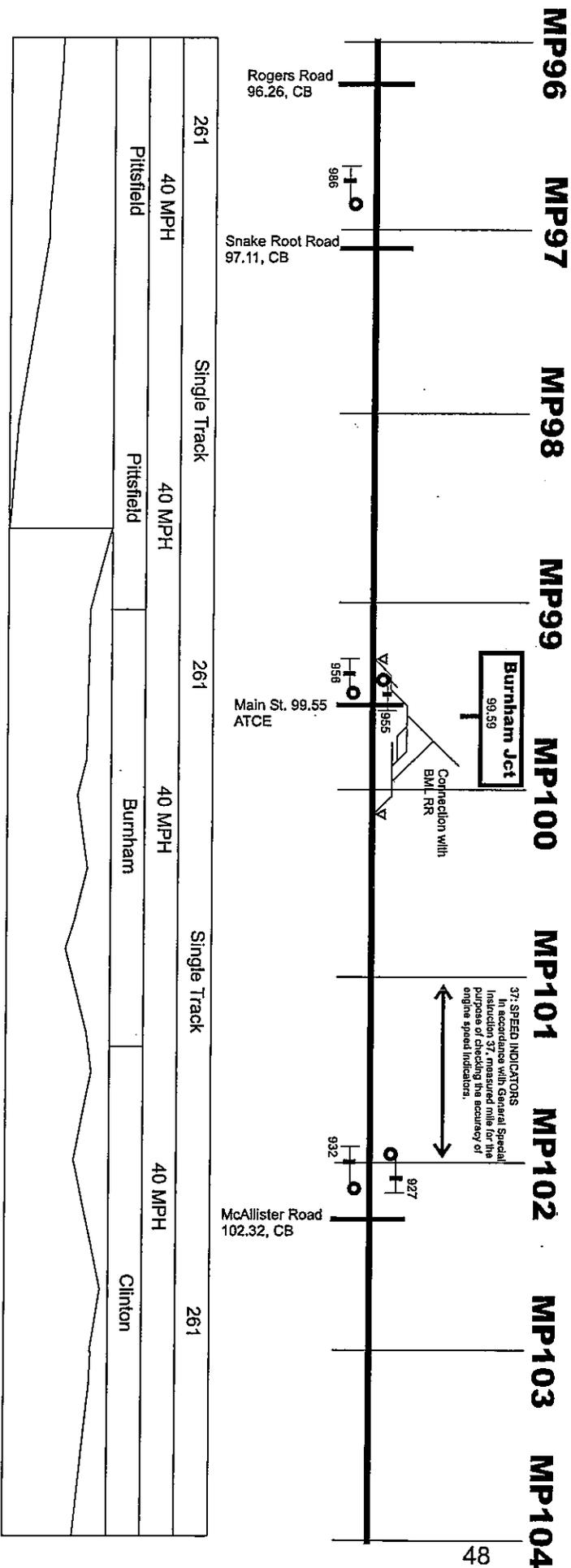
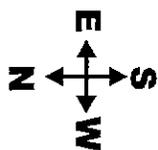
Westward trains which will not clear Main Street (92.49) if stopped at CPF92, must stop at least 440 feet East of Atwell Road (mileage 92.01), notify the TOM they have done so and will remain there until an indication less restrictive than Approach (Rule 285) is displayed on the Distant Signal to CPF92 or until authority is received, as prescribed by Rule 241, from the TOM to pass the Stop Signal (Rule 292) at CPF92. The authority to pass the Stop Signal does not convey permission for the train to omit stopping at the Stop Signal indication before proceeding through the interlocking limits.



Freight Main Line

Keag to CPF467

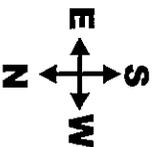
The direction from Keag to CPF 467 is West



Freight Main Line

Keag to CPF467

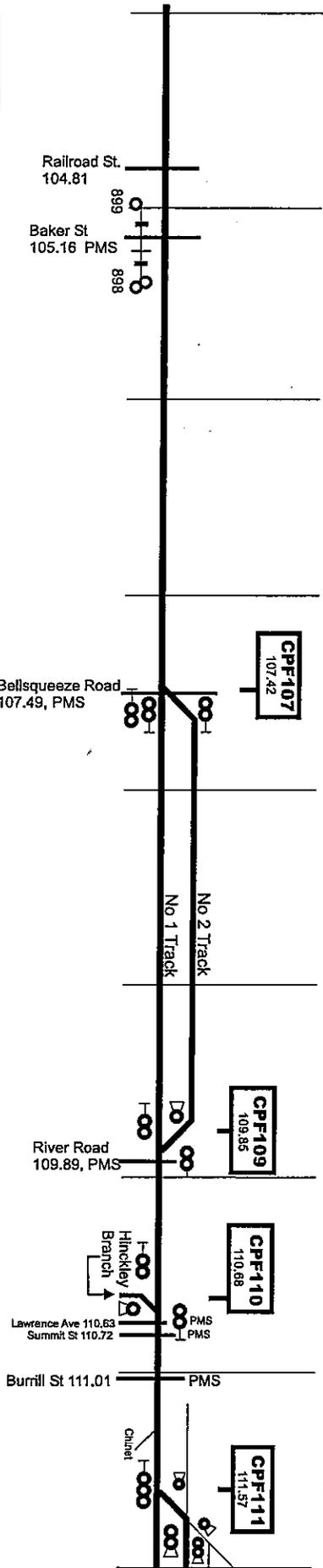
The direction from Keag to CPF 467 is West



SI 710.1 Radio Identification in Waterville Yard

When positive identification per NORAC Rule 710 is achieved in connection with switching, classification, and similar operations wholly within Waterville Yard, road freights may use their job symbol as short identification. Such as "back up WAPO" or "go ahead WAPO"

MP104 MP105 MP106 MP107 MP108 MP109 MP110 MP111 MP112

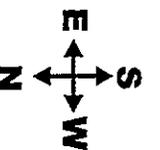


261	Single Track	261	261		261	261	261	261	No. 2 Trk 261
40 MPH		40 MPH	261	No. 1 Track	261	261	261	261	No. 1 Trk 261
			10 MPH	No. 2 Track	10 MPH	40 MPH	25 MPH	25 MPH	
Clinton		Benton	40 MPH	No. 1 Track	40 MPH		Fairfield		Waterville

Freight Main Line

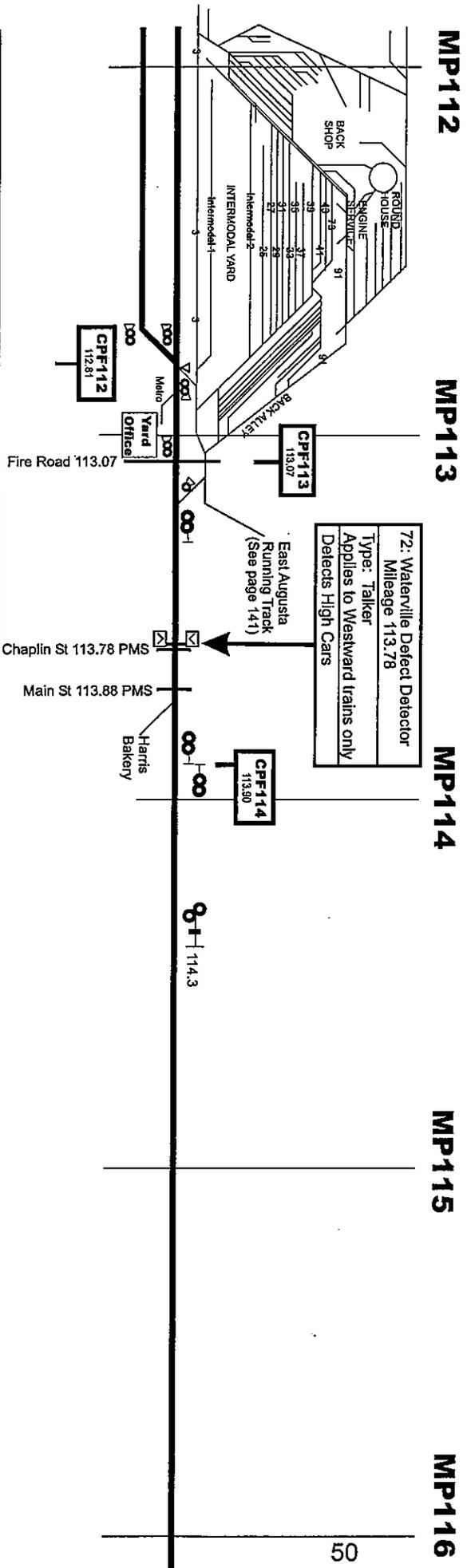
Keag to CPF467

The direction from Keag to CPF 467 is West



SI 710.1 Radio Identification in Waterville Yard

When positive identification per NORAC Rule 710 is achieved in connection with switching, classification, and similar operations wholly within Waterville Yard, road freights may use their job symbol as short identification. Such as "back up WAPO" or "go ahead WAPO"

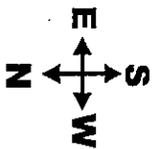


No. 2 Track	261	CPF112	Single Track	261	Single Track	261	Single Track
No. 1 Track	261	CPF113	10 MPH	CPF114	40 MPH	40 MPH	40 MPH
25 MPH							
Waterville		Waterville		Waterville		Waterville	Oakland

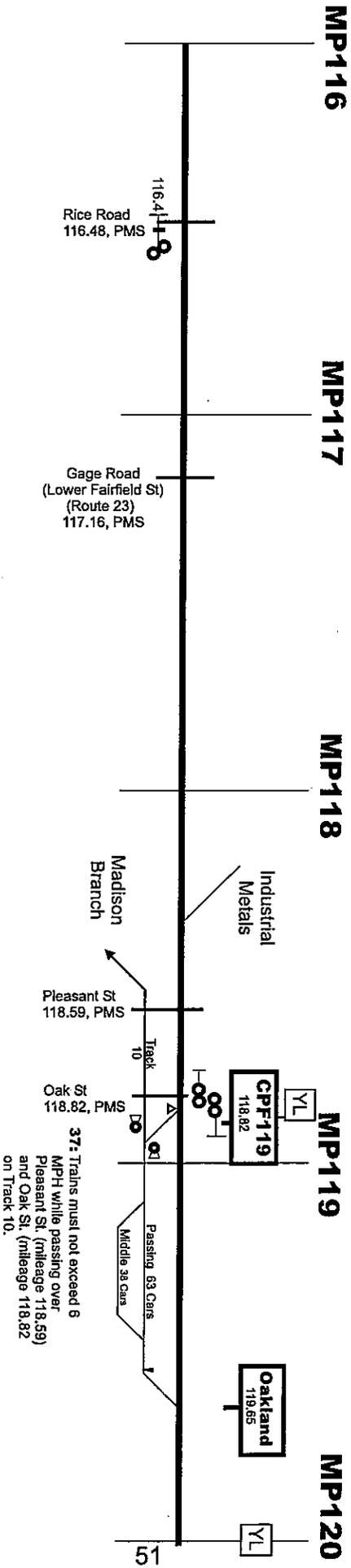
Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



240: Automatic Block Signal System
 Automatic Block Signal System in effect between CPF-119 and Automatic Block
 Signal No. B773 (mileage 120.62).

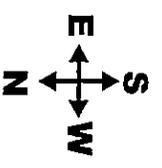


Single Track	261	Single Track	261	Single Track	CPF CPF 119 119	Yard Limits Rule 93 Single Track DCS	MP 120
40 MPH		40 MPH		40 MPH			
Oakland		Oakland		Oakland			

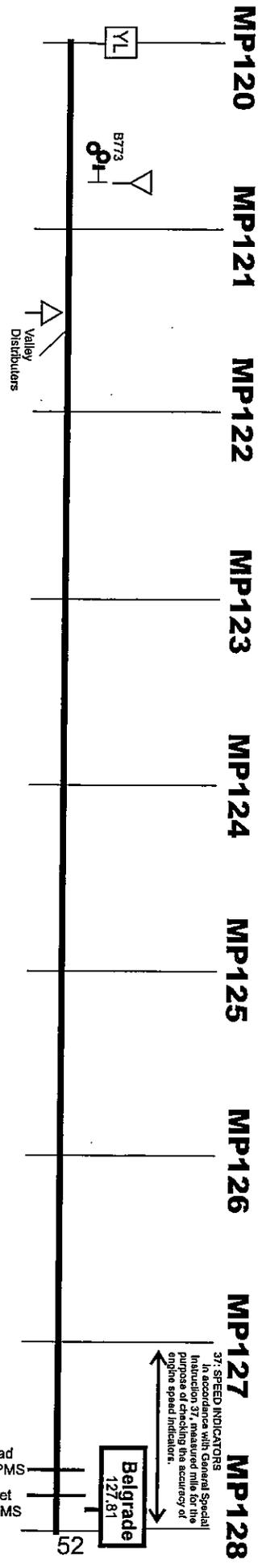
Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



240: Automatic Block Signal System
 Automatic Block Signal System in effect between CPF119 and Automatic Block
 Signal No. B773 (mileage 120.62).



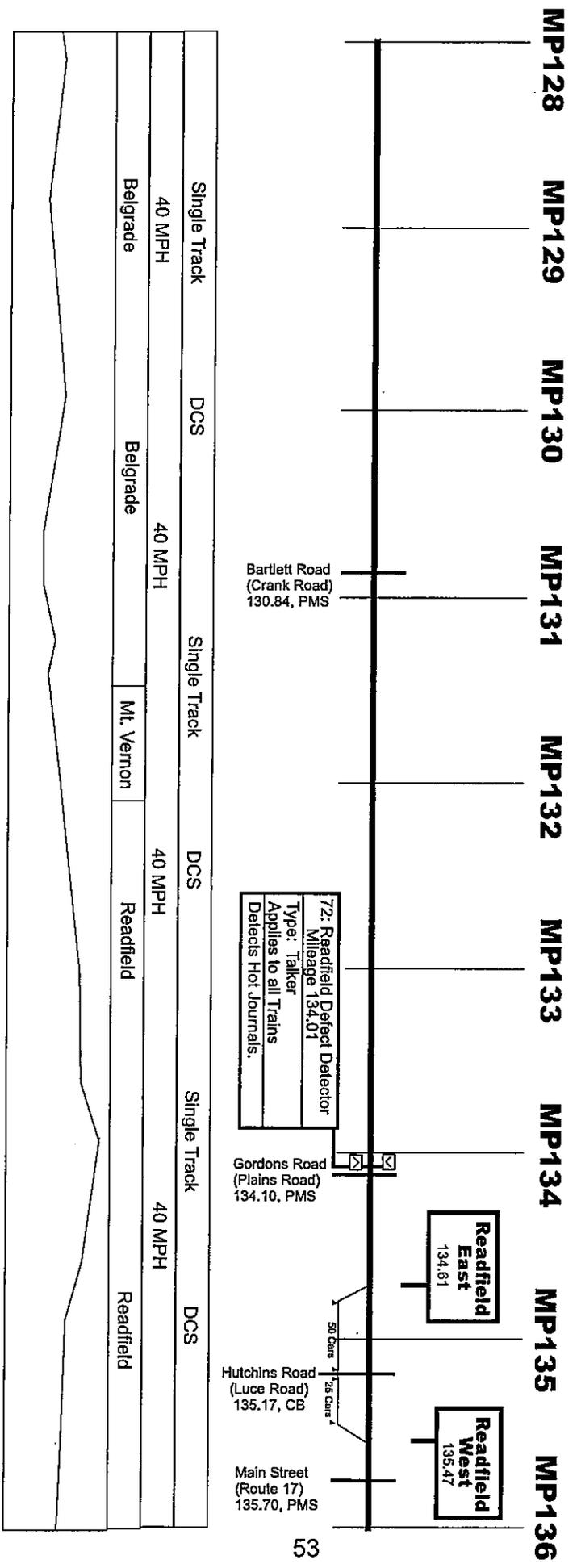
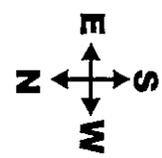
Track Type	DCS	DCS	Track Type	DCS	DCS	Track Type	DCS
Single Track			Single Track			Single Track	
40 MPH			40 MPH			40 MPH	
Oakland			Belgrade			Belgrade	

37: SPEED INDICATORS
 In accordance with General Special
 Order 17, the distance and mile for the
 purpose of achieving accuracy of
 engine speed indicators.

Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West

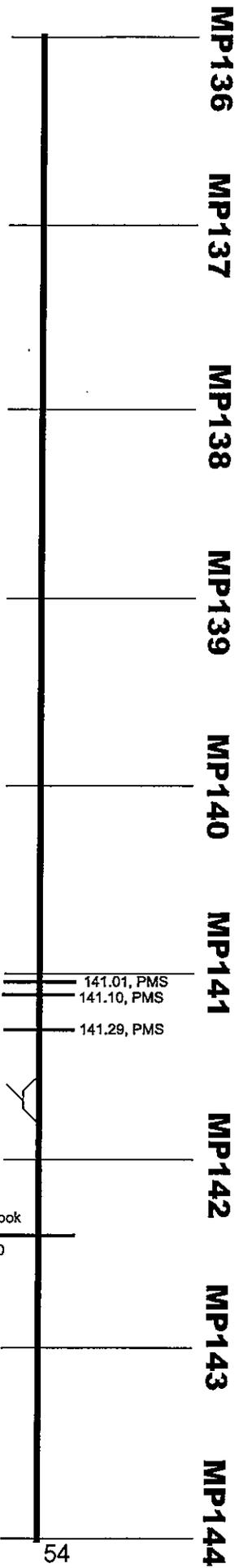
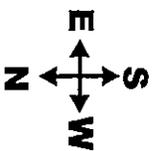


72: Readfield Defect Detector
Mileage 134.01
Type: Talker
Applies to all Trains
Detects Hot Journals.

Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West

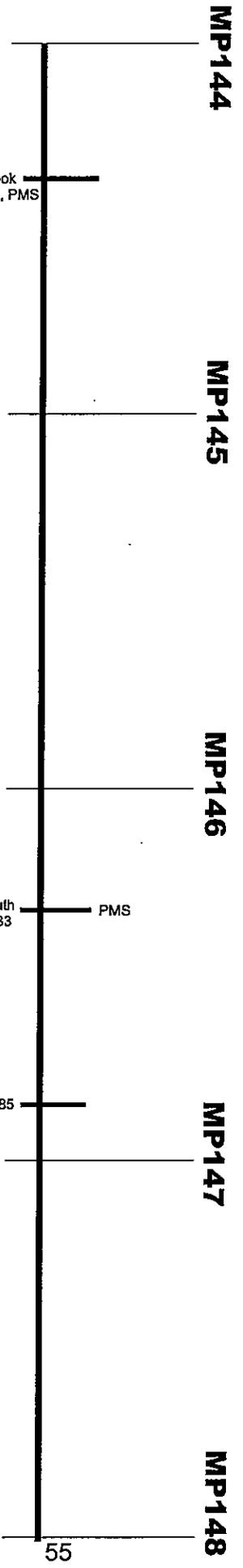
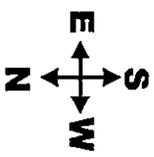


Single Track	DCS						
40 MPH		40 MPH		40 MPH		40 MPH	
Readfield		Winthrop		Winthrop		Winthrop	

Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West

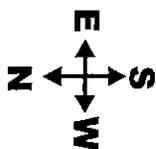


Single Track	DCS	Single Track	DCS	Single Track
40 MPH	40 MPH	40 MPH	40 MPH	40 MPH
Winthrop	Monmouth	Monmouth	Monmouth	Monmouth

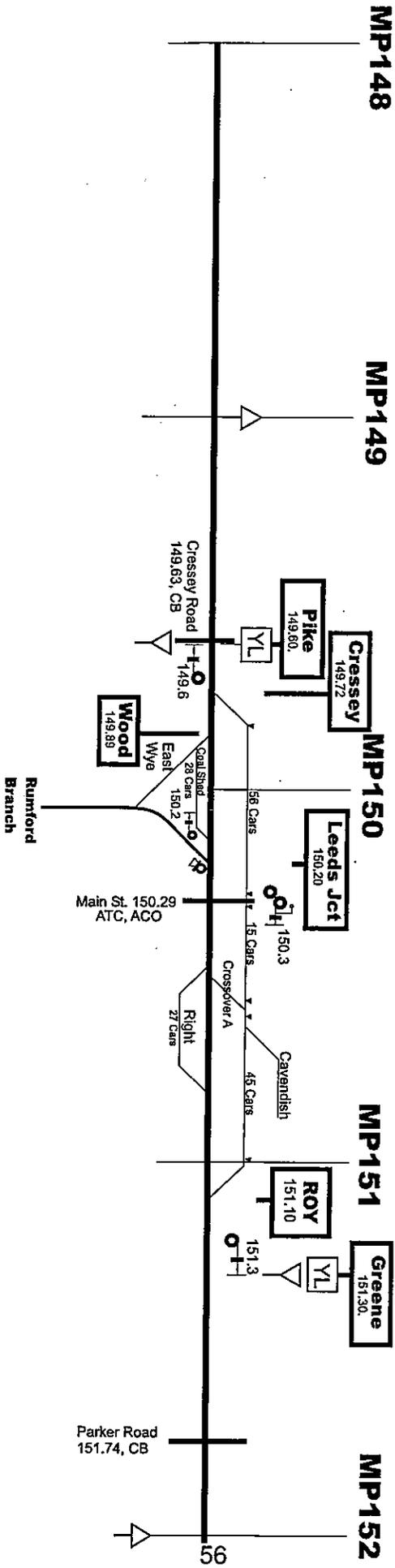
Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



240: Automatic Block Signal System
Automatic Block Signal System in effect between Block Signal 149.6 and Block Signal 151.30.

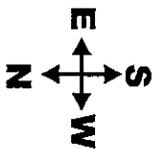


DCS	Single Track	DCS	Single Track	Yard Limits-----Rule 93			Single Track
40 MPH	40 MPH	Pike	DCS	Leads	Wales	Greene	DCS
Monmouth		Monmouth		40 MPH			40 MPH
Monmouth		Monmouth		Greene			Greene

Freight Main Line

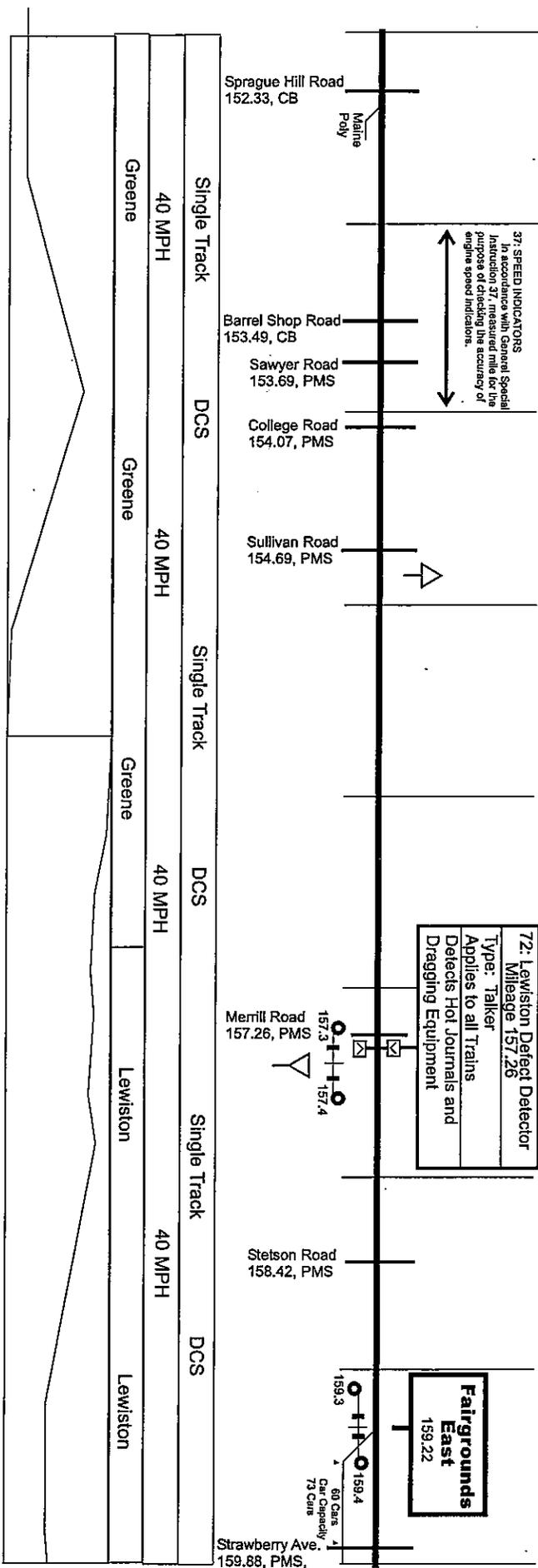
Keag to CPF467

The direction from Keag to CPF 467 is West



240: Automatic Block Signal System
 Automatic Block Signal System in effect between Block Signal No. 168.5 at same
 mileage and Block Signal 157.4 at same mileage.

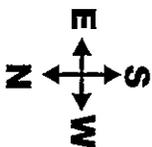
MP152 MP153 MP154 MP155 MP156 MP157 MP158 MP159 MP160



Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



40: Eastward trains stopped at Hackett Road Crossing (Mileage 164.91) for extended periods must stop west of the telephone pole with orange stripe. Pole is located on south side of track approximately 9 car lengths west of Hackett Road Crossing.

93: ST LAWRENCE AND ATLANTIC Rwy (SLR) YARD LIMITS DANVILLE JCT.

ST trains may operate on the SLR main track within yard limits between the Railroad Crossing at Grade (mileage 27.4) and MP26. ST trains must not foul the SLR Main Track until it is determined that there are no conflicting movements. Verbal permission from the SLR dispatcher is not required. All movements must be made at restricted speed and main track switches must be locked in the normal position when not in use.

95: RAILROAD CROSSING AT GRADE "DIAMOND"

Trains encountering a stop indication (Rule 292) at Diamond must before proceeding:

- 1: Open "Knife" switch (located in signal box)
 - 2: Wait one minute
 - 3: Occupy the interlocking
 - 4: Close Knife switch and lock box
- When the above steps have been followed, the train may proceed at restricted speed.

133: MAINTENANCE "DIAMOND"

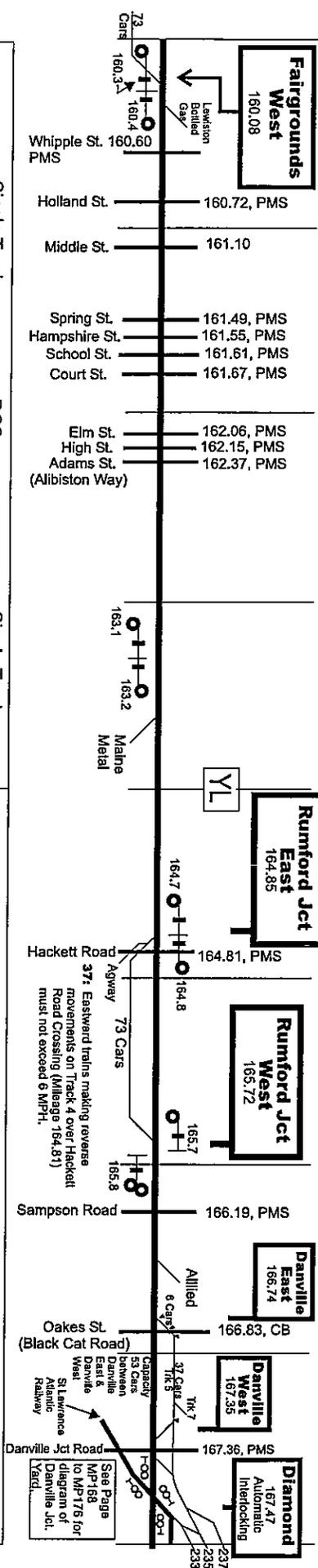
The following applies when the Main Track is removed from service in accordance with Rule 133, within the Automatic Interlocking limits at "Diamond".

1. Before the Line 4 is issued, A signalman must place a shunt within the interlocking limits and determine by visual observation that all automatic interlocking signals, including "SLR" signals, are displaying "Stop" Rule 292. Permission from the "TOM" must be secured before the shunt is established.
2. When work is being performed within the automatic interlocking limits and the work performed involves on track equipment or disturbs the track structure so that it would be unsafe for "SLR" movements, the Foreman in charge of the Line 4 must position a qualified employee at the interlocking limits to give stop signals to "SLR" movements.
3. "ST" movements before proceeding over "Diamond" must determine that there are no conflicting "SLR" movements.

240: AUTOMATIC BLOCK SIGNAL SYSTEM

An Automatic Block Signal System is in effect between Block Signal number 168.5 at same mileage and Block Signal number 157.3 at same mileage.

MP160 MP161 MP162 MP163 MP164 MP165 MP166 MP167 MP168



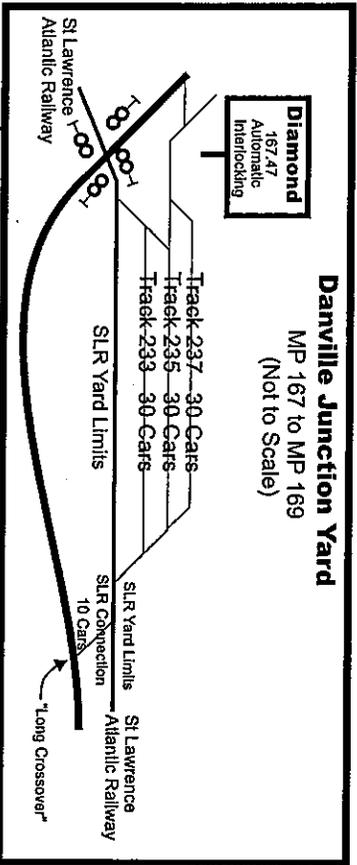
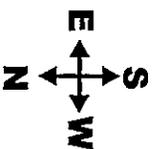
Single Track		DCS		Single Track		Yard Limits		Yard Limits		Rule 93	
40 MPH	Whipple St.	30 MPH	Adams St.	40 MPH	MP 164	40 MPH	MP 166	10 MPH	MP 168		
Lewiston			Auburn			Auburn			Auburn		

See Page MP168 to MP176 for diagram of Danville Jct. Yard.

Freight Main Line

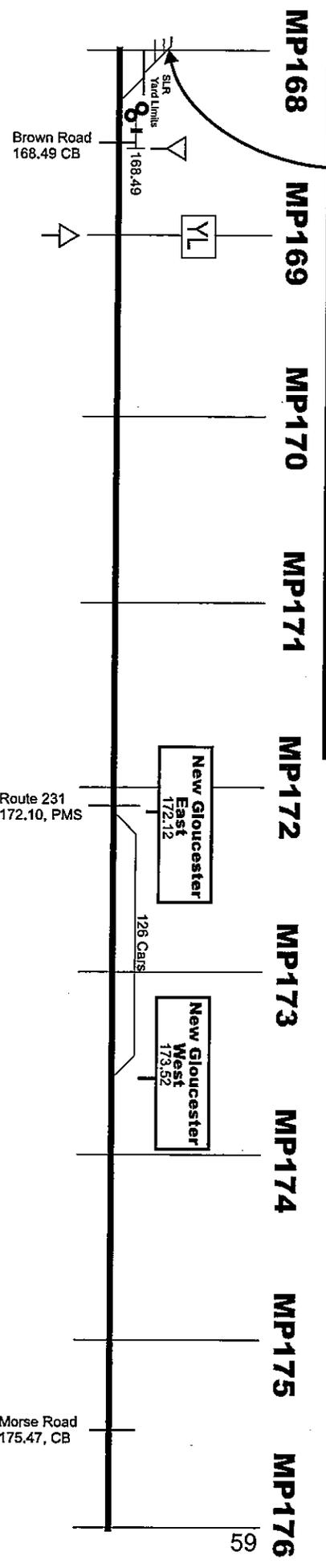
Keag to CPF467

The direction from Keag to CPF 467 is West



240+ AUTOMATIC BLOCK SIGNAL SYSTEM
 An Automatic Block Signal System is in effect between Block Signal number 168.5 at same mileage and Block Signal number 157.4 at same mileage.

NOTE: Permanent blue flag signals are installed just west of the derrails on the west end of tracks 233, 235 and 237 at Danville Jct. These flags will be for the use of SLR and Springfield Terminal Railway Mechanical Departments, and are hinged to lay down between the rails when not in use.

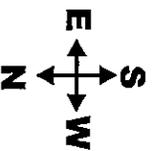


Yard Limits	Single Track	DCS	Single Track	DCS	Single Track	DCS
40 MPH		40 MPH		40 MPH		40 MPH
Auburn		New Gloucester		New Gloucester		New Gloucester
						Gray

Freight Main Line

Keag to CPF467

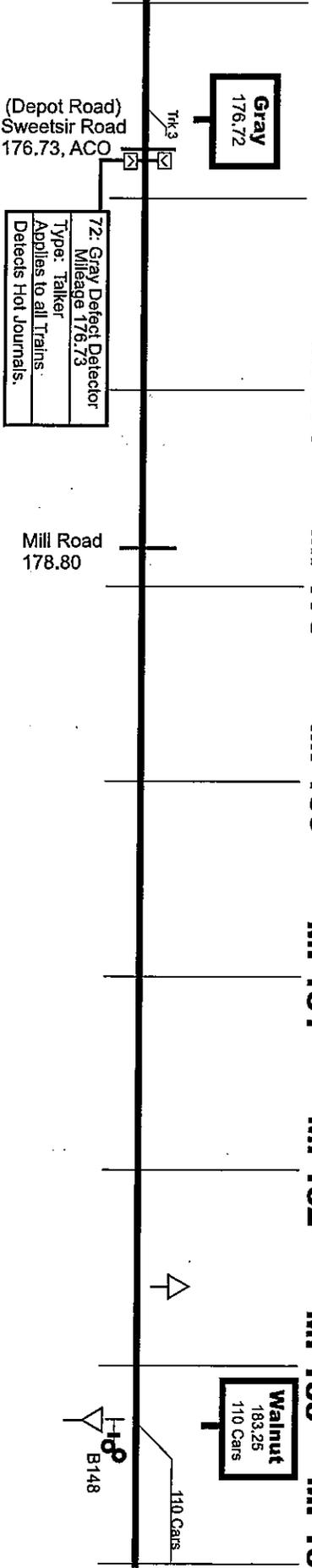
The direction from Keag to CPF 467 is West



240: Automatic Block Signal System

Automatic Block Signal System in effect between Block Signal No. B148 (mileage 183.20) and CPF185 (mileage 184.70).

MP176 MP177 MP178 MP179 MP180 MP181 MP182 MP183 MP184

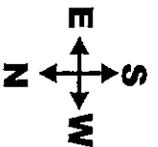


Single Track	DCS	Single Track	DCS	Single Track	DCS
40 MPH		40 MPH	40 MPH	40 MPH	
Gray		No. Yarmouth		No. Yarmouth	Yarmouth

Freight Main Line

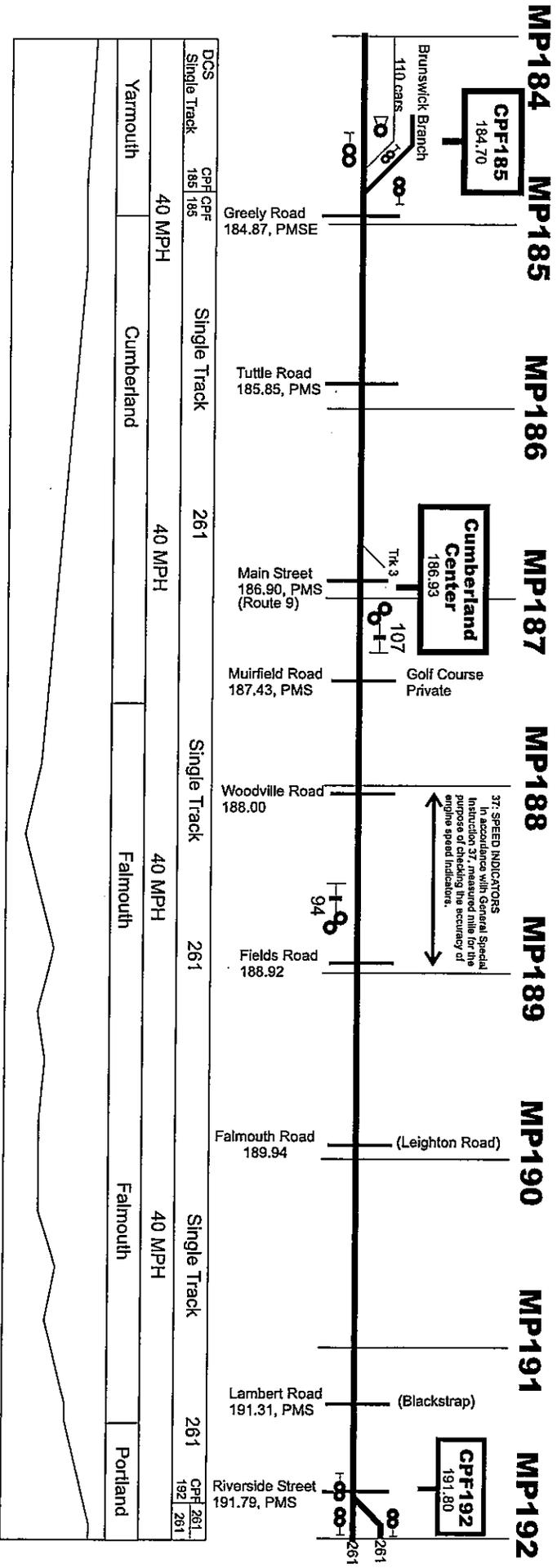
Keag to CPF467

The direction from Keag to CPF 467 is West



Brunswick Branch	
37: Maximum Speed and Permanent Speed Restrictions:	
Between.....Frt	Psgr
East Limit CPF185 and Greely Road Mileage 184.87, Westward moves only from Brunswick Branch..... 30 MPH 30 MPH	

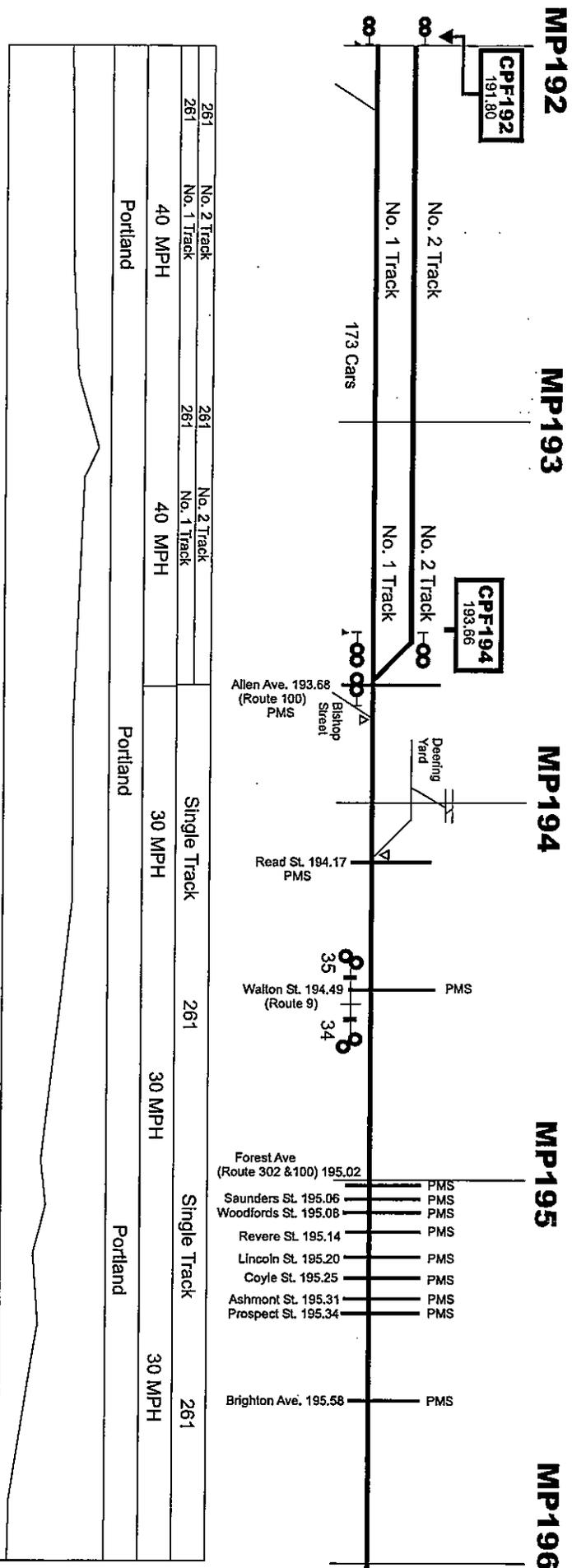
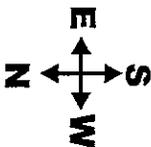
240: Automatic Block Signal System
Automatic Block Signal System in effect between Block Signal No. B148 (mileage 183.20) and CPF-185 (mileage 184.70).



Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



S.L. 19 Engine Whistle Signals

All through trains operating on Freight Main Line between CPF-199 and CPF-201 will sound One(1) long whistle while approaching this area at the following locations:

- Eastward Trains at MP 200
- Westward Trains at Broadway Bridge east of CPF-199

This excludes engines engaged in switching operations.

SI 710-1 Radio Identification in Rigby Yard

When positive identification per NORAC Rule 710 is achieved in connection with switching, classification, and similar operations wholly within Rigby Yard, road freights may use their job symbol as short identification. Such as "back up PONL" or "go ahead PONL."

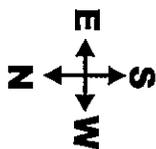
Switching Indicator Signal

In regards to the Switching Indicator Signal at CPF-199. The District One Train Operations Manager must receive permission from the Rigby Yard Manager before displaying any signal into the yard at Rigby. This is to ensure that no movements are proceeding eastward in the direction of the Switching Indicator Signal. When there are no Yard Manager on duty, all movements proceeding eastward in the direction of the Switching Indicator Signal must contact the District 1 Train Operations Manager before passing the Signal despite the indication displayed.

Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



Switching Indicator Signal

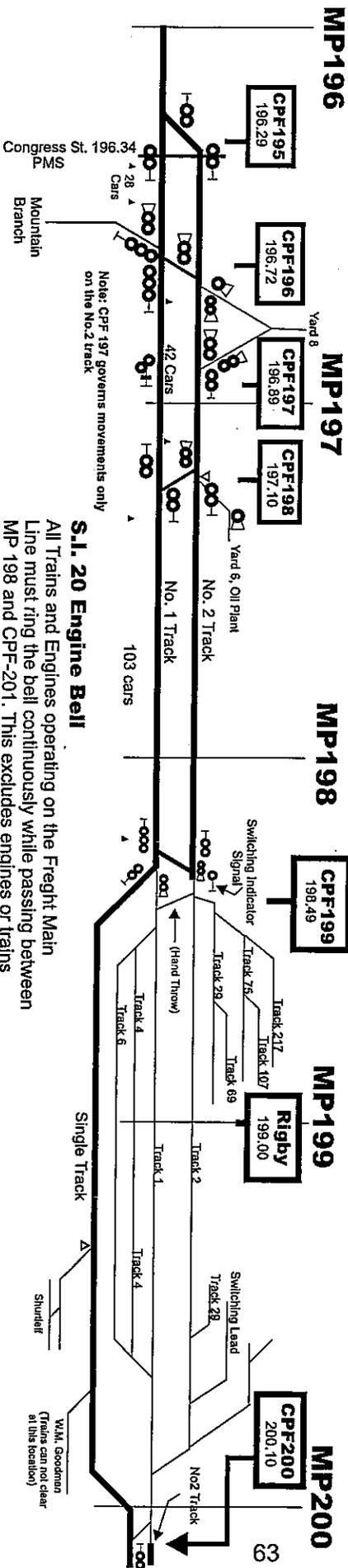
The Switching Indicator Signal at CPF 199 is located on the South side of the switching lead west of the Route 1 overhead bridge. The single color light displays the following two aspects:

Yellow: Indicating that the interlocking signal governing eastward movements at CPF-199 from the switching lead is displaying a permissive indication.

White: Indicating that the interlocking signal governing eastward movements at CPF 199 from the switching lead is displaying stop.

Switching Indicator Signal Notes:

The signal is not a Home Interlocking signal. The signal is not an automatic block signal. No Permission is need to pass this signal.



S.L. 20 Engine Bell

All Trains and Engines operating on the Freight Main Line must ring the bell continuously while passing between MP 198 and CPF-201. This excludes engines or trains engaged in switching operations..

Single Track	261	No. 2 Track	261	CPF-199	261	Single Track	261	CPF-200
261	261	No. 1 Track	No. 2 Track	CPF-199	261	Single Track	261	CPF-200
E/E Fore River Bridge	25 MPH	40 MPH	40 MPH	25 MPH	40 MPH	Psg: 60 MPH	Frt: 40 MPH	Psg: 60 MPH
Portland				40 MPH		South Portland		Scarborough

CPF-200 Begin Not and No2 Freight Main Line

Freight Main Line

Keag to CPF467

S.I. 20 Engine Bell

All Trains and Engines operating on the Freight Main The Direction from Keag to CPF467 is West
Line must ring the bell continuously while passing between
MP 198 and CPF-201. This excludes engines or trains
engaged in switching operations..

S.I. 19 Engine Whistle Signals

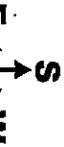
All through trains operating on the Freight Main Line
between CPF-199 and CPF-201 will sound One(1)
long whistle while approaching this area at the following
locations:

Eastward Trains at MP 200

Westward Trains at Broadway Bridge east of CPF-199
This excludes engines engaged in switching operations.

SI 710.1 Radio Identification in Rigby Yard

When positive identification per NORAC
Rule 710 is achieved in connection with
switching, classification, and similar operations
wholly within Rigby Yard, road freights
may use their job symbol as short identification.
Such as "back up EDPO" or "go ahead EDPO"

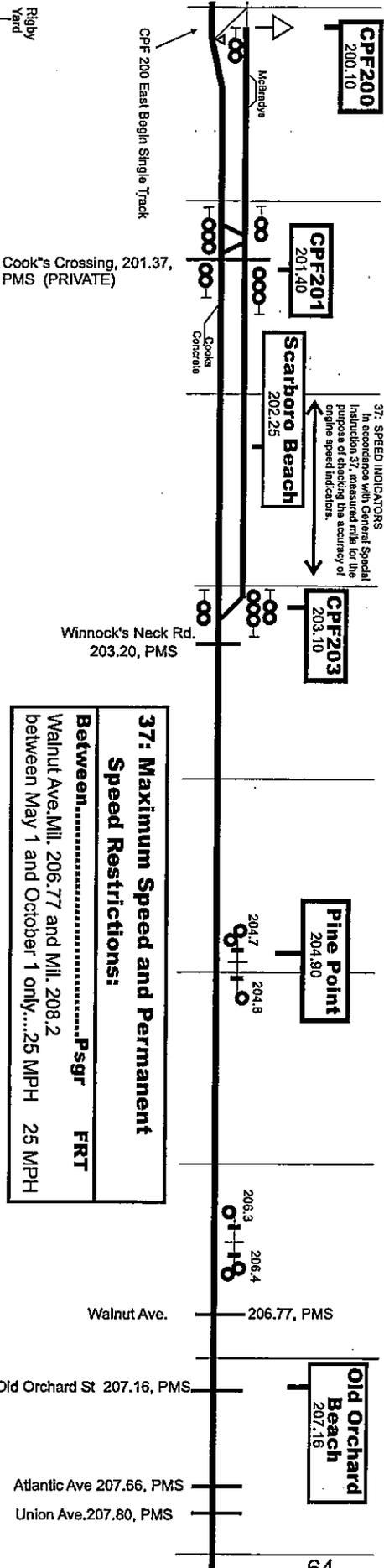


98: Rigby Yard Tracks

All eastward movements on track number No2 between
CPF201 and CPF200 must contact the Rigby Yard Manager before
passing the End of Signal Territory sign at CPF200. When no Yard
Manager is on duty, eastward movements must contact any Yard
managements that may be working in the yard or the District 1 Train
Operations Manager.

Note: Interlocking Signal at CPF200 governs westward movements
from Rigby to track No 2 only.

MP200 MP201 MP202 MP203 MP204 MP205 MP206 MP207 MP208



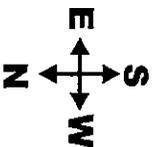
37: Maximum Speed and Permanent Speed Restrictions:	
Between.....	Psg. FRT
Walnut Ave. Mil. 206.77 and Mil. 208.2	25 MPH
between May 1 and October 1 only....	25 MPH

MP 261	Na.2 Track	261	261	Na.2 Track	261	261	Single Track	261	Single Track	261	261	Mileage 208.2
261	Na.2 Track	261	261	Na.1 Track	261	261	Single Track	261	Single Track	206.3	206.3	
Psg. 30 MPH Frt. 25 MPH		Psg. 30 MPH Frt. 25 MPH		Psg. 30 MPH Frt. 25 MPH		Psg. 79 MPH Frt. 40 MPH		Psg. 79 MPH Frt. 40 MPH		Psg. 79 MPH Frt. 40 MPH		
Frt. 60 MPH No. 1 Track		Frt. 40 MPH		Frt. 40 MPH		Frt. 40 MPH		Frt. 40 MPH		Frt. 40 MPH		
Scarborough												
Scarborough												
Old Orchard Beach												

Freight Main Line

Keag to CPF467

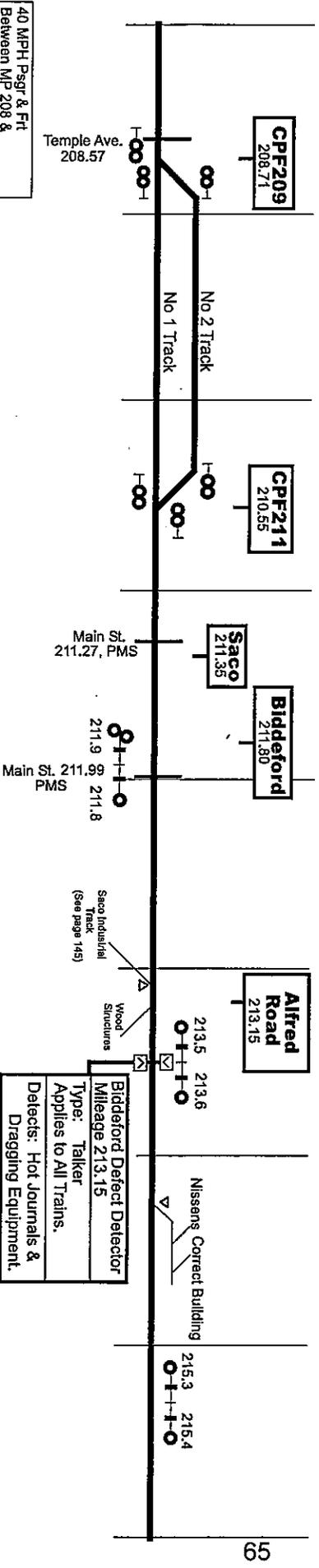
The Direction from Keag to CPF467 is West



37.1: Maximum Speed and Permanent Speed Restrictions:	
Between.....	Frt Psgr
Walnut Ave. Mil. 206.77 and Mil. 208.2 between May 1 and October 1 only.....25 MPH 25 MPH	

37.2: Maximum Speed and Permanent Speed Restrictions:	
Between.....	Frt Psgr
MP 211 and Mil. 211.47 Single Tk.....25 MPH 30 MPH	

MP208 MP209 MP210 MP211 MP212 MP213 MP214 MP215 MP216



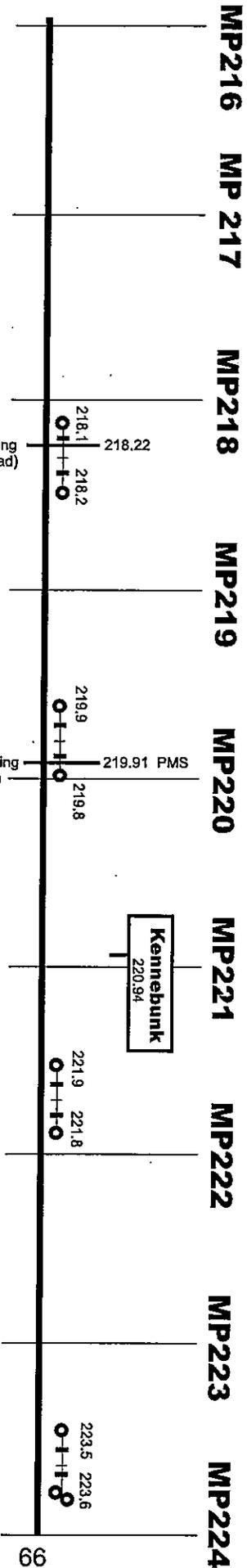
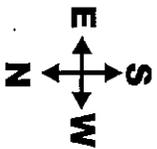
40 MPH Psgr & Frt
Between MP 208 &
Mileage 208.20
See S.I. 37.1 for restriction

Single Track	261		261		261		261	
	No 2 Track	No 1 Track	No 2 Track	No 1 Track	See Mil. 214.7	See Mil. 212.67	See Mil. 214.77	See Mil. 214.77
Psgr: 70 MPH 208.20 Frt: 40 MPH	Psgr: 30 MPH Frt: 70 MPH	No 2 Track Frt: 25 MPH	No 1 Track Frt: 40 MPH	Psgr: 55 MPH 211 S.I. 37.2	Psgr: 60 MPH Frt: 40 MPH	Psgr: 65 MPH Frt: 40 MPH	Psgr: 75 MPH Frt: 40 MPH	Psgr: 75 MPH Frt: 40 MPH
Old Orchard Beach	Saco	Saco	Saco	Biddeford	Biddeford	Biddeford	Arundel	Arundel

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West

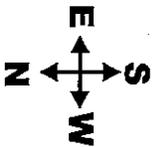


261	Single Track	261	Single Track	261	Single Track	261
Psg: 75 MPH Ft: 40 MPH		Psg: 75 MPH Ft: 40 MPH		MP Psg: 70 MPH Ft: 40 MPH MP Psg: 50 MPH Ft: 40 MPH	Psg: 70 MPH Ft: 40 MPH	
Arundel				MP 220 Ft: 40 MPH	MP 221	Kennebunk
					MP 222	Wells
					Psg: 75 MPH Ft: 40 MPH	

Freight Main Line

Keag to CPF467

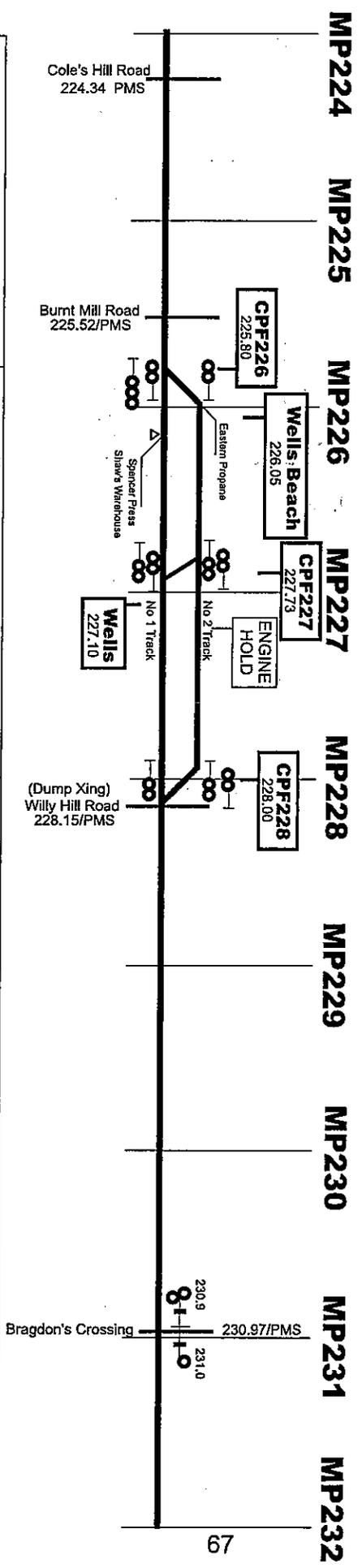
The Direction from Keag to CPF467 is West



SI 101.1 Close clearance, Station platforms
 Employees must use caution at Wells passenger station,
 High or Handicap Platforms will not clear an employee riding
 the side of a railcar or engine.

S.I. 37: Eastward Movements on No. 2 Track
 Eastward movements departing off No.2 track onto Single
 track at CPF226 must not exceed the maximum authorized
 speed for No.2 track between CPF226 and CPF228 until
 leading end of movement occupies the Burnt Mill Road
 Crossing at mileage 225.52

Engine hold sign
 Placed approximately 800 feet west of the Wells Amtrak Station.
 All Trains and locomotives parked for reworking at Wells Station
 must follow these instructions.
 Westbound trains must park with all locomotives in their consist
 west of the Engine hold sign.
 Eastbound trains must park with all locomotives in their consist
 west of the Engine hold sign.

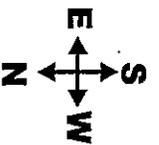


261	Single track	261	261	261	261	261	261	261	
224.11	Psg: 70 MPH	Ft: 40 MPH	See S.I. 37	Psg: 30 MPH	No. 2 Track	Ft: 25 MPH	228.11	Psg: 75 MPH	Ft: 40 MPH
				Psg: 70 MPH	No. 1 Track	Ft: 40 MPH		Psg: 75 MPH	Ft: 40 MPH
Wells			Wells			Wells			

Freight Main Line

Keag to CPF467

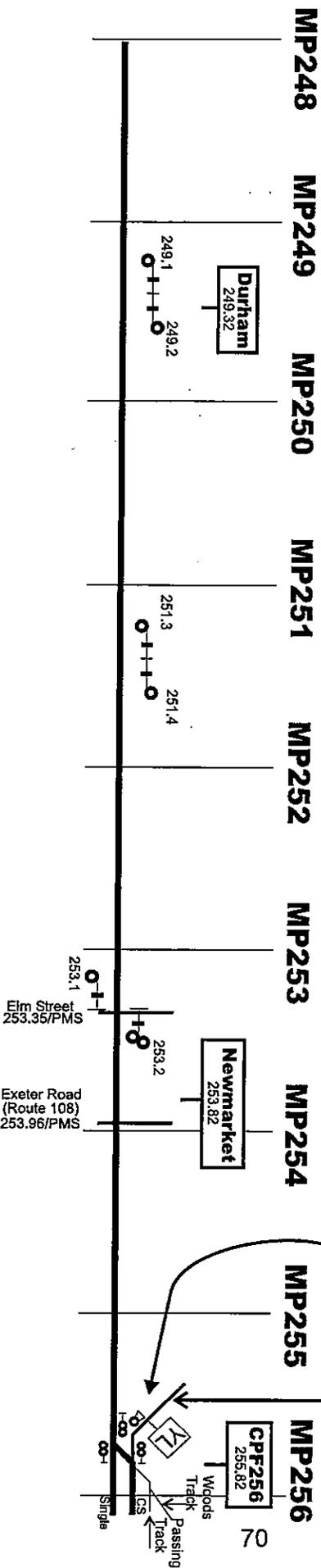
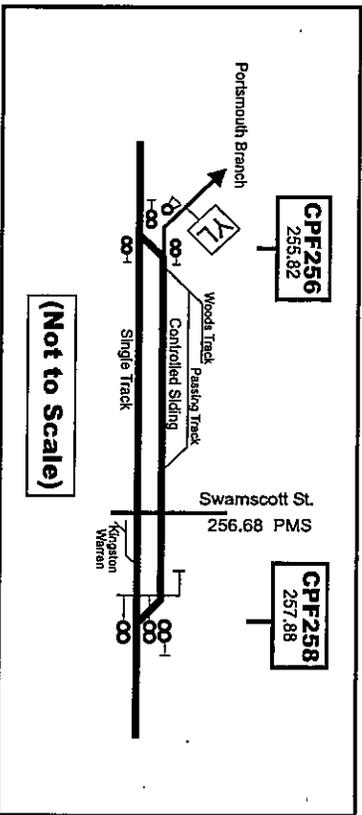
The Direction from Keag to CPF467 is West



SI 101.1 Close clearance, Station platforms
 Employees must use caution at Durham Passenger Station, High or Handicap Platforms will not clear an employee riding the side of a railcar or engine.

37: Maximum Speed and Permanent Speed Restrictions:

Between.....	Frt	Psgr
CPF256 and Mileage 256.40 Single Track:40 MPH 70 MPH		
CPF256 and MP256	25 MPH	30 MPH
Controlled Siding:.....	25 MPH	30 MPH



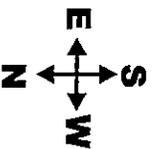
261	Single Track	261	Single Track	261	Single Track	261	Single Track
Psgr: 70 MPH	Frt: 40 MPH	Psgr: 70 MPH	Frt: 40 MPH	ML 253	Psgr: 50 MPH	MP 254	Psgr: 70 MPH
Madbury	Durham	Durham	Durham		Newmarket	Newmarket	Newfields
						CS: 261	
						Single Track: 261	
						CS: See SI 37	
						Single: See SI 37	

Freight Main Line

Keag to CPF467

SI 101.1 Close clearance, Station platforms
 Employees must use caution at Exeter Passenger Station, High or Handicap Platforms will not clear an employee riding the side of a railcar or engine.

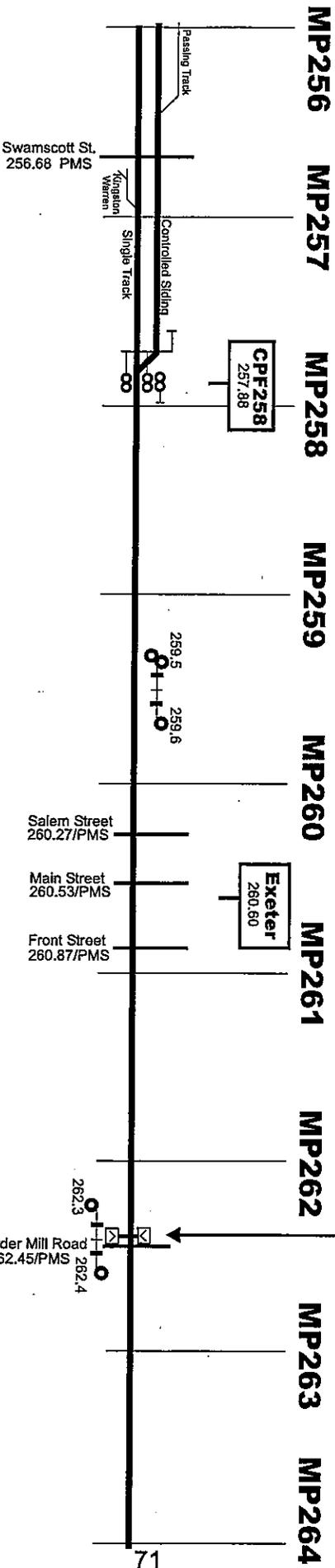
The Direction from Keag to CPF467 is West



37.1: Maximum Speed and Permanent Speed Restrictions:	
Between.....	Frnt Psgr
MP 256 and Mil. 256.40 Single Trk.....	40 70
Mil. 256.40 and MP 257 Single Trk.....	40 50
MP 257 and CPF258 Single Trk.....	40 60

37.2: Maximum Speed and Permanent Speed Restrictions:	
Between.....	Frnt Psgr
Mil. 263.4 and Mil. 263.8 Single Trk.....	40 55
Mil. 263.8 and MP 264 Single Trk.....	40 60

Exeter Defect Detector
Mileage 262.45
Type: Talker
Applies to All Trains.
Detects: Hot Journals, Dragging Equipment
Wide loads, North side only
in excess of 10 feet 10 inches
(5 feet 5 inches from center line of the track)

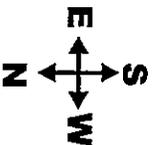


NEWFIELDS		EXETER		EXETER		EAST KINGSTON	
261	Controlled Siding	261	261	261	261	261	261
	Single Track						
Psg: 30 MPH	Controlled Siding	Ft: 25 MPH	Psg: 70 MPH	Ft: 40 MPH	Mil. 259.20/Ft: 40 MPH	Psg: 60 MPH	Ft: 40 MPH
See SI 37.1	See SI 37.1	See SI 37.1	See SI 37.1	See SI 37.1	See SI 37.1	See SI 37.1	See SI 37.2
		EXETER		EXETER		EAST KINGSTON	

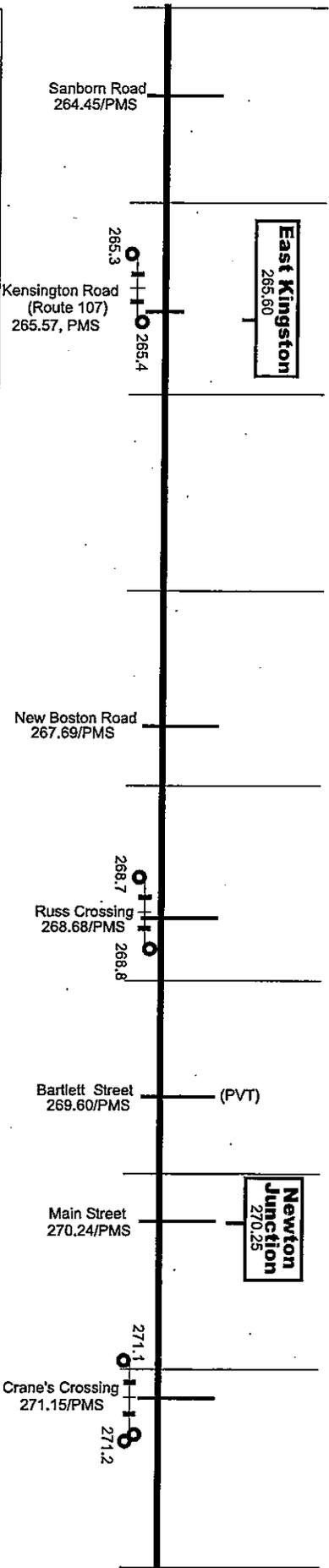
Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



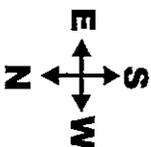
MP264 MP265 MP266 MP267 MP268 MP269 MP270 MP271 MP272



261	Single Track	261	Single Track	261	Single Track	261	
Psg: 60 MPH Ft: 40 MPH		Psg: 70 MPH Ft: 40 MPH		Psg: 70 MPH Ft: 40 MPH		Psg: 70 MPH Ft: 40 MPH	
East Kingston	East Kingston	Kingston	Newton	Newton	Plastow →		

Freight Main Line

Keag to CPF467



The Direction from Keag to CPF467 is West

40.1: LAWRENCE ENGINE RESTRICTIONS

Six (6) axle engines are restricted from operating on all yard tracks at Lawrence, except Track 1, Track 2, East end of Tracks 3,4,5,6,7, 17 Across, and the Lawrence Running Track. This restriction also applies to the Southern and Salem Industrial Track.

40.2: 1000 FOOT BOARD ENGINE RESTRICTION

Eastward trains, when instructed to cut engines from the train, must make the cut West of the "1000 Foot Board". When cars are to be added or set off at Lawrence, Eastward trains must leave sufficient room to enable the lead engine of the consist to be positioned West of the "1000 Foot Board" after the cars have been added to or set off of the train. This requirement applies to both the Single Track and the Running Track.

40.3: 6 (Six) Axle Engine Restriction

Six Axle Engines are restricted to ten(10)MPH while Passing through CPF-AS.

SI 261: Track designation

Between CPF AS and CPF 273 the main track on the right when traveling east is designated the No 1 track and the main track on the left while traveling east is designated the No 2 track. This track designation differs from the remainder of the ST Freight Main Line.

600.1: CPF-AS Eastward Trains

Eastward trains encountering an Approach Indication (Rule 285) to CPF-AS must not pass the "1000 Foot" Board located West of CPF-AS until a Permissive indication is received on the Interlocking Signal or until authority is received as prescribed by Rule 241, from the District 2 TOM. The authority to pass the Stop Signal does not convey permission for the train to omit stopping at the Stop Indication before proceeding through the Interlocking limits.

600.2: CPF-FY Westward Trains.

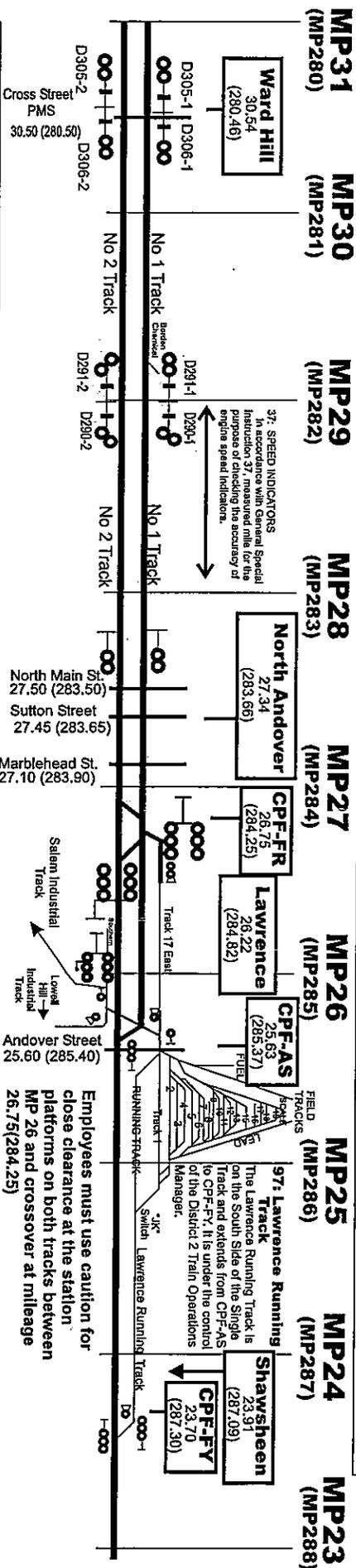
Westward trains that are going to be held at CPF-FY must not pass MP24 until movement can be made at CPF-FY. Engines must not be left idling unattended on the Single Track or the Lawrence Running Track between MP24 and CPF-FY.

121: Intervening Tracks at Passenger Stations

In accordance with NORAC Rule 121, paragraph C, the station listed below has intervening tracks at station platforms.

Lawrence

The mileage shown between State Line and CPF LJ, is Boston mileage and will be used for operations between the stated points. The mileage shown in "()" is for information only.



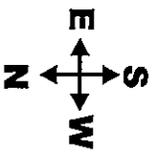
- MP31 (MP280) MP30 (MP281) MP29 (MP282) MP28 (MP283) MP27 (MP284) MP26 (MP285) MP25 (MP286) MP24 (MP287) MP23 (MP288)

No 2 Track	261	No 1 Track	261	No 2 Track	261	No 1 Track	261	Single Track	261	Single Track
Freight: 40 MPH	261	Freight: 40 MPH								
Passenger: 60 MPH	261	Passenger: 60 MPH								

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



98: Liquid Carbonic in Tewksbury
 Due to curvature on the Liquid Carbonic siding, either stretchers or a single unit engine must be used when switching. Jumbo tank cars having 8 wheel trucks must be handled one at a time on this siding.

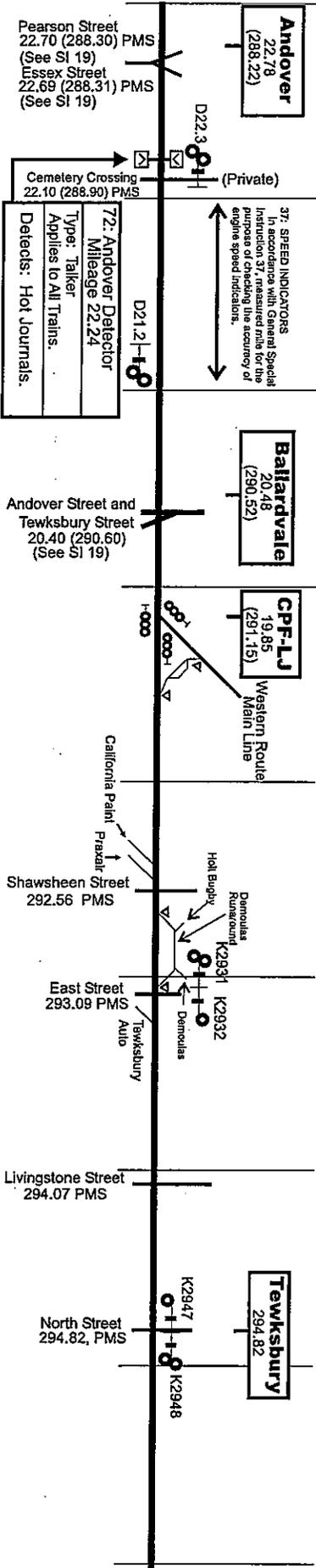
The mileage shown between Rosemont and CPF4J, is Boston mileage and will be used for operations between the stated points. The mileage shown in "()" is for information only.

500: Special Requirements Applicable to Designated Automatic Block Signals.

In order to avoid obstructing crossings at grade, when the specified trains (based on 50 foot cars) encounter an Approach (Rule 285) or a Stop and Proceed Indication (Rule 291) on the following Automatic Block Signals, they must be stopped at the signal and the Train Operations Manager advised. Movement must not be resumed until the Train Operations Manager advises that it is permissible to proceed or a more permissive signal indication is received:

Location: (City or Town)	ABS Signal No.	Applies to	Train Operations Manager
Andover	No. 223	Eastward Trains of more than 65 cars.	2
Ballardvale	No. 212	Westward Trains of more than 50 cars.	2

- MP23** (MP288)
- MP22** (MP289)
- MP21** (MP290)
- MP20** (MP291)
- MP292**
- MP293**
- MP294**
- MP295**
- MP296**



37: SPEED INDICATORS
 In accordance with General Special Instruction 37, measured mile for the purpose of checking the accuracy of engine speed indicators.

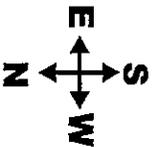
72: Andover Detector
 Mileage 22.24
 Type: Talker
 Applies to All Trains.
 Detects: Hot Journals.

Mileage	Track	Speed	City/Town
261	Single Track	40 MPH	Andover
261	Single Track	40 MPH	Andover
261	Single Track	40 MPH	Tewksbury
261	Single Track	40 MPH	Tewksbury
261	Single Track	40 MPH	Tewksbury
261	Single Track	40 MPH	Tewksbury

Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



The mileage shown between CPF-BY and CPF-NC is Boston mileage and will be used for operations between the stated points. The mileage shown in "()" is for information only.

37: Maximum Speed Between CPF303 and CPN1
(North Wye) Freight and Passenger: 10 MPH

240: Method of Operation
The Single Main Track between CPF303 and CPN1 is designated as "North Wye" track and method of operation is 261. The direction from CPF303 to CPN1 is North.

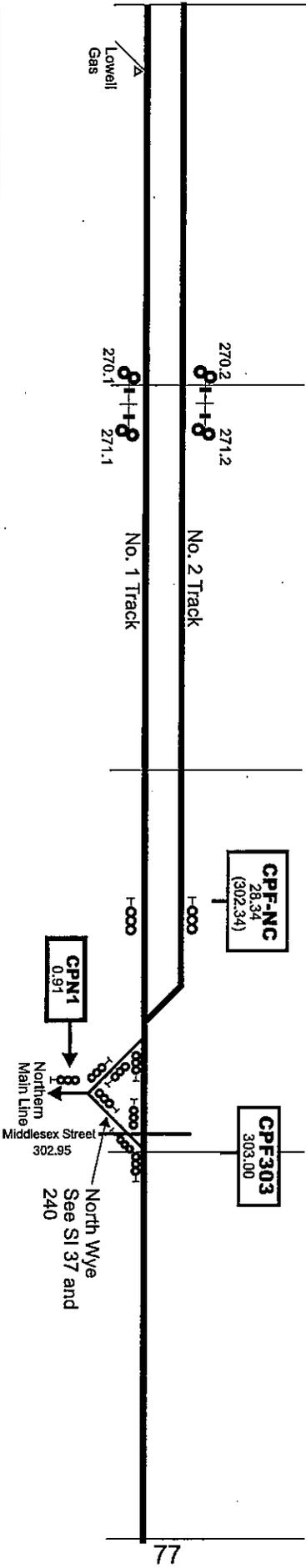
MP26
(MP300)

MP27
(MP301)

MP28
(MP302)

MP303

MP304

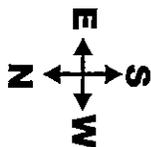


261 No. 2 Track		261 No. 2 Track		261 Single Track		261
261 No. 1 Track		261 No. 1 Track		261		
CPF-BY and Mileage 26.50 Frt. and Psg. 30 MPH	40 MPH	40 MPH	No. 2 Track 25 MPH No. 1 Track 40 MPH	25 MPH	40 MPH	
Lowell	Lowell	Chelmsford	Chelmsford	Chelmsford	Chelmsford	

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West

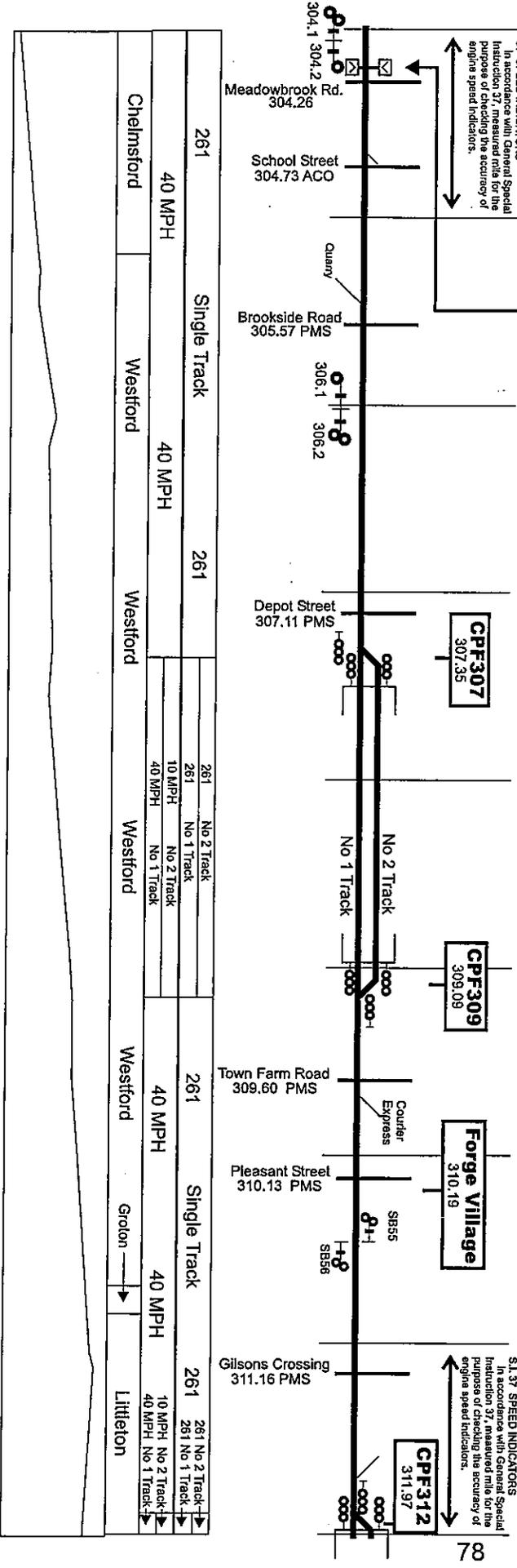


72:
West Chelmsford Defect
Detector, Mileage 304.20
Type: Talker
Applies to All Trains.
Detects: Hot Journals,
High Car Detector

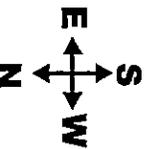
37 SPEED INDICATORS
In accordance with General Special
Instruction 37, measured mile for the
purpose of checking the accuracy of
engine speed indicators.

MP304 MP305 MP306 MP307 MP308 MP309 MP310 MP311 MP312

**119: Routing of Automobile Rack Cars and Doublestack Container
Cars. Note: Clearance must not exceed 19 feet 3 inches.
Automobile Rack Cars and Doublestack Container Cars must not be moved
East of MP 304..**



Freight Main Line



Keag to CPF467

The Direction from Keag to CPF467 is West

The mileage shown between CPF-WL and Fitchburg is Boston mileage and will be used for operations between the stated points. The mileage shown in "()" is for information only.

37: Maximum Speed and Permanent

Speed Restrictions:	Frt	Psgr
East Limit CPF-AV and Moore's.....	30 MPH	30 MPH
West Limit CPF-AV and Moore's (head end only).....	No. 1 Track.....	20 MPH 20 MPH
While passing over hand operated switches at Moore's (head end only)	No. 2 Track.....	20 MPH 20 MPH
While proceeding through the crossovers at Moore's.....	10 MPH	10 MPH

119.3: Routing of Automobile Rack Cars and Doublestack Container

Cars. Note: Clearance must not exceed 19 feet 3 inches.
Automobile Rack Cars and Doublestack Container Cars must not be moved on No. 1 track between Easterly Crossover at CPFAY and CPF335.

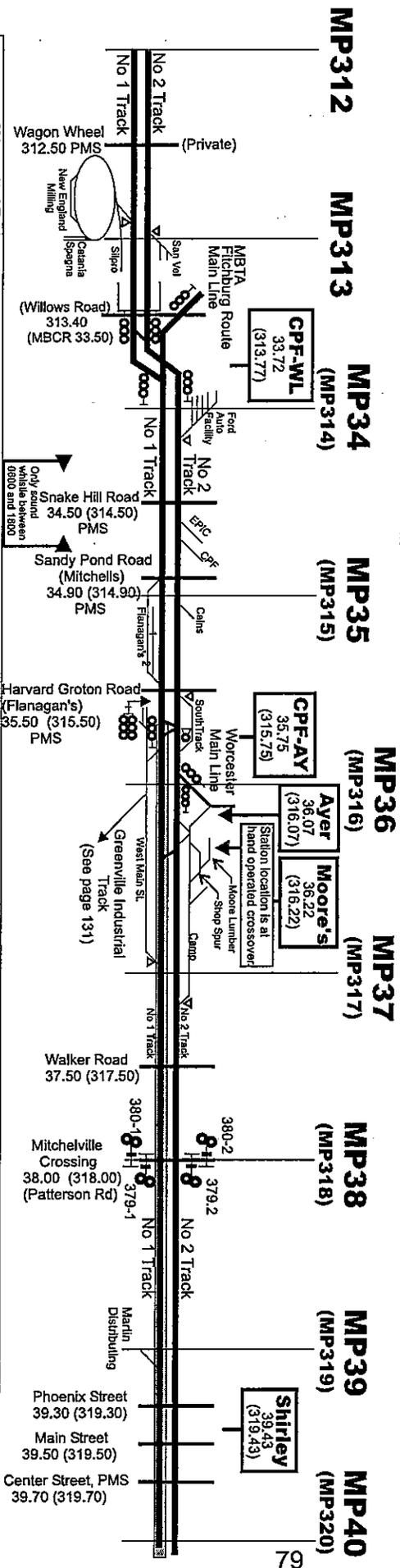
119.1: Maximum Car Weights.

The maximum car weight allowed for the route between CPF-WL and CPF-FG is increased to 286,000 pounds..

121: Intervening Tracks at Passenger Stations

In accordance with NORAC Rule 121, paragraph C, the stations listed below have intervening tracks at station platforms.

Ayer, Shirley

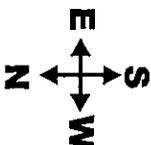


261	No 2 Track	261	No 1 Track	261	No 2 Track	261	No 1 Track	261	No 2 Track	261	No 1 Track	261	No 2 Track	261	No 1 Track	261	No 2 Track	261	No 1 Track	261	No 2 Track
10 MPH	No 2 Track	10 MPH	No 1 Track	40 MPH	CPF	40 MPH	WL	Freight: 40 MPH	Passenger: 60 MPH	See ST. 37 BETWEEN	See ST. 37 BETWEEN	CPF-AV	And Moore's.	Freight: 40 MPH	Passenger: 60 MPH	Ayer	Shirley	Shirley	Shirley	Shirley	Shirley
40 MPH	No 1 Track	40 MPH	WL	Passenger: 60 MPH	CPF	40 MPH	WL	Passenger: 60 MPH	Passenger: 60 MPH	See ST. 37 BETWEEN	See ST. 37 BETWEEN	CPF-AV	And Moore's.	Passenger: 60 MPH	Passenger: 60 MPH	Ayer	Shirley	Shirley	Shirley	Shirley	Shirley
← Littleton	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer	Ayer

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



The mileage shown between CPF-WL and Fitchburg is Boston mileage and will be used for operations between the stated points. The mileage shown in "()" is for information only.

Shirley Defect Detector
Mileage 40.13
Type: Talker
Applies to All Trains.
Detects: Hot Journals.

MP40
(MP320)

MP41
(MP321)

MP42
(MP322)

MP43
(MP323)

MP44
(MP324)

MP45
(MP325)

MP46
(MP326)

MP47
(MP327)

MP48
(MP328)

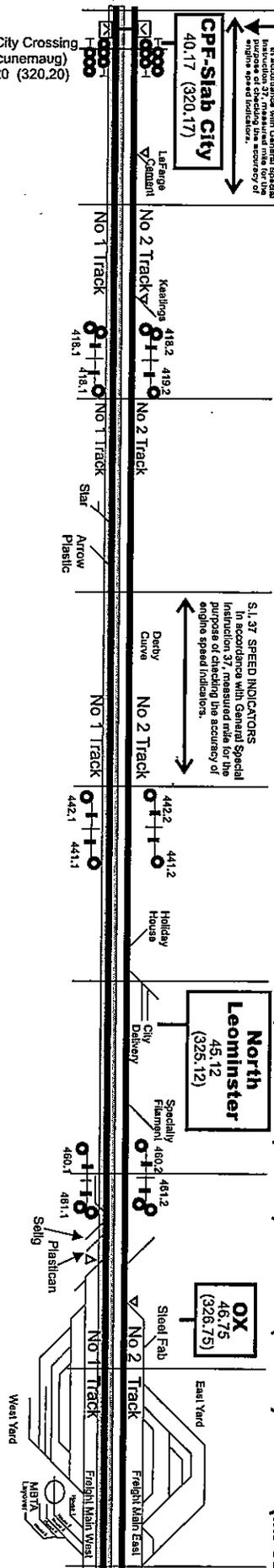
37: Maximum Speed and Permanent Speed Restrictions:	Fr	Psg
No. 1 Track: Curve, MP43 and	40 MPH	45 MPH
Mileage 43.54.....	40 MPH	45 MPH
No. 2 Track: Curve, MP43 and	40 MPH	50 MPH
Mileage 43.54.....	40 MPH	50 MPH

119.1: Maximum Car Weights.

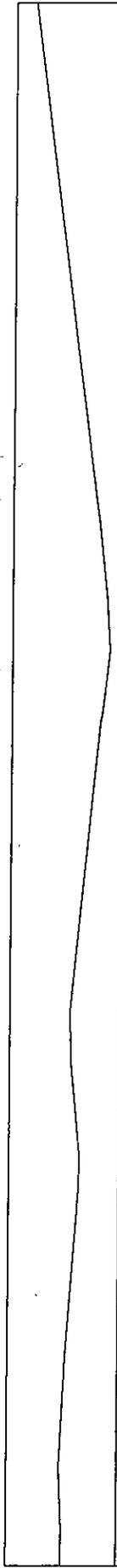
The maximum car weight allowed for the route between CPF-WL and CPF-FG is increased to 286,000 pounds.

121: Intervening Tracks at Passenger Stations

In accordance with NORAC Rule 121, paragraph C, the station listed below has intervening tracks at station platforms.
North Leominster



261	No 2 Track						
261	No 1 Track						
Freight: 40 MPH							
Passenger: 60 MPH							
Shirley	Lunenburg	Lunenburg	Leominster	Lancaster	Leominster	Leominster	Lunenburg

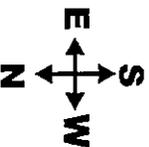


Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West

The mileage shown between CPF-WL and Fitchburg is Boston mileage and will be used for operations between the stated points. The mileage shown in "()" is for information only.

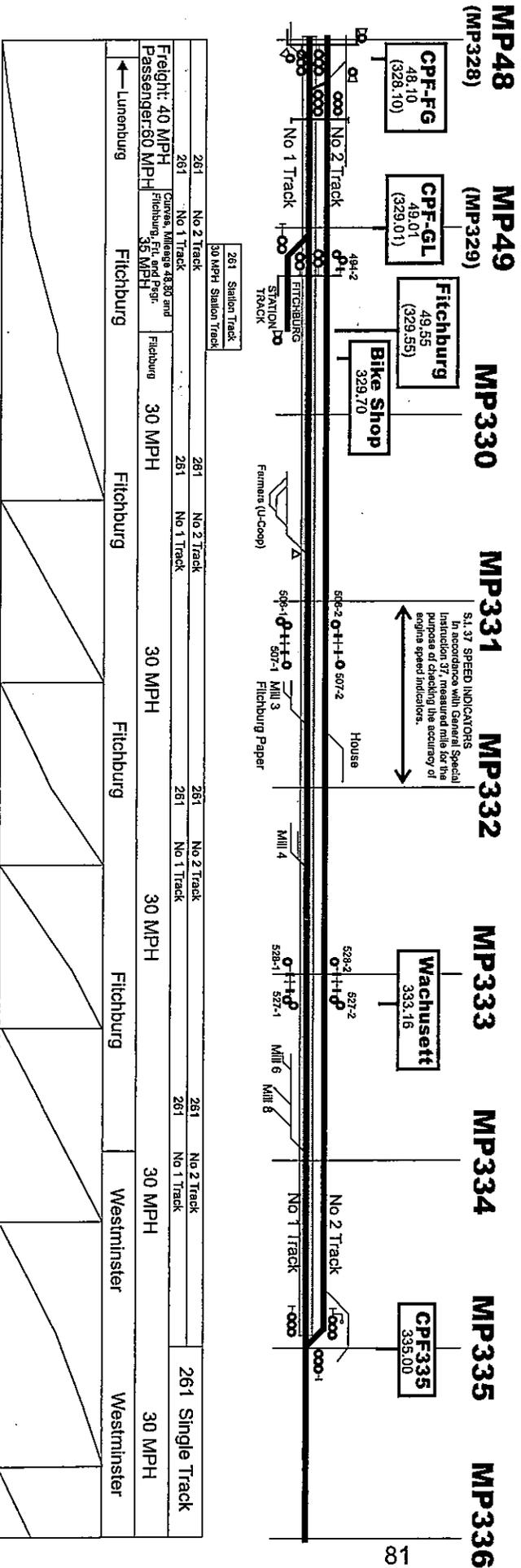


119.1: Maximum Car Weights.

The maximum car weight allowed for the route between CPF-WL and CPF-FG is increased to 286,000 pounds..

119.3: Routing of Automobile Rack Cars and Doublestack Container Cars. Note: Clearance must not exceed 19 feet 3 inches.

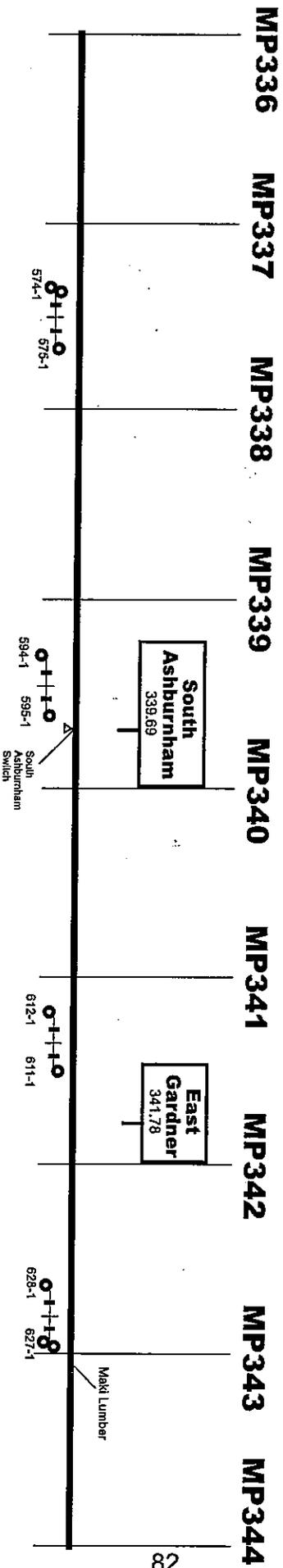
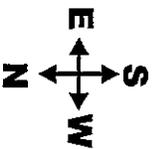
Automobile Rack Cars and Doublestack Container Cars must not be moved on No. 1 track between Easterly Crossover at CPFAY and CPF335.



Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West

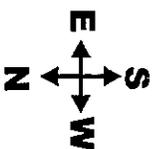


261	Single Track	261	Single Track	261	Single Track	261
30 MPH	30 MPH	30 MPH	30 MPH	30 MPH	40 MPH	40 MPH
Westminster	Westminster	Gardner	Ashburnham	Gardner	Gardner	Gardner
				East Gardner		

Freight Main Line

Keag to CPF467

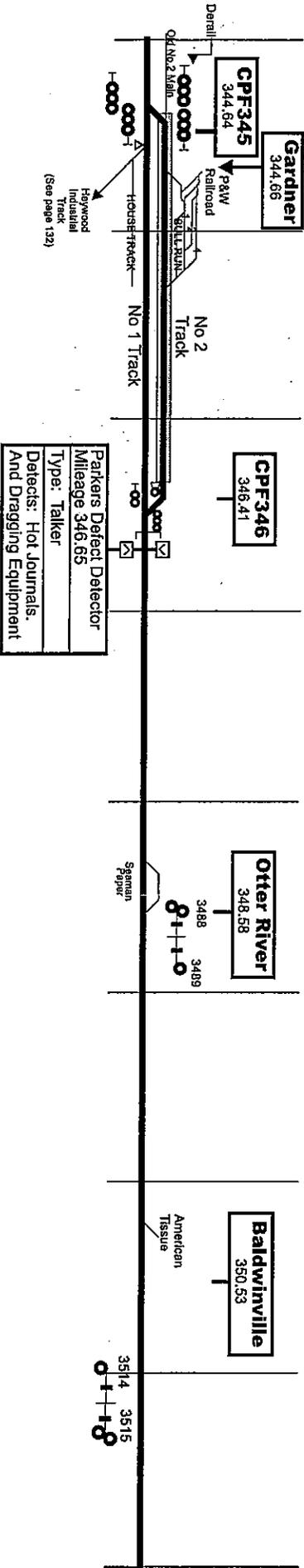
The Direction from Keag to CPF467 is West



Gardner Yard:
 Providence and Worcester Railroad crews must request permission of the Springfield Terminal Railway District 3 TOM on Channel One (A.A.R. 94/70) before operating in Gardner Yard.

119.3: Routing of Automobile Rack Cars and Doublestack Container Cars. Note: Clearance must not exceed 19 feet 3 inches.
 Automobile Rack Cars and Doublestack Container Cars must not be moved On No.2 track between CPF345 and CPF346.

MP344 MP345 MP346 MP347 MP348 MP349 MP350 MP351 MP352



Parker's Defect Detector
 Mileage 346.65
 Type: Talker
 Detects: Hot Journals,
 And Dragging Equipment

261	261	No 2 Track	261	261	Single Track	261
Single Track	261	No 1 Track	261	261	Single Track	261
40 MPH	10 MPH	No 2 Track	10 MPH	40 MPH	40 MPH	40 MPH
	40 MPH	No 1 Track	40 MPH			
Gardner	Gardner	Gardner	Gardner	Gardner	Templeton	Winchendon

Freight Main Line

Keag to CPF467

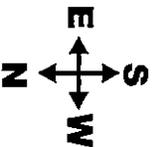
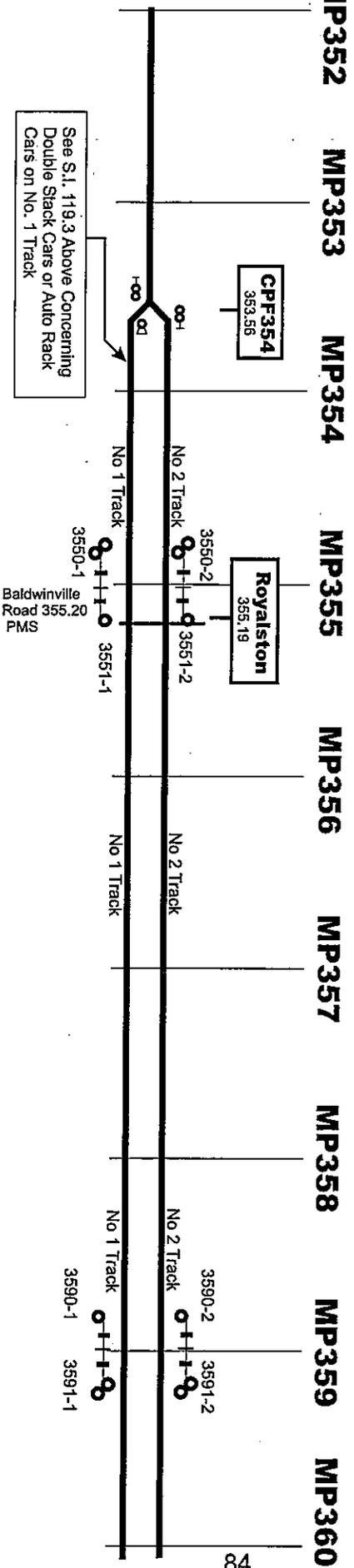
The Direction from Keag to CPF467 is West

261: Equilateral Turnouts

In regards to equilateral turnouts, the normal route is to the right, and the diverging route is to the left. Equilateral turnouts in regards to this special instruction are located at: CPF354

119.3: Routing of Automobile Rack Cars and Doublestack Container

Cars. Note: Clearance must not exceed 19 feet 3 inches.
Automobile Rack Cars and Doublestack Container Cars must not be moved on No. 1 track between MP 361 and MP 362.

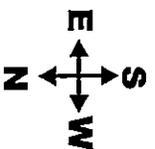


MP	Track	MP	Track	MP	Track	MP	Track	MP	Track	MP	Track	MP	Track
261	Single Track	261	No 2 Track	261	No 1 Track	261	No 2 Track	261	No 1 Track	261	No 2 Track	261	No 1 Track
40 MPH	40 MPH	25 MPH	No 2 Track	25 MPH	No 2 Track	25 MPH	No 2 Track	25 MPH	No 2 Track	25 MPH	No 2 Track	25 MPH	No 2 Track
Winchendon	Winchendon	Royalston	Royalston	Royalston	Royalston	Royalston	Royalston	Phillipston	Athol	Athol	Athol	Athol	Athol

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



261: Equilateral Turnouts

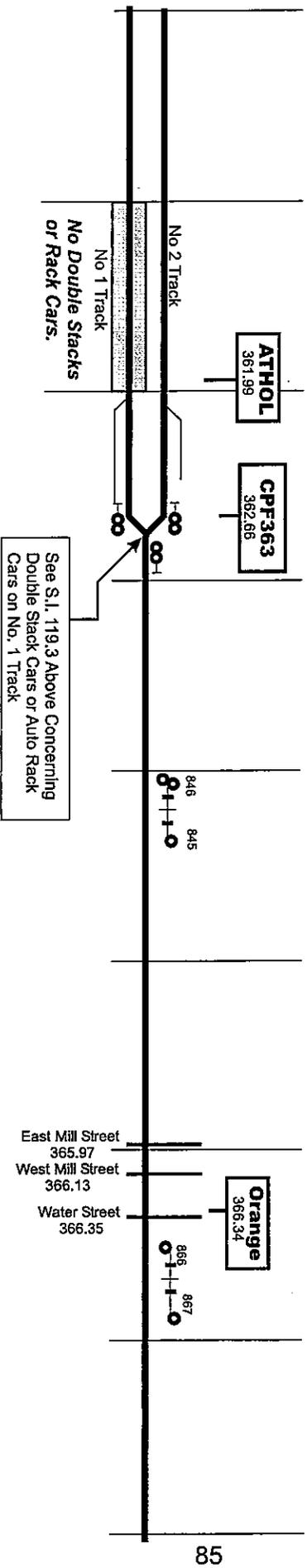
In regards to equilateral turnouts, the normal route is to the right, and the diverging route is to the left. Equilateral turnouts in regards to this special instruction are located at: CPF363

119.3: Routing of Automobile Rack Cars and Double Stack Container Cars

Note: Clearance must not exceed 19 feet, 3 inches.

Automobile Rack Cars and Doublestack Container Cars must not be moved on No. 1 track between MP 361 and MP 362.

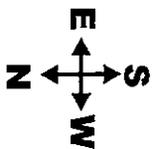
MP360 MP361 MP362 MP363 MP364 MP365 MP366 MP367 MP368



261	No 2 Track	261	No 2 Track	261	261	Single Track	261	Single Track	261
261	No 1 Track	261	No 1 Track	261	261	40 MPH	261	40 MPH	261
25 MPH	No 2 Track	25 MPH	No 2 Track	25 MPH	No 2 Track	40 MPH	25 MPH	40 MPH	25 MPH
30 MPH	No 1 Track	30 MPH	No 1 Track	MP362	40 MPH No 1 Track	Orange	MP362	Orange	MP362
Athol	Athol	Athol	Athol	Athol	Athol	Orange	Athol	Orange	Athol

Freight Main Line

Keag to CPF467



The Direction from Keag to CPF467 is West

119.3: Routing of Automobile Rack Cars and Double Stack Container Cars

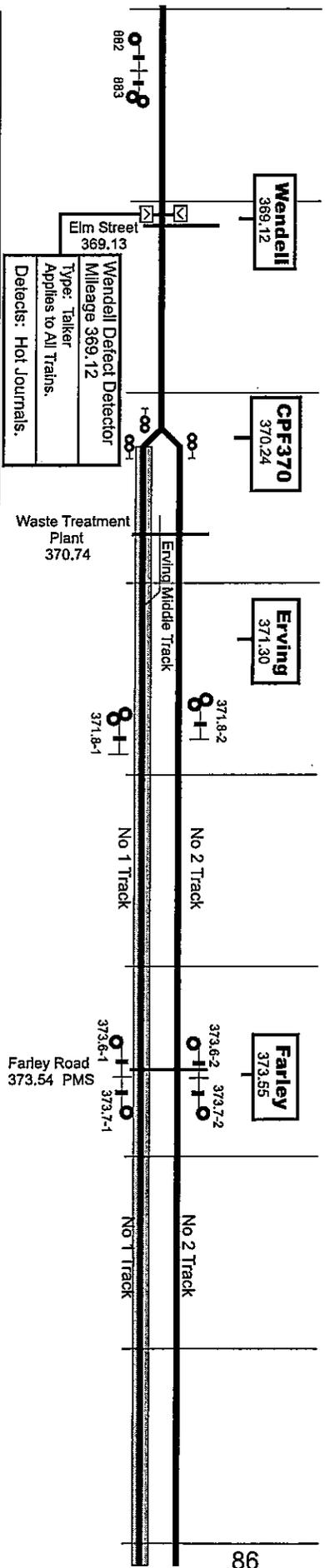
Note: Clearance must not exceed 19 feet, 3 inches.

Automobile Rack Cars and Doublestack Container Cars must not be moved on No. 1 track between CPF370 and CPF381.

261: Equilateral Turnouts

In regards to equilateral turnouts, the normal route is to the right, and the diverging route is to the left. Equilateral turnouts in regards to this special instruction are located at: **CPF370**

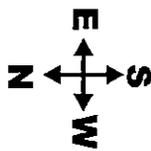
MP368 MP369 MP370 MP371 MP372 MP373 MP374 MP375 MP376



261	Single Track	261	No. 2 Track	261	No. 2 Track	261	No. 2 Track	261	No. 2 Track
40 MPH	40 MPH	25 MPH	No. 2 Track	30 MPH	No. 2 Track	25 MPH	No. 2 Track	30 MPH	No. 2 Track
Orange	← Wendell	Erving	Erving	Wendell	Wendell	Wendell	Wendell	Montague	→

Freight Main Line

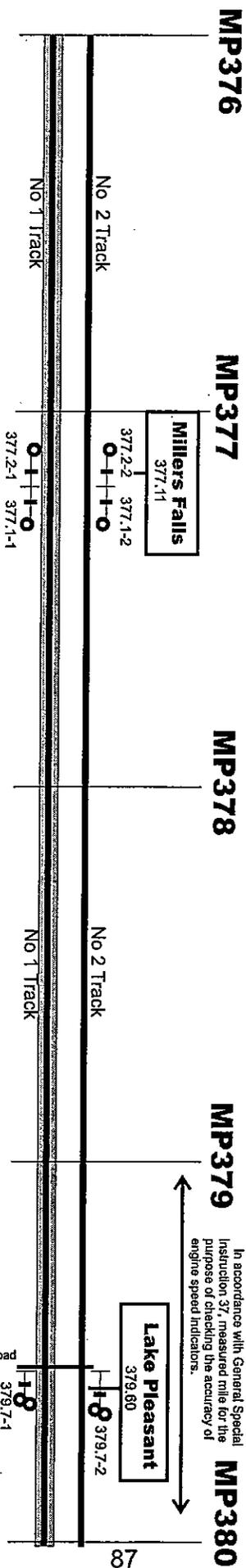
Keag to CPF467



The direction from Keag to CPF 467 is West

119.3: Routing of Automobile Rack Cars and Double Stack Container Cars

Note: Clearance must not exceed 19 feet, 3 inches.
 Automobile Rack Cars and Doublestack Container Cars must not be moved on No.1 track between CPF370 and CPF381.

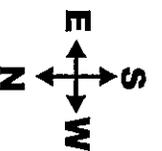


261	No 2 Track						
261	No 1 Track						
25MPH	No 2 Track						
30MPH	No 1 Track	30MPH	No 1 Track	40MPH	No 1 Track	40MPH	No 1 Track
Montague	Erving	Montague	Erving	Montague	Erving	Montague	Erving

S.I. 37 SPEED INDICATORS
 In accordance with General Special Instruction 37, measured mile for the purpose of checking the accuracy of engine speed indicators.

Freight Main Line

Keag to CPF467



The direction from Keag to CPF 467 is West

97: MONTAGUE RUNNING TRACK

The Montague Running Track is on the North side of the Single Track and extends from CPF381 to CPF383. It is under the control of the District 4 Train Operations Manager.

700.3: East Deerfield Hump Radio Channel

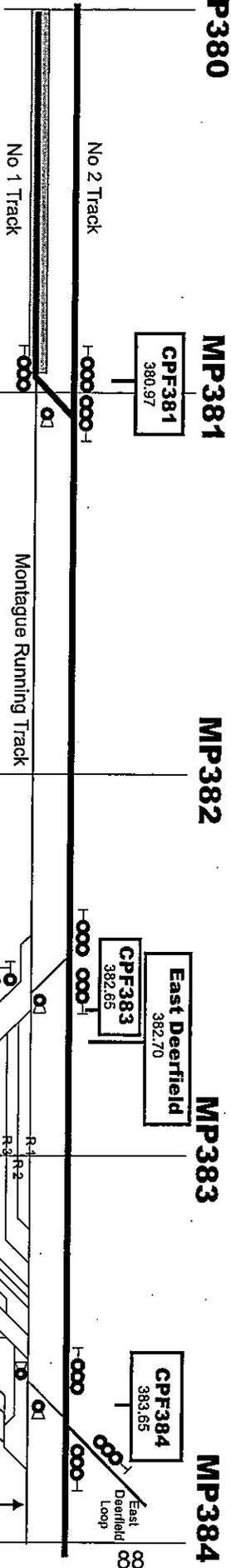
The crew assigned to work the East Deerfield Hump must operate on the MEC Road Channel (AAR 34/34).

612: SWITCHING, CPF383 AND CPF384; R AND D YARD LEADS

The interlocking dwarf signals governing Eastward and Westward movements on the R and D Leads are controlled by the District 4 Train Operations Manager and are part of the respective control points. These signals display Restricting (Rule 290) continually unless set to STOP (Rule 292). Except in case of emergency, before setting signals to STOP, the Train Operations Manager must confer with the East Deerfield yard clerk on duty if applicable. When non-diverging switching movements are made on the R and D Lead which involve said signals, Rule 612 will not apply.

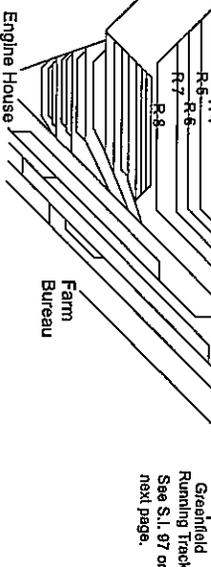
119.3: Routing of Automobile Rack Cars and Double Stack Container Cars

Note: Clearance must not exceed 19 feet, 3 inches.
Automobile Rack Cars and Doublestack Container Cars must not be moved on No. 1 track between CPF370 and CPF381.
Automobile Rack Cars and Doublestack Container Cars may be moved on the Greenfield and Montague Running Tracks. See SI 119 above when moving said cars on the Montague Running Track.

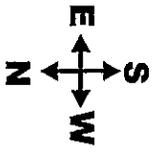


SI 710.1 Radio Identification in Deerfield Yard

When positive identification per NORAC Rule 710 is achieved in connection with switching, classification, and similar operations wholly within Deerfield Yard, road freights may use their job symbol as short identification. Such as "back up EDPo" or "go ahead EDPo"



261	No 2 Track	261				
261	No 1 Track	261	261	Single Track	261	261
25 MPH	No 2 Track	25 MPH	40 MPH	40 MPH	10 MPH	10 MPH
40 MPH	No 1 Track	40 MPH	40 MPH	40 MPH	10 MPH	10 MPH
Montague		Montague		Deerfield	Deerfield → Greenfield →	



Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West

700.3: East Deerfield Hump Radio Channel

The crew assigned to work the East Deerfield Hump must operate on the MEC Road Channel (AAR 34/34).

97: Greenfield Running Track

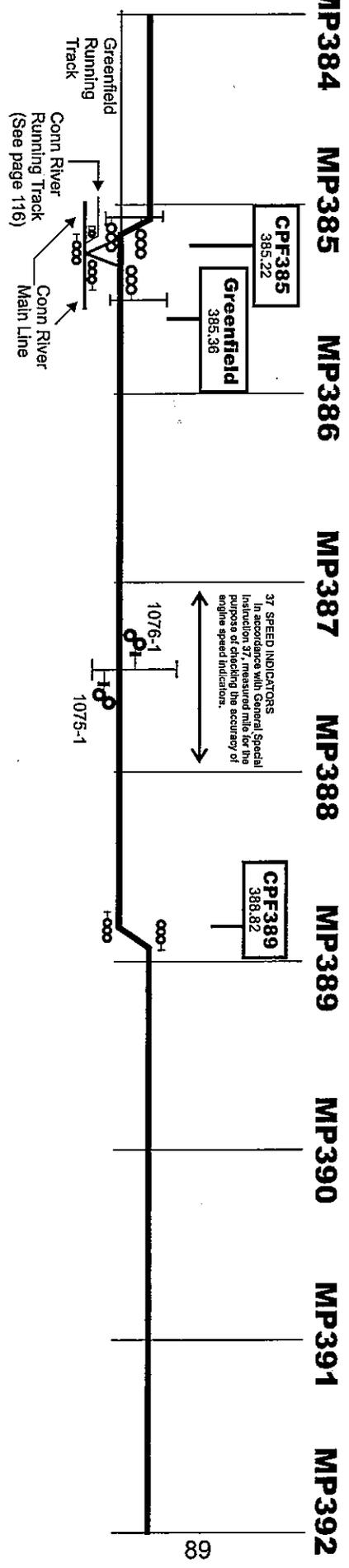
The Greenfield Running Track is on the North side of the Single Track and extends from CPF384 to CPF385. It is under the control of the District 4 Train Operations Manager

119-3: Routing of Automobile Rack Cars and Double Stack Container Cars

Automobile Rack Cars and Doublestack Container Cars may be moved on the Greenfield and Montague Running Tracks. See SI 119.3 on page 83 when moving said cars on the Montague Running Track.

SI 710.1 Radio Identification in Deerfield Yard

When positive identification per NORAC Rule 710 is achieved in connection with switching, classification, and similar operations wholly within Deerfield Yard, road freights may use their job symbol as short identification. Such as "back up EDP0" or "go ahead EDP0"

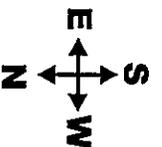


261	30 MPH	30 MPH	Mileage 385.16	261	40 MPH	40 MPH	261	40 MPH	MP390	35 MPH	35 MPH	MP392
Greenfield	Greenfield	Greenfield		Greenfield	Deerfield							

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



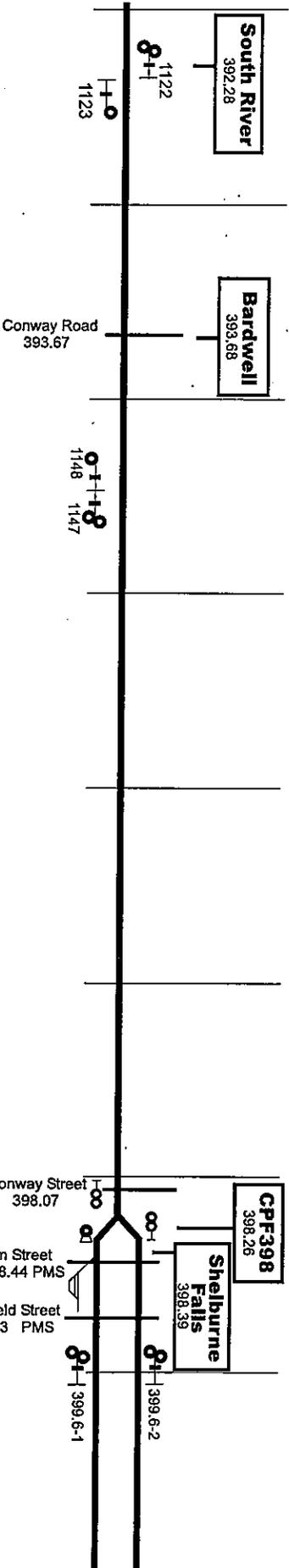
261: Equilateral Turnouts

In regards to equilateral turnouts, the normal route is to the right, and the diverging route is to the left. Equilateral turnouts in regards to this special instruction are located at:

CPF398

MP392 MP393 MP394 MP395 MP396 MP397 MP398 MP399 MP400

500: Special Requirements Applicable to Designated Automatic Block Signals.			
In order to avoid obstructing crossing at grade, when the specified trains (based on 50 foot cars) encounter an Approach (Rule 285) or a Stop and Proceed Indication (Rule 291) on the following Automatic Block Signals, they must be stopped at the signal and the Train Operations Manager advised. Movement must not be resumed until the Train Operations Manager advises that it is permissible to proceed or a more permissive signal indication is received:			
Location: (City or Town)	ABS Signal No.	Applies to	TOM
Shelburne Falls	No. 399.6-2	Eastward Trains	4
Shelburne Falls	No. 399.6-1	Eastward Trains	4



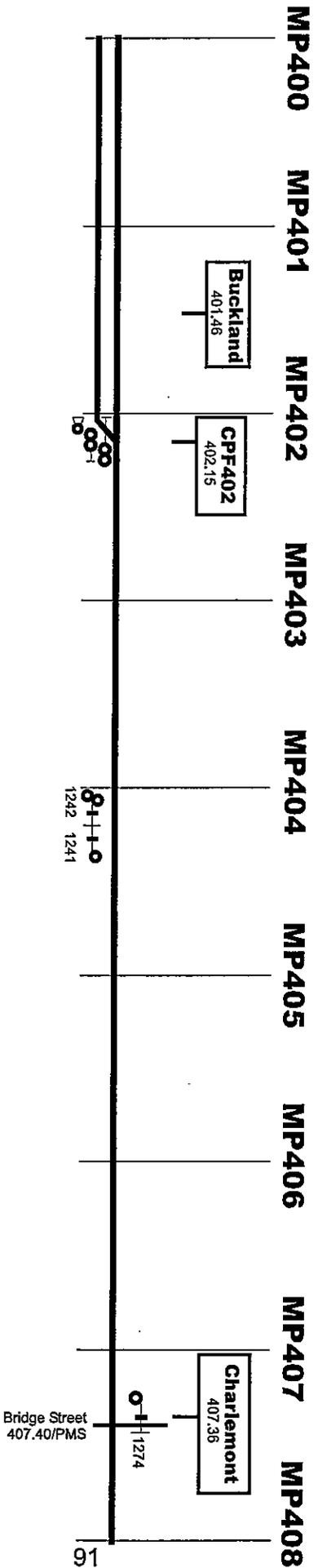
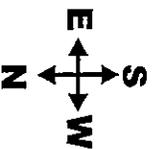
06

261		261		261	
Single Track		Single Track		Single Track	
30 MPH	Deerfield	30 MPH	Shelburne	30 MPH	Conway
30 MPH	Conway	30 MPH	Conway	30 MPH	Buckland
No. 2 Track 30 MPH		No. 2 Track 30 MPH		No. 2 Track 30 MPH	
No. 1 Track 10 MPH		No. 1 Track 10 MPH		No. 1 Track 10 MPH	

Freight Main Line

Keag to CPF467

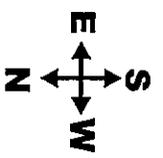
The Direction from Keag to CPF467 is West



261	No 2 Track	261	Single Track		261	Single Track		261	Single Track	
281	No 1 Track	281								
No. 2 Track 30 MPH		MP401	No. 2 Track 35 MPH		35 MPH	35 MPH		35 MPH	35 MPH	
10 MPH		No. 1 Track	10 MPH							
Buckland			Buckland		Buckland	Charlemont		Charlemont	Charlemont	

Freight Main Line

Keag to CPF467



The Direction from Keag to CPF467 is West
83: Tunnel Instructions/Hoosac Tunnel

Passenger Trains
 Before a passenger train is allowed to operate through the tunnel, the tunnel must be clear of any preceding movement and no following movement is to be made until the passenger train is clear of the tunnel.

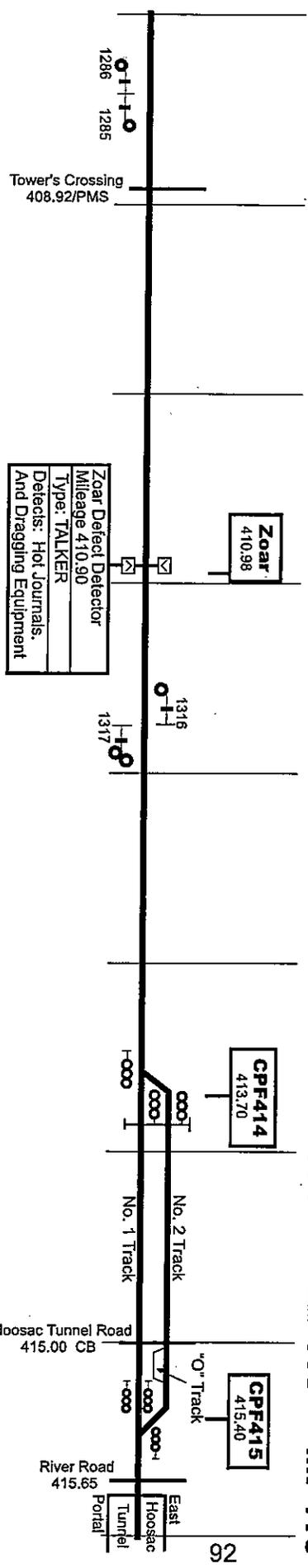
Signal Failure
 In the event of signal failure, a preceding train movement must be clear of the tunnel before another is authorized to move through the tunnel.

Speed
 If, in the determination of the conductor and/or engineer, a speed of at least 10 mph cannot be maintained while operating through the tunnel, the movement must not be made until appropriate corrective action has been taken.

Telephones
 Telephones providing communication with the District 4 Train Operations Manager are located at the following: each automatic Block Signal, each manhole located within the tunnel, Central Shaft and at tunnel doors.
 The phone boxes are designated as follows:
 Tunnel doors.....Bracket No. 0
 3000 West.....Bracket No. 31
 5000 West.....Bracket No. 49
 6000 West.....Bracket No. 61
 9000 West.....Bracket No. 91
 10000 West.....Bracket No. 101
 Bracket numbers are painted in white numbers on the North wall
 Bracket numbers times 100 feet equal the distance measured from West Portal Eastward into the tunnel bracket numbers are located every 100 feet

Central Shaft.....Bracket No. 123
 10000 East.....Bracket No. 153
 9000 East.....Bracket No. 161
 6000 East.....Bracket No. 191
 5000 East.....Bracket No. 201
 3000 East.....Bracket No. 221

MP408 MP409 MP410 MP411 MP412 MP413 MP414 MP415 MP416



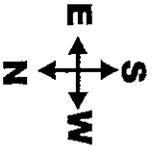
261	Single Track	261	261	261	261	261	261	261	261
35 MPH	35 MPH	35 MPH	35 MPH	35 MPH	35 MPH	35 MPH	35 MPH	35 MPH	35 MPH
Charlont	Charlont	Charlont	Rowe	Rowe	Rowe	Rowe	Rowe	Rowe	Florida

261	No. 2 Track								
261	No. 1 Track								
10 MPH	No. 2 Track								
35 MPH	No. 1 Track								
Single Track		Single Track		Single Track		Single Track		Single Track	
CPF 30 MPH		CPF 30 MPH		CPF 30 MPH		CPF 30 MPH		CPF 30 MPH	

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West
 83: Tunnel Instructions/Hoosac Tunnel



Passenger Trains
 Before a passenger train is allowed to operate through the tunnel, the tunnel must be clear of any preceding movement and no following movement is to be made until the passenger train is clear of the tunnel.

Signal Failure
 In the event of signal failure, a preceding train movement must be clear of the tunnel before another is authorized to move through the tunnel.

119.3: Routing of Automobile Rack Cars and Double Stack Container Cars
Note: Clearance must not exceed 19 feet, 3 inches.

Automobile Rack Cars and Doublestack Container Cars must not be moved on No. 1 track between switch to Adams Industrial Track and CPF423.

MP416 MP417 MP418 MP419 MP420 MP421 MP422 MP423 MP424

Speed
 If, in the determination of the conductor and/or engineer, a speed of at least 10 mph cannot be maintained while operating through the tunnel, the movement must not be made until appropriate corrective action has been taken.

Telephones
 Telephones providing communication with the District 4 Train Operations Manager are located at the following: each automatic Block Signal, each manhole located within the tunnel, Central Shaft and at tunnel doors.
 The phone boxes are designated as follows:
 Tunnel doors..... Bracket No. 0
 3000 West..... Bracket No. 31
 5000 West..... Bracket No. 49
 6000 West..... Bracket No. 61
 9000 West..... Bracket No. 91
 10000 West..... Bracket No. 101
 Bracket numbers are painted in white numbers on the North wall
 Bracket numbers times 100 feet equal the distance measured from West Portal
 Eastward into the tunnel bracket numbers are located every 100 feet

Central Shaft
 Hoosac Tunnel
 418, 15

CPF421
 421.08

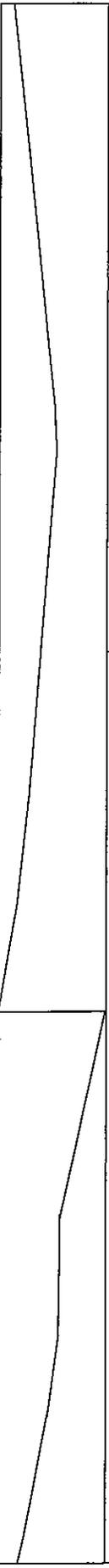
CPF423
 422.58

241: Automatic Block Signal With No Number Plate.
 The following automatic block signal does not have a number plate affixed to the mast. When this signal displays "Stop" (Rule 292), it must not be passed until authority to do so is obtained from the Train Operations Manager in accordance with Rule 241.

Signal	Governs	Train Operations Manager	Note
Distant Signal to CPF421	Westward	4	1

Note 1: If the Train Operations Manager cannot be contacted by telephone, train may proceed at restricted speed to a point just east of the tunnel door where a stop must be made and the Train Operations Manager contacted.

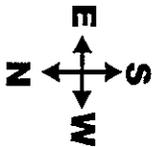
261	Single Track	261	Single Track	261	Single Track	261	Single Track
30 MPH		30 MPH		30 MPH		30 MPH	
Florida		Florida		North Adams		North Adams	



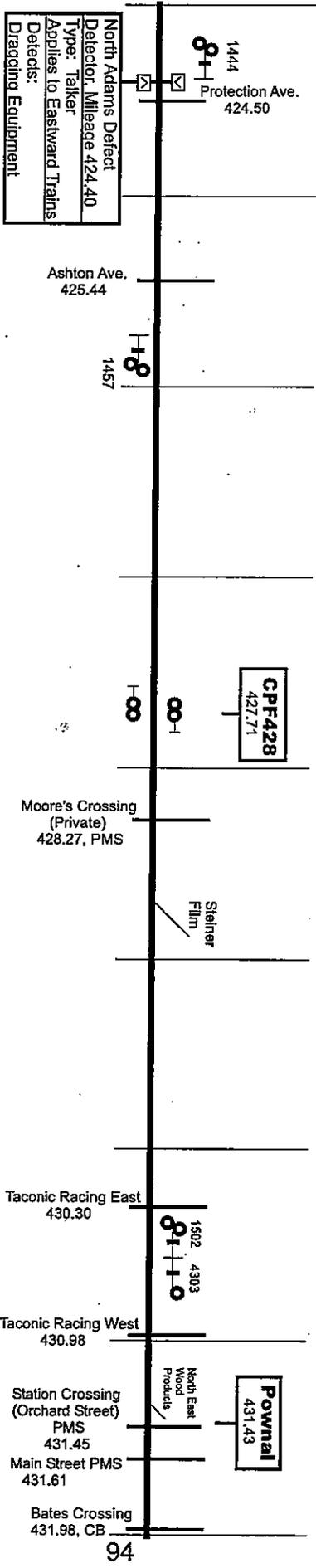
Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



MP424 MP425 MP426 MP427 MP428 MP429 MP430 MP431 MP432



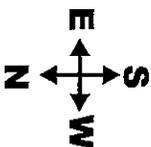
North Adams Defect Detector, Mileage 424.40
 Type: Talker
 Applies to Eastward Trains
 Detects: Dragging Equipment

261	Single Track	261	Single Track	261	Single Track	261
40 MPH	40 MPH	MP 25 MPH 427 CPF 428	40 MPH	40 MPH	MP 30 MPH 430 MP 431	40 MPH
North Adams	Williamstown Ma.	Williamstown Ma.	Pownal Vt.	Pownal Vt.		

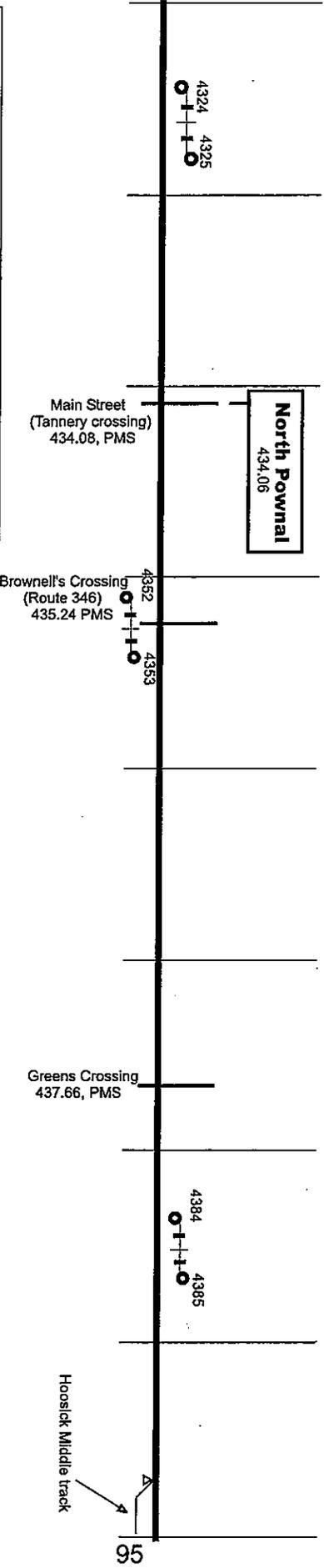
Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



MP432 MP433 MP434 MP435 MP436 MP437 MP438 MP439 MP440

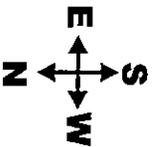


261	Single Track	261	Single Track	261	Single Track	261
40 MPH		40 MPH		40 MPH		40 MPH
Pownal Vt.		Pownal Vt.		Petersburgh N.Y.		Hoosick N.Y.

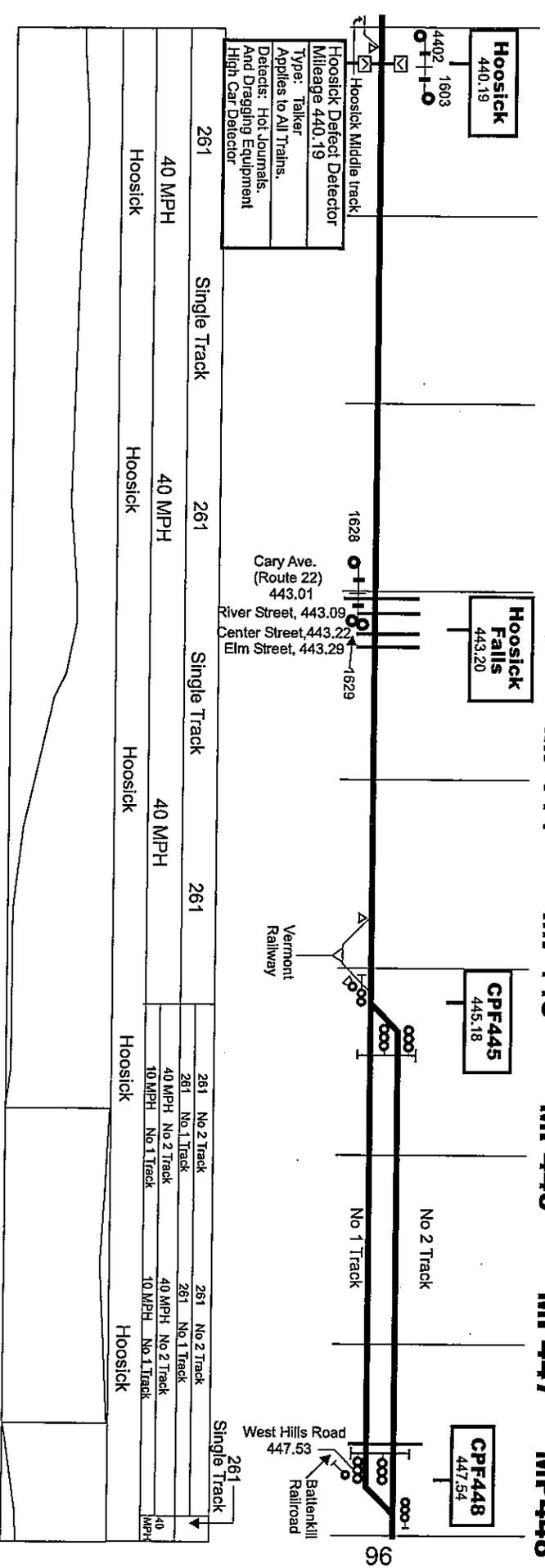
Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



MP440 MP441 MP442 MP443 MP444 MP445 MP446 MP447 MP448



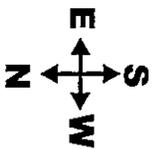
Hoosick Defect Detector Mileage 440.19
Type: Talker
Applies to All Trains.
Detectors: Hot Journals, And Dragging Equipment
High Car Detector

261	Single Track	261	Single Track	261	Single Track	261	No 2 Track	261	No 2 Track
40 MPH		40 MPH		40 MPH		40 MPH	No 1 Track	40 MPH	No 1 Track
Hoosick		Hoosick		Hoosick		Hoosick	No 2 Track	Hoosick	No 2 Track
							No 1 Track		No 1 Track
							10 MPH		10 MPH
							No 1 Track		No 1 Track
							Hoosick		Hoosick

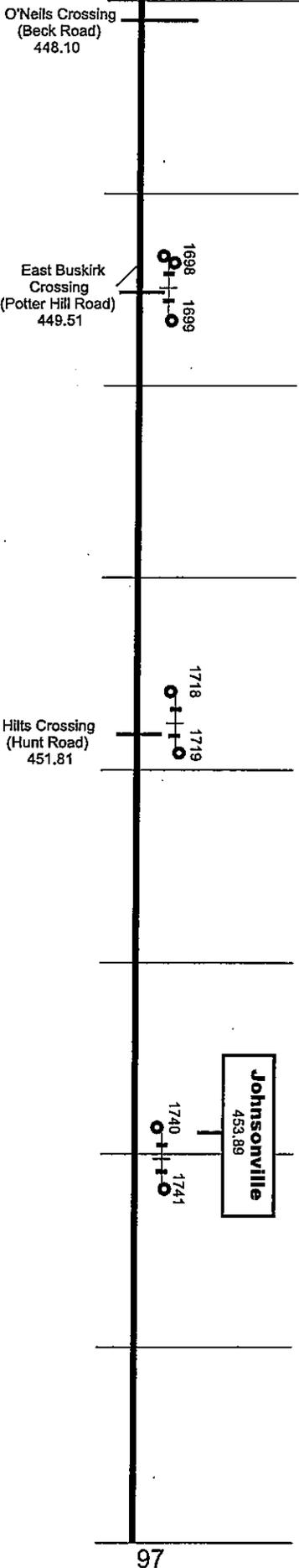
Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



MP448 MP449 MP450 MP451 MP452 MP453 MP454 MP455 MP456

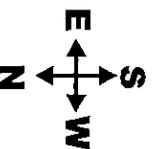


261	Single Track	261	Single Track	261	Single Track	261
40 MPH		40 MPH		40 MPH		30 MPH
Hoosick	Hoosick	Pittstown	Pittstown	Johnsonville	Pittstown	Pittstown

Freight Main Line

Keag to CPF467

The Direction from Keag to CPF467 is West



General Code of Operating Rules (GCOR) are in effect on the CP/D&H. Employees qualified to operate on the CP/D&H must be qualified on GCOR

600.1: CPF467, EASTWARD TRAINS.

Eastward trains, consisting of 50 cars or more, encountering an Approach indication at CPF467 must stop west of CPF467 and remain there until an indication less restrictive than Approach (Rule 285) is displayed at the interlocking signal.

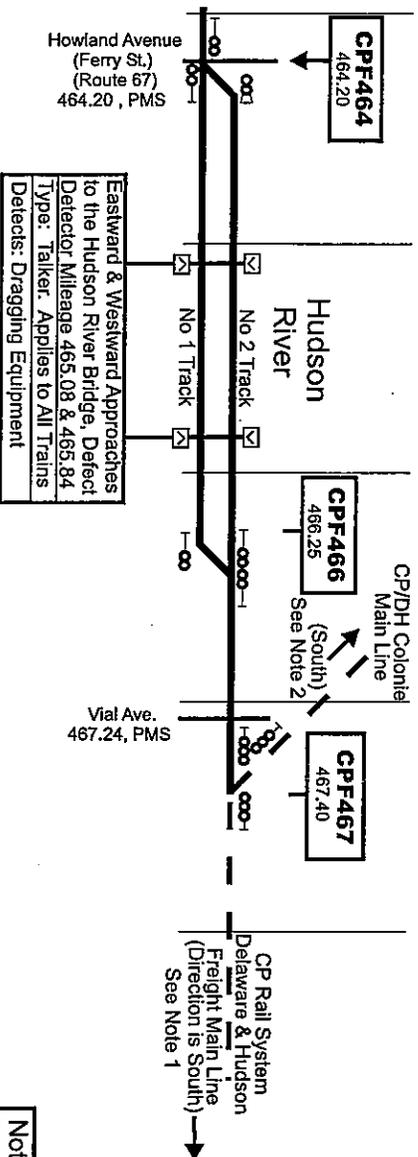
600.2: CPF467.

The District 4 Train Operations Manager must not display a permissive signal at CPF467 or authorize a movement to pass a stop indication, in accordance with Rule 241 onto the CP/DH Colonie Main Line or CP/DH Freight Main Line without first obtaining permission from the CP/DH North End Dispatcher.

905: CPF467

The District 4 Train Operations Manager must apply blocking devices as requested by the CP/DH North End Train Dispatcher. A record must be made on the train sheet for BDA and BDR times. ST Train Operation Managers will not be required to copy CP/DH written authorities.

MP464 MP465 MP466 MP467



Note 1
Between Western limit of CPF467 and Schenectady is the CP/DH Freight Main under the control of the CP/DH North End Train Dispatcher, Minneapolis MN. Movements are governed by CP/DH operating rules, special instructions and authorities issued by the CP/DH North End Dispatcher. ST crews before operating over this must check with the CP/DH North End dispatcher and ascertain that they have all necessary information regarding Bulletin Orders and Temporary Speed Restrictions. ST crews are required to carry, and are governed by, Canadian Pacific Railway,(DH) Timetable, required TGBO (Tabulated General Bulletin Order and General Order.

Note 2
The Main Track on the Colonie Main Line between CPF467 and CPO17 is designated "Single Track" and the method of operation is "261 Territory". It is under the control of the CP/DH North End Dispatcher.

Single Track	261	No. 2 Track	261	No. 2 Track	261	Single Track	261
Track	261	No. 1 Track	261	No. 1 Track	261		
30	Billage No. 2 Track 10 MPH		MP		10 MPH		10 MPH
MPH/64.20	No. 1 Track 30 MPH 465				Schaghticoke		Mechanicville

Rotterdam Branch

CPF477 to CPRJ

The direction from CPF477 to CPRJ is West

97: Rotterdam Junction Running Tracks

No. 1 Running Track and No. 2 Running Track are numbered from North to South. The Running Tracks are under the control of the District 4 Train Operations Manager.

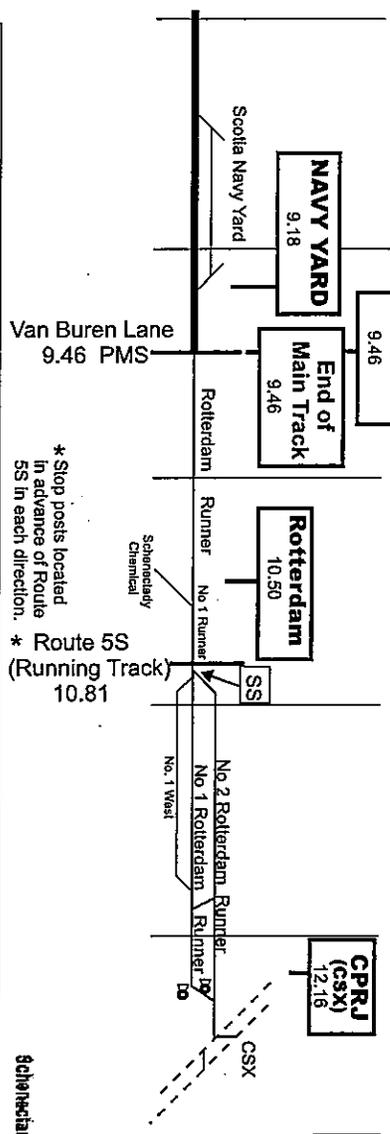
Trains of more than 75 cars in length must not be backed in a Westerly direction towards CPRJ on No. 1 Running Track or No. 2 Running Track.

Trains of any length must not be backed in a Westerly direction on track No. 1 West in Rotterdam towards CPRJ. These trains must be pulled to CPRJ.

The Rotterdam Junction Running Tracks are located as follows:

Track	Between	And
No. 1 & No. 2 Single Track	End of Main Track	CPRJ CPRJ is remotely controlled by the CSX "NC" Dispatcher in Selkirk NY.

MP8 **MP9** **VanBuren** **MP10** **MP11** **MP12**



* Stop posts located in advance of Route 5S in each direction.

105: Location and Normal Position of Spring Switches.

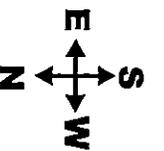
Location	Normal Position
Rotterdam	Single to No. 1 Runner

Schenectady Chemical, Rotterdam

Prior to train crews switching Schenectady Chemical the conductor must notify the security office at (518) 347-4333 and inform them of the train's estimated arrival time and crew member's names. Prior to entering the chemical plant all crew members must wear the personal protective equipment supplied by the chemical company, including but not limited to the following: hard hat, and safety glasses. Train crews will not be permitted to enter the chemical plant property unless they have attended an annual safety briefing conducted by the Schenectady Chemical Safety department.

DCS	Single Track	Running Track	Running Track
25 MPH		Restricted Speed not exceeding 10 MPH	
	Glenville		Rotterdam

Western Route Main Line



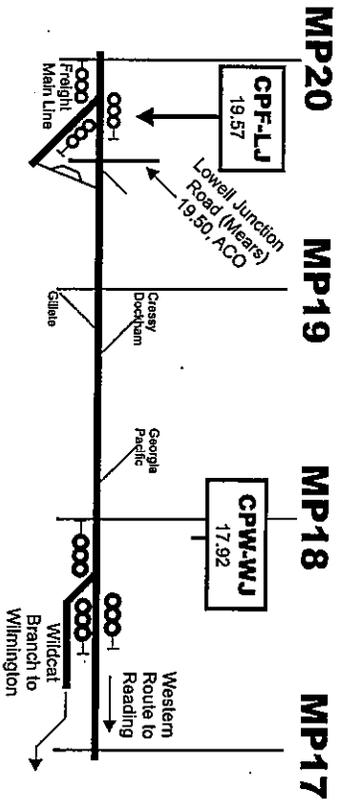
CPF-LJ to CPW-WJ
 The Direction from CPF-LJ to CPW-WJ is West

600: CPW-WJ

Before the District 2 Train Operations Manager displays a permissive signal or authorizes a movement onto the MBCR Western Route Main Line, the TOM must first verify that no conflicting or opposing movements have been authorized at CPW-WJ by checking with the MBCR Boston Train Dispatcher.

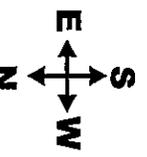
905: CPW-WJ

Train Operations Manager must apply blocking devices as requested by the MBCR Boston Dispatches. A record must be made on the train sheet for BDA and BDR times. ST Train Operations Managers will not be required to copy MBCR written authorities.



261	Single Track	261
Freight: 40 MPH		Passenger: 60 MPH
Andover	Tewksbury →	Wilmington

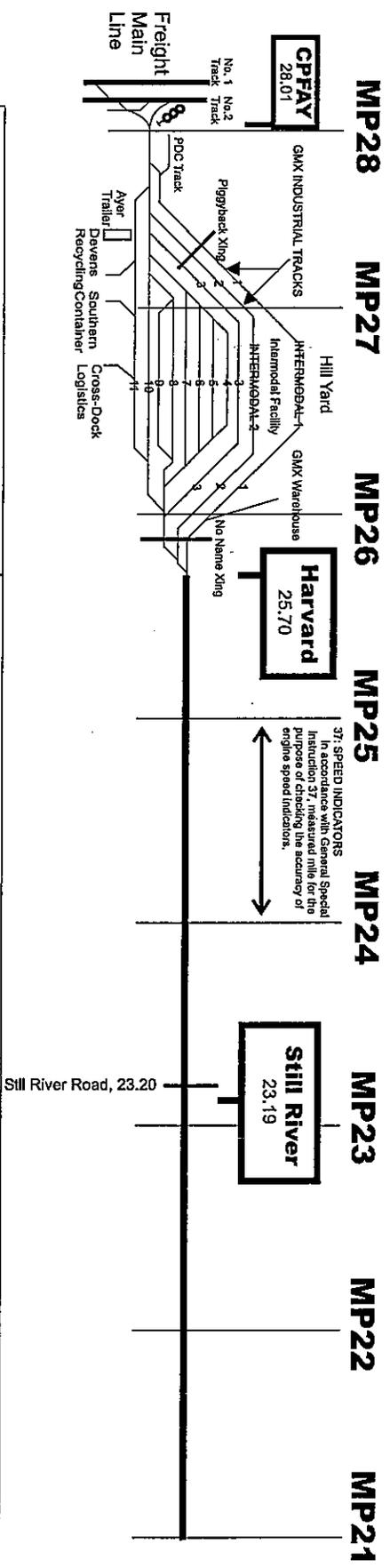
Worcester Main Line



Harvard to Barber
The direction from Harvard to Barber is West

98: GMX INDUSTRIAL TRACKS

Intermodal Tracks 1 and 2 at Ayer are designated as the GMX Industrial tracks and extend between the derrails on the east and west end of the tracks. GMX personnel are responsible for applying and removing all locks, blue flags and derrails within this area.

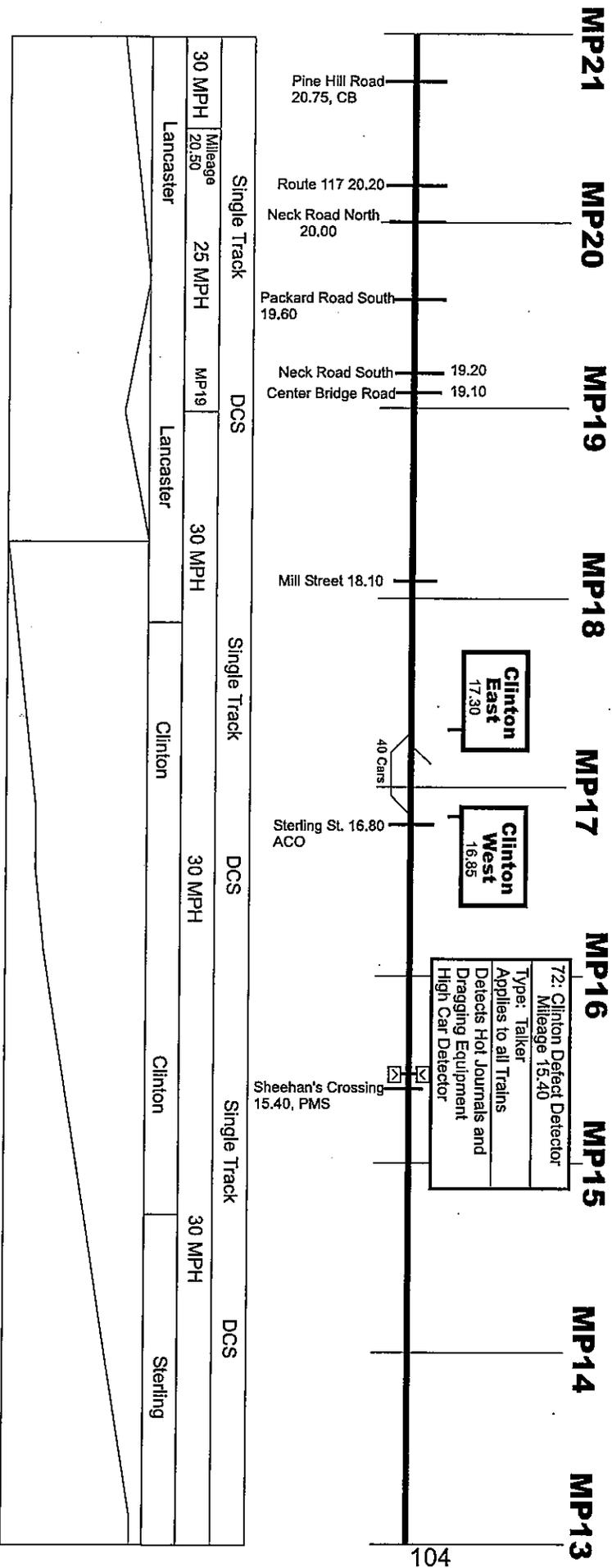
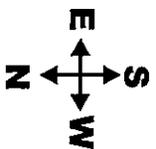


Yard Track	Yard Track	Single Track	DCS	Single Track	DCS
Restricted Speed not exceeding 10 MPH		Harvard	30 MPH	Harvard	30 MPH
Ayer	Harvard	Harvard	Harvard	Lancaster	Lancaster

Worcester Main Line

Harvard to Barber

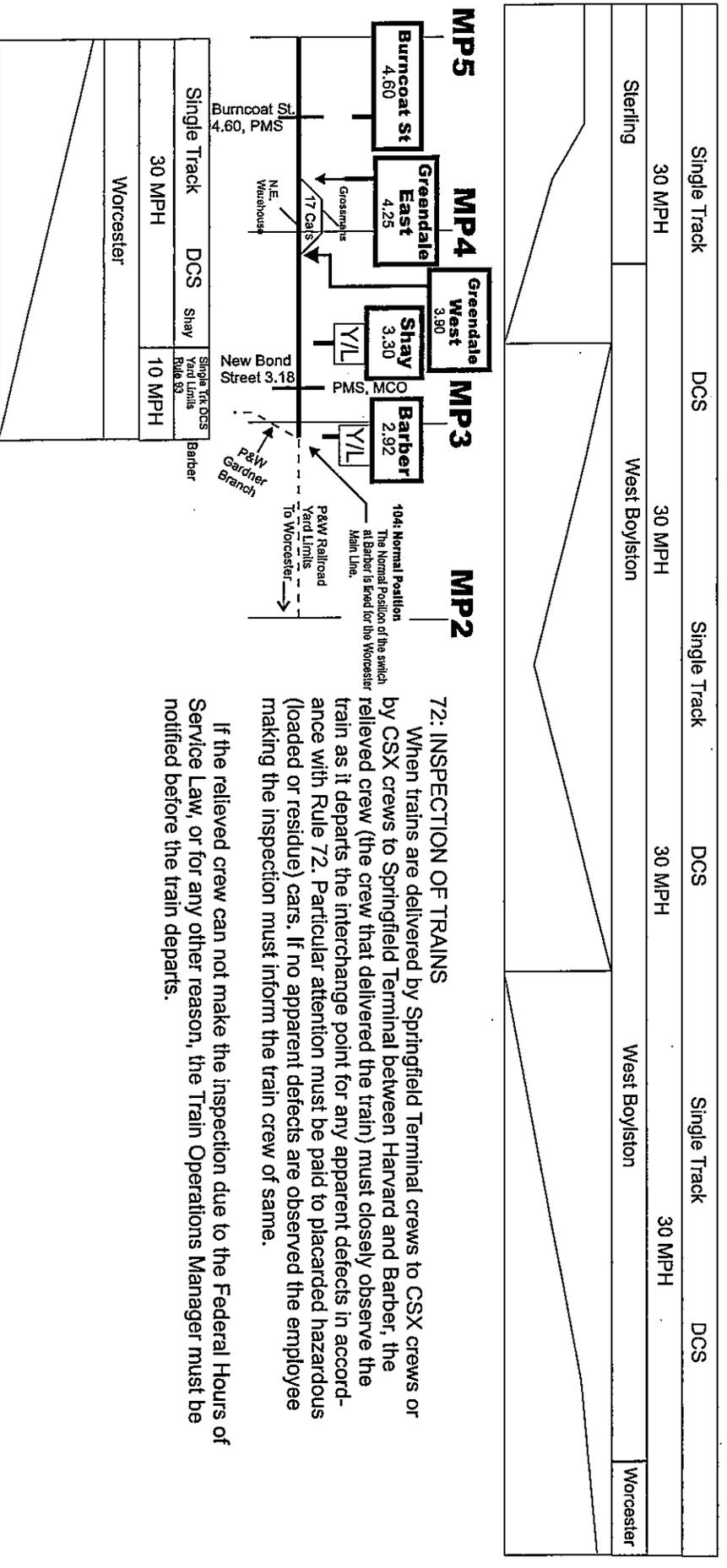
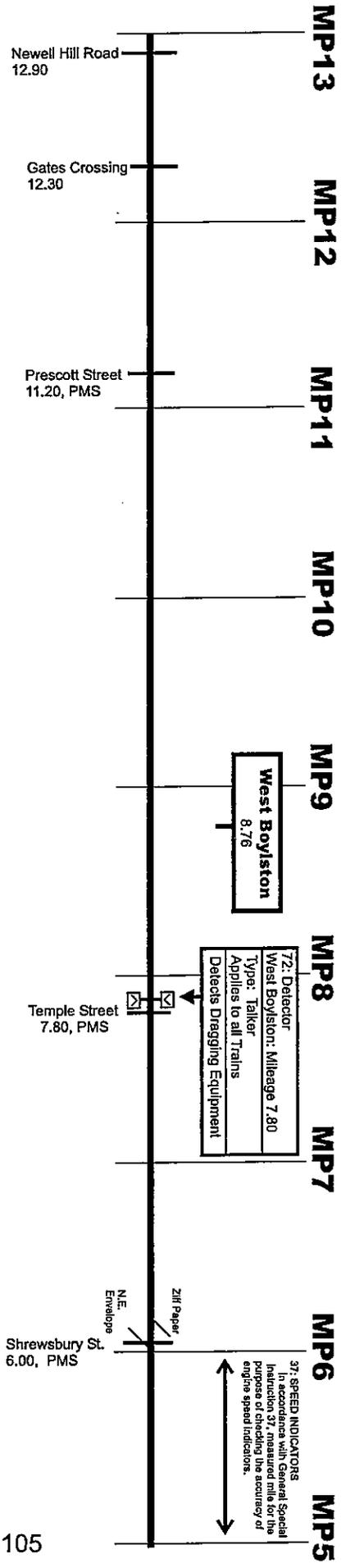
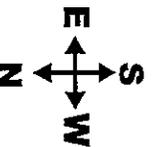
The direction from Harvard to Barber is West



Worcester Main Line

Harvard to Barber

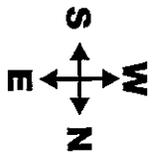
The direction from Harvard to Barber is West



NORTHERN MAIN LINE

CPF-NC TO BOW

The direction from CPF-NC to Bow is North



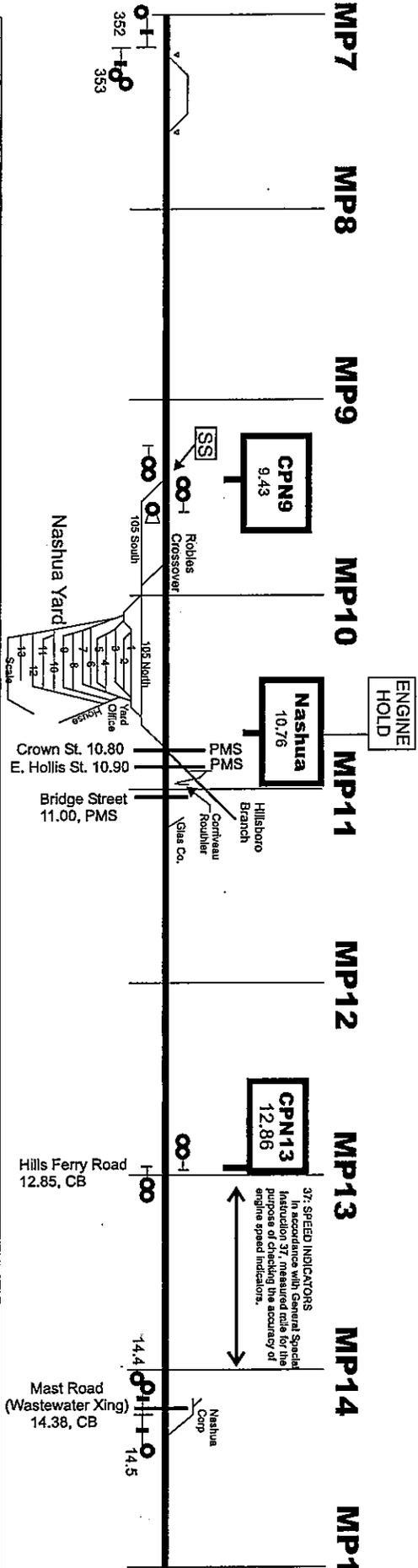
40: NASHUA, ENGINE RESTRICTIONS

Six (6) axle engines are restricted from operating on all yard tracks
At Nashua, except the North end of Track 1 and South Lead.

105: LOCATION AND NORMAL POSITION OF SPRING SWITCHES

Location	Normal Position
CPN9	Single to Single

Engine Hold Point
An "Engine Hold Point" Sign is placed at the Nashua Station Sign.
Northward trains on the Main Track or on the 105 North Track with power attached and left running to hold the air, must be spotted at the "Engine Hold Point" Sign.

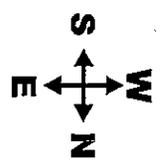


MP	Speed	Track	MP	Speed	Track	MP	Speed	Track
MP7	30 MPH	MP8	261	40 MPH	CPN9	10 MPH	261	40 MPH
		Nashua			Nashua			Nashua
					Bridge No. 38.22 (fullage) 11.22			Merrimack

NORTHERN MAIN LINE

CPF-NC TO BOW

The direction from CPF-NC to Bow is North



37: UNIT COAL TRAINS (LOADED OR EMPTY)

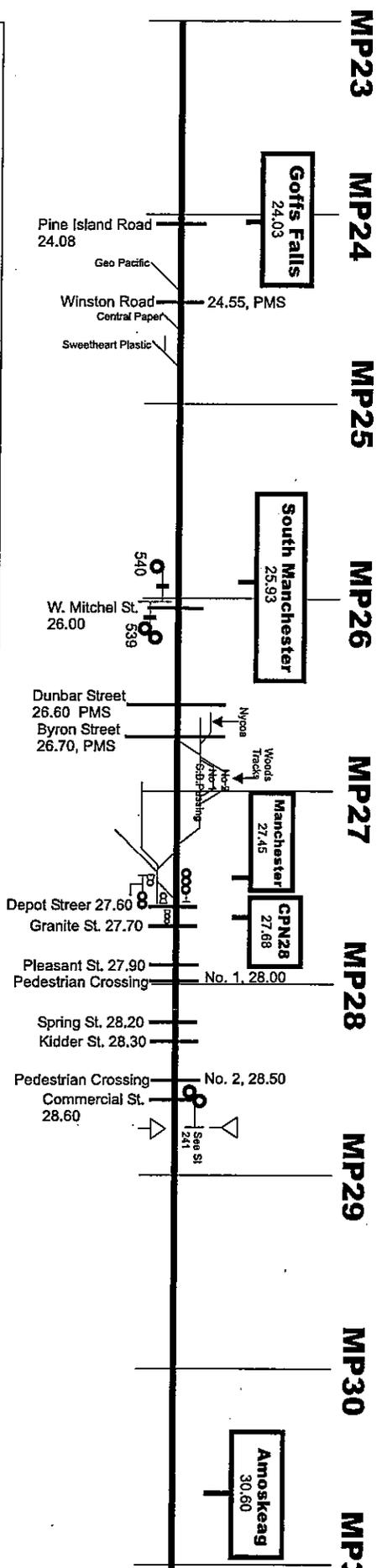
Unit coal trains either loaded or empty must not exceed 25 MPH between South Manchester and Bow.

240: AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal System in effect for Southward movements between "Signal Territory Starts" sign at mileage 28.60 and CPN28.

241: AUTOMATIC BLOCK SIGNAL WITH NO NUMBER PLATE

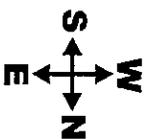
The Distant Signal to CPN28 (Governs Southward Movements on Single Track) at Mileage 28.60 does not have a number plate affixed to the mast. When this signal displays "STOP" (Rule 292), it must not be passed until permission to do so is obtained from the District Two Train Operations Manager in accordance with Rule 241.



Single Track		261	Single Track		261	CPN28	CPN28	Single Track		DCS
40 MPH			South Manchester	30 MPH	Mileage 28.70	20 MPH	CPN28	CPN28	25 MPH	MP29
Bedford		Manchester								Manchester

Conn River Main Line

Springfield to East Northfield



40: Engine Restrictions
Six axle engines must not be operated on other than main tracks between CPR1 and Smiths Ferry.

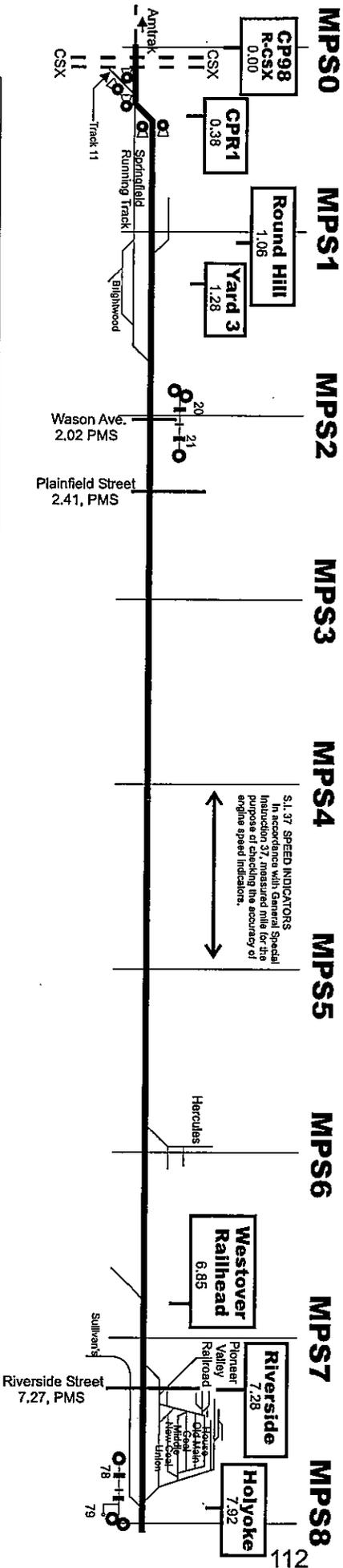
The Direction from Springfield to East Northfield is North.

97: Springfield Running Track

The Springfield Running Track is located on the East side of the Single track between CPR1 and Mileage 1.50. It is under control of the District 4 Train Operations Manager.

119: WEST SPRINGFIELD, CLEARANCE AUTHORITY

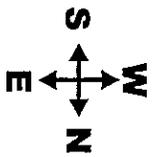
Loaded plate steel cars destined for Planville must not be accepted in interchange at West Springfield from CSX without "ST" Clearance authority. This clearance authority is required regardless of load dimensions.



10 MPH CPR1 CPR1	20 MPH	MP2 Fr. 35 MPH	30 MPH with passing car Planville Street (Mileage 2.40)	35 MPH	35 MPH	Westover Railhead	10 MPH MP8
Springfield	Springfield	Chicopee	Chicopee	Chicopee	Chicopee	Chicopee	Holyoke

NORTHERN MAIN LINE

CPF-NC TO BOW



The direction from CPF-NC to BOW is North

37: UNIT COAL TRAINS (LOADED OR EMPTY)

Unit coal trains either loaded or empty must not exceed 25 MPH between South Manchester and Bow.

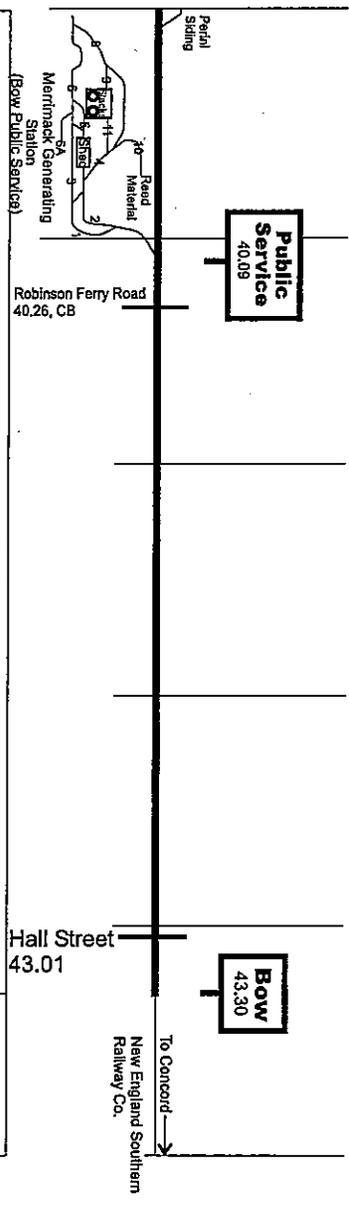
98.2: PUBLIC SERVICE

When cars are set off at Public Service, they must not be left to block Old River road. Engines are prohibited from operating through the dumping shed.

Sl.160 Form D to Coal Train Power
 If a single crew is responsible for the switching or making up of loaded or empty Coal Train(s). The Form D may be addressed to any of the engines in the consist, or if more than one consist is present an engine in either consist may be used

The Form D must be changed and addressed to the lead engine in the consist under the following conditions.
 Prior to the departure of the train
 or
 If the crew is to leave the train
 or
 If another crew arrives to assist or take one of the consists.

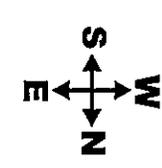
MP39 MP40 MP41 MP42 MP43 MP44



Single Track	DCS	Single Track	DCS	Bow	Yard Track
30 MPH	30 MPH	10 MPH	Bow	Restricted Speed not exceeding 10 MPH	Concord
Bow					

Conn River Main Line

Springfield to East Northfield

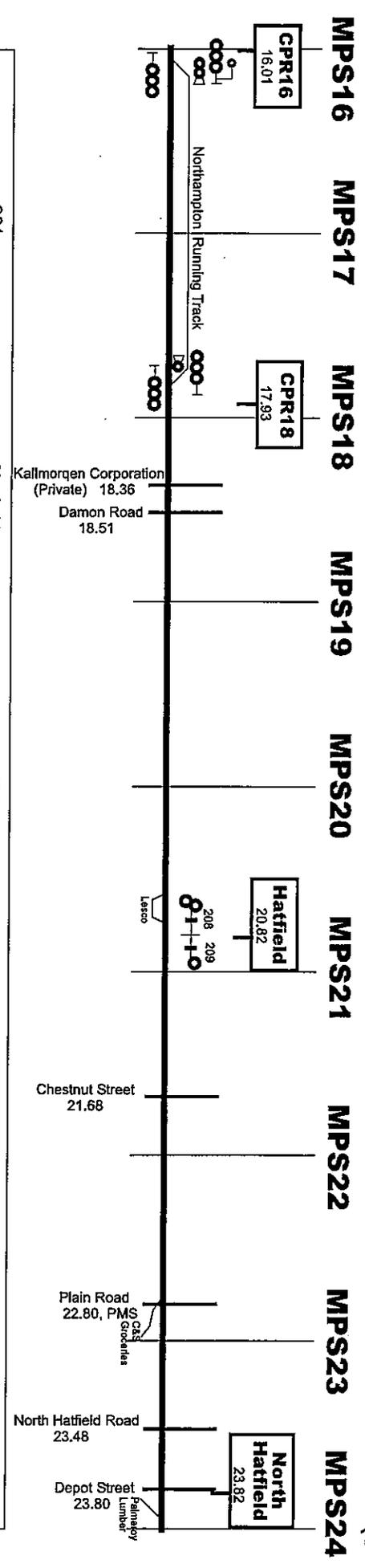


40: Engine Restrictions
 Six axle engines must not be operated on other than main tracks between CPR18 and MPS37.

138: Stop posts
 Stop Post are erected at the following crossings

- Depot Street S23.80
- Northatfield Roar S23.48
- Chestnut Street S21.68
- Plain Road S22.80

97: NORTHAMPTON RUNNING TRACK
 The Northampton Running Track is located on the West side of the Single track and extends from CPR18 to CPR16. It is under the control of the District 4 Train Operations Manager.

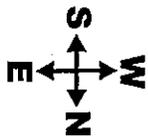


261	Single Track	261	Single Track	261
CPR 16	35 MPH	35 MPH	35 MPH	
Northampton	Northampton	Hatfield	Hatfield	Hatfield

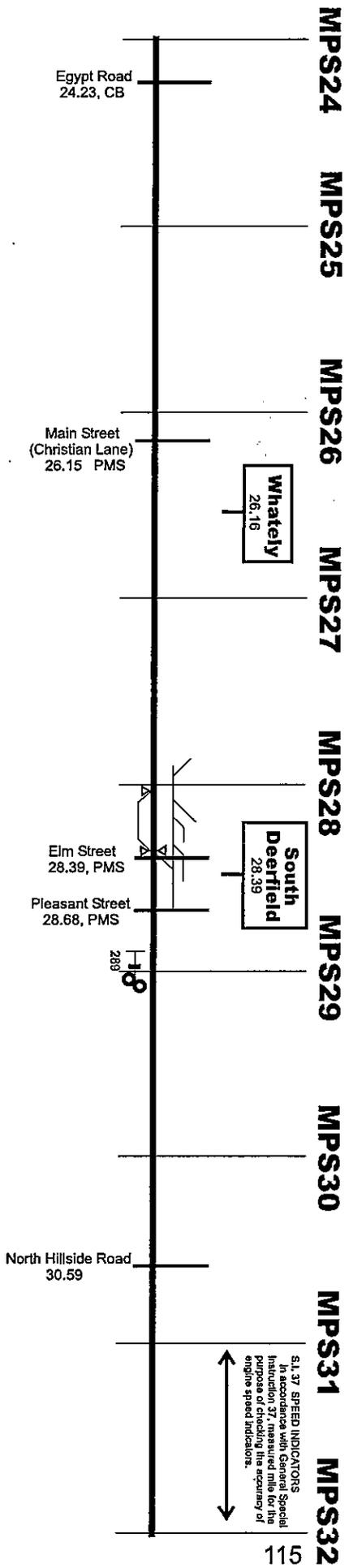
Conn River Main Line

Springfield to East Northfield

The Direction from Springfield to East Northfield is North.



40: Engine Restrictions
 Six axle engines must not be operated on other than main tracks between CPR18 and MPS37.



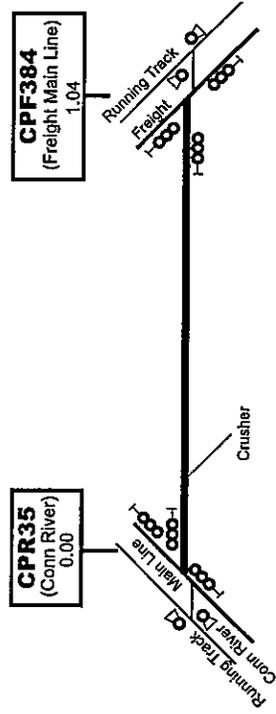
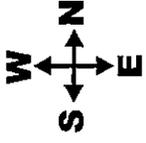
5.1.37 SPEED INDICATORS
 In accordance with General Special Instruction 37, measured mile for the purpose of checking the accuracy of engine speed indicators.

261	Single Track	261	261
35 MPH		35 MPH	
← Hatfield	Whately	Whately	Deerfield
			Deerfield

East Deerfield Loop

CPR35 to CPF384

The direction from CPR35 to CPF384 is Northward

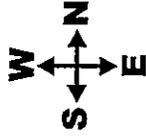


261	Single Track	261
8 MPH		
Deerfield		

Conn River Main Line

Springfield to East Northfield

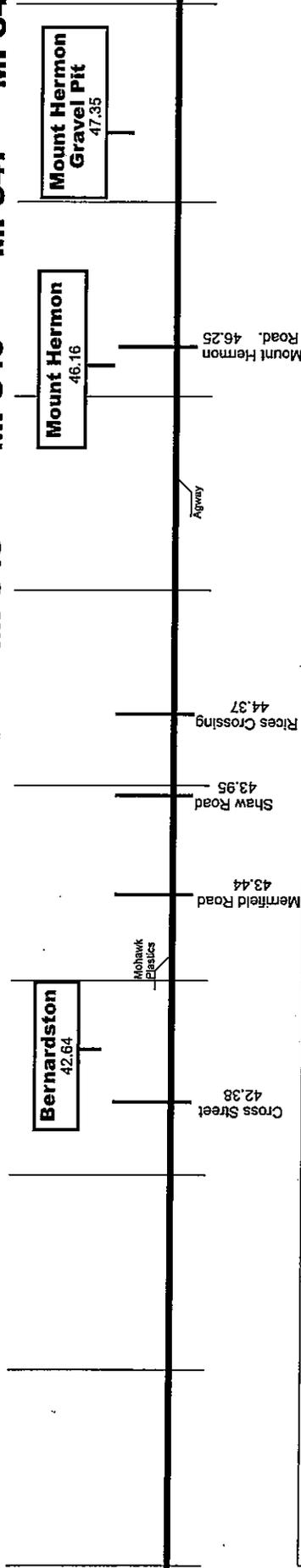
The Direction from Springfield to East Northfield is North.



40: Engine Restrictions
Six axle engines must not be operated on other than main tracks between CPR18 and MPS37.

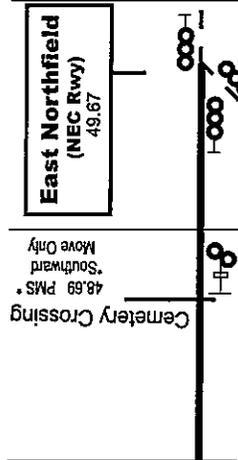
Note: Between Southernly limit of East Northfield and Bank is under control of the NEC Rwy. Movements are governed by NEC operating rules, special instructions and authority issued by the NEC dispatcher in St.Albans.

MPS40 MPS41 MPS42 MPS43 MPS44 MPS45 MPS46 MPS47 MPS48



DCS	Single Track	DCS	Single Track	DCS
35 MPH		35 MPH		
Greenfield	Bernardston	Bernardston	Bernardston	Northfield

MPS48 MPS49



DCS	Single Track	DCS
	35 MPH	
	Northfield	

Vermont Railway System Special Instruction Governing use of Falls Running Track:

The Falls Running Track extends from the West side of the Diamond at Mile B-0.25 to Mile B-1.5 and is under the Control of the VRS Dispatcher. VRS(NORAC) Rule 97 governs operations on the Falls Running Track. STRR and NECR crews may use the Falls Running Track, the "Patch" track and the "Straight" track, and the VRS main line for the purpose of interchanging cars after receiving verbal permission from the VRS Dispatcher or the DA (Bellows Falls) Operator when authorized by the Dispatcher.

The VRS Dispatcher can be contacted by radio on Channel TRO7 REC72. The DA Operator can be contacted by radio on Channel TR 40 REC 40. Radio packs with these frequencies will be identified by the letter "V" on them.

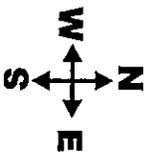
White River Jct. VT.

STRR crews must contact the Green Mountain Railroad (VRS) Dispatcher before Operating in the White River Jct. VT yard. The radio channel is the same channel As used in Bellows Falls VT as shown in the paragraph above.

BUCKSPORT BRANCH

Calais Jct to Buckspport

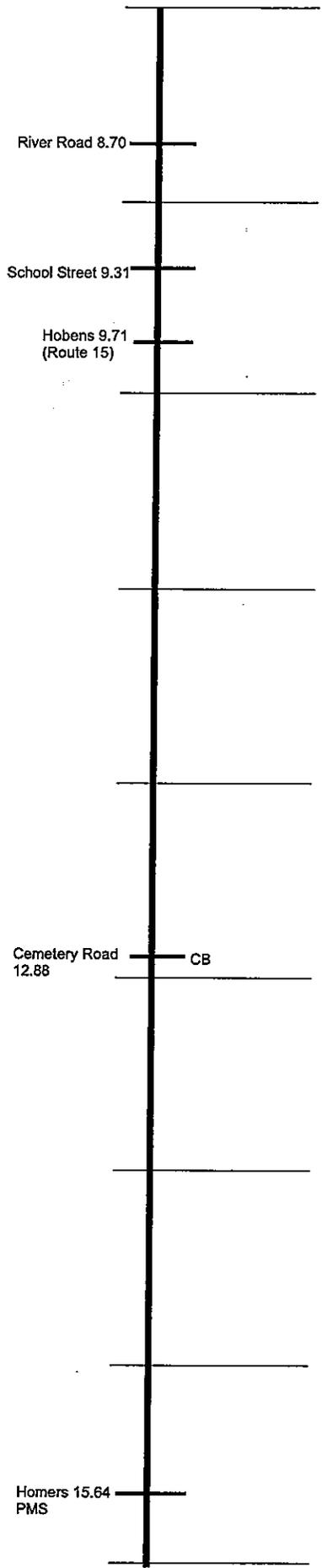
The direction from Calais Jct to Buckspport is East



160: FORM D's

The suffix "B" will be added to MP when a mile post is used as a limit of authority in Form D's Issued on the Buckspport Branch.

MP8 MP9 MP10 MP11 MP12 MP13 MP14 MP15 MP16



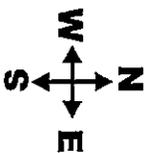
120

Single Track	DCS	Single Track	DCS	Single Track	DCS
30 MPH	30 MPH	MP11 10 MPH	MP12	30 MPH	
Orrington		Buckspport		Buckspport	

BUCKSPORT BRANCH

Calais Jct to Bucksport

The Direction from Calais Jct to Bucksport is East



37: PERMANENT SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK

Bucksport: Between the West End of the Turntable Track and End of Track

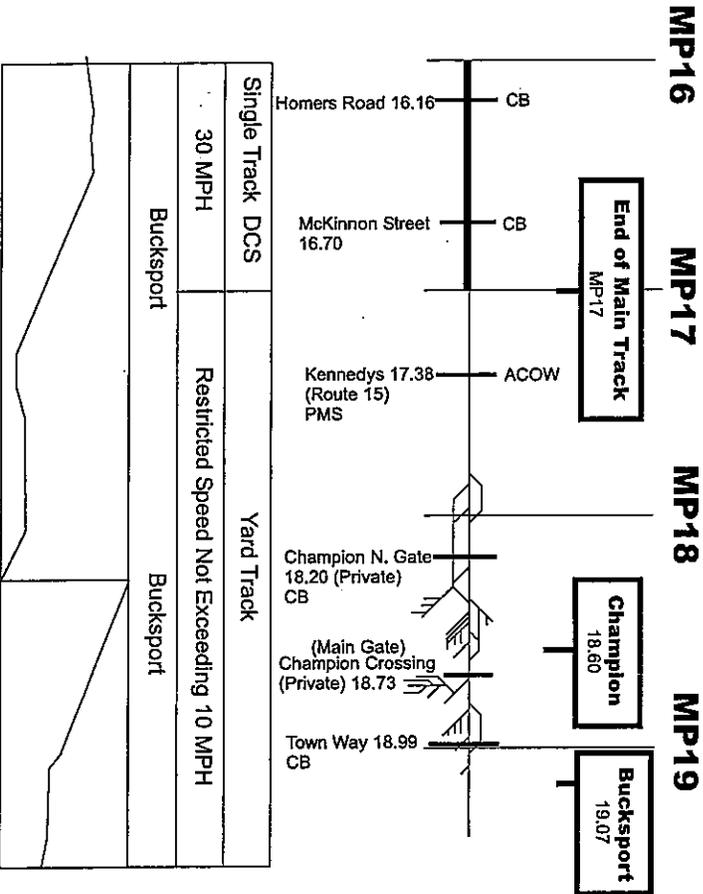
Mileage 19.20.....6 MPH

101: SWITCHING THE PAPER MILL

Before switching Tracks 9 and 11 at the paper mill, a member of the crew must activate the alarm located near the overhead door on the South side of Track 11. When the mill employee opens the overhead door and removes the rail clamps switching may be started. Switching beyond the doorway must not be done at any time unless a mill employee is in attendance.

160: FORM D's

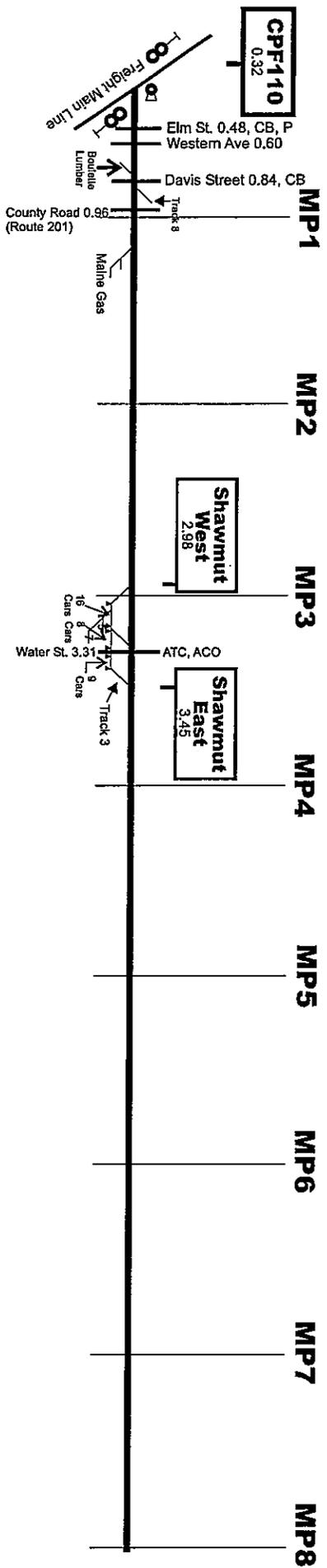
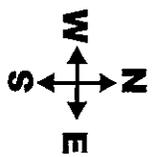
The suffix "B" will be added to MP when a mile post is used as a Limit of authority in Form D's issued on the Bucksport Branch.



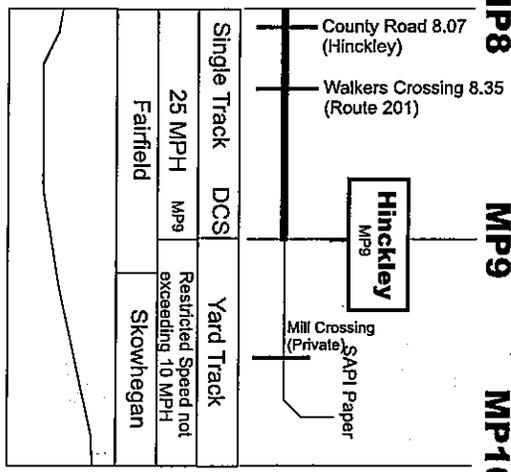
HINCKLEY BRANCH

CPF110 to Hinckley

The direction from CPF110 to Hinckley is East



CPF110	Single Track	DCS	Single Track	DCS	Single Track	DCS
10 MPH	MP2	25 MPH	25 MPH	25 MPH	25 MPH	DCS
Fairfield						
Fairfield						



160: Form D's

The suffix "H" will be added to MP when a mile post is used
 As a limit of authority in Form D's issued on the Hinckley Branch.

101: HANDBRAKES, SHAWMUT

Crews working at Shawmut must set the handbrakes on each car left on track 5 and track 7 and, in addition, each car must be securely blocked.
 The handbrake must not be released on said cars until the air line is charged.

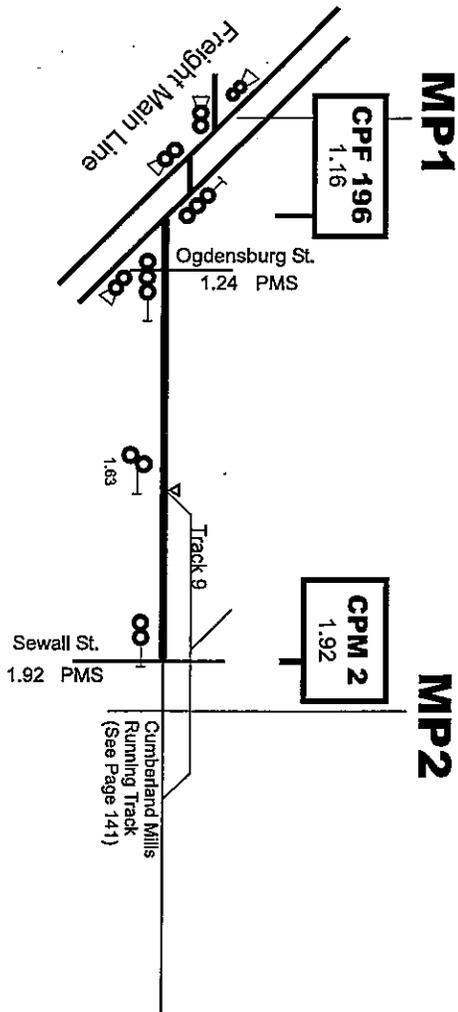
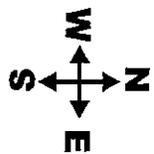
600: Westbound trains

Westbound trains must communicate with the District 1 T.O.M. Prior to passing MPH 1 in order that public crossings are not blocked if held at CPF-110.

MOUNTAIN BRANCH

CPF 196 TO CPM 2

The Direction from CPF 196 to CPM 2 is East

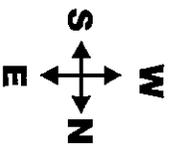


CPF-196	261	Single Track	261	Cumberland Mills Running Track
CPF-196	25 MPH			Restricted Speed Not Exceeding 10 MPH
Portland		Portland		

SI 101.1 Close clearance, Station platforms

Employees must use caution at Portland Passenger Station, High or Handicap Platforms will not clear an employee riding the side of a railcar or engine.

HILLSBORO BRANCH



Nashua to Wilton
The direction from Nashua to Wilton is North

SPRINGFIELD TERMINAL TRAILS MAY OPERATE ON THE HILLSBORO AND
SENIOR CENTER TRACKS AND TRACKS BETWEEN THE HILLSBORO AND
16.36 AND 16.37 MILEPOSTS. THIS SERVICE IS SUBJECT TO THE
SCHEDULED CARS FROM QUINCY, ILL. ON MONDAY, FEBRUARY 19, 2000.

SPRINGFIELD TERMINAL TRAILS MUST FIRST SECURE PERMISSION FROM THE
FERRIS OPERATOR TO BECOME OPERATING NORTH OR SOUTH. PERMISSION MUST
BE OBTAINED FROM THE SPRINGFIELD TERMINAL DISTRICT 2. TRAIN
DEPARTURES FROM THE HILLSBORO TRACKS WILL BE 15 MINUTES
DEPARTURES FROM THE HILLSBORO TRACKS WILL BE 15 MINUTES
DEPARTURES FROM THE HILLSBORO TRACKS WILL BE 15 MINUTES

THE HILLSBORO TRACKS ARE NOT TO BE USED FOR THE FOLLOWING REASONS:
TRACKS ARE NOT TO BE USED FOR THE FOLLOWING REASONS:
TRACKS ARE NOT TO BE USED FOR THE FOLLOWING REASONS:

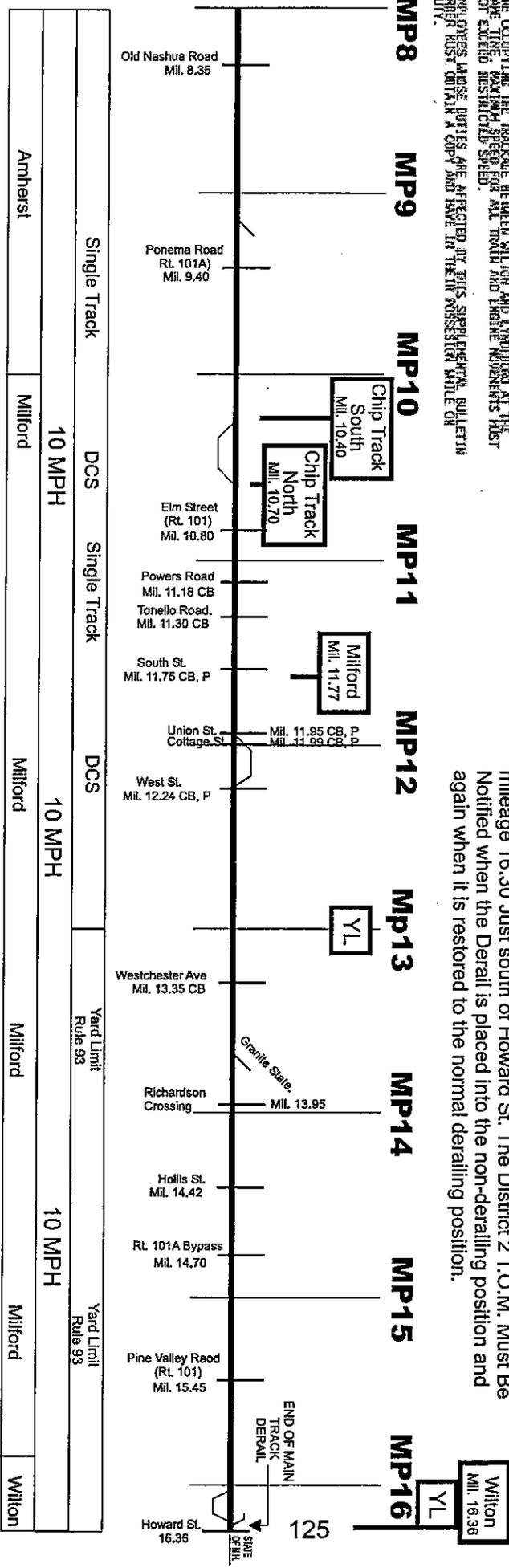
IN THE EVENT THAT BOTH THE HILLSBORO AND SPRINGFIELD TERMINAL TRAILS
ARE OCCUPIED, THE TRACKS BETWEEN WILTON AND LYNDENBURG AT THE
SOME TIME, MAXIMUM SPEED FOR ALL TRAIN AND ENGINE MOVEMENTS MUST
NOT EXCEED RESTRICTED SPEED.

ENGINEERS, CONDUCTORS AND OPERATORS MUST OBTAIN PERMISSION FROM THE
FERRIS OPERATOR TO OBTAIN A COPY AND HAVE IN THEIR POSSESSION WHILE ON
DUTY.

S.I. 40 Engine Restrictions:

Six (6) axle engines are restricted from operating on the Hillsboro Branch.

S.I. 140. Derail: A derail is located on the Hillsboro Branch at mileage 16.30 Just south of Howard St. The District 2 T.O.M. Must Be Notified when the Derail is placed into the non-derailing position and again when it is restored to the normal derailing position.



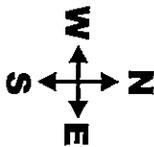
160: Form D's
The suffix "W" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Hillsboro Branch.

S.I. 93.1 Occupying Yard Limits.
Permission to operate within Yard Limits between mile post 13 and Mileage 16.36 End of Main Track (beginning of State of New Hampshire track) M&BRR will be restricted to one movement at a time. All other provisions of rule 93 will apply

MADISON BRANCH

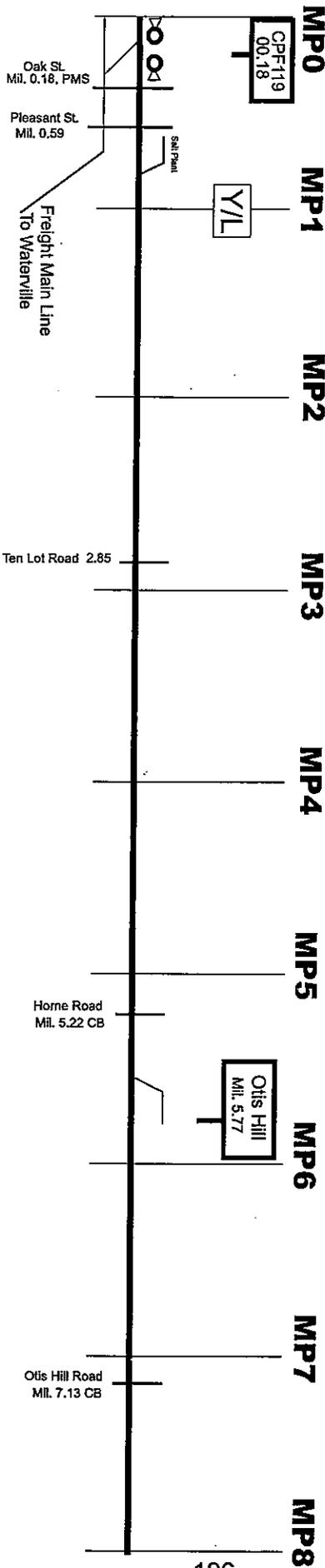
Oakland to Madison

The direction from Oakland to Madison is east



160: Form D's
 The suffix "A" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Madison Branch.

(MP 119)

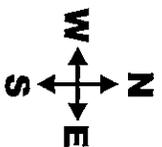


Rule 93 Yard Limits	Single Track	DCS						
	10 MPH		10 MPH		10 MPH		10 MPH	
Oakland	Oakland		Fairfield		Fairfield		Fairfield	

MADISON BRANCH

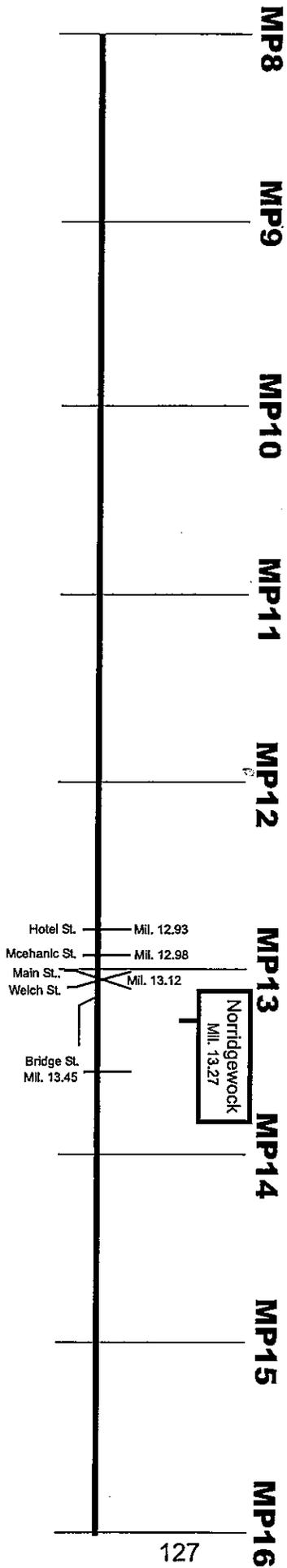
Oakland to Madison

The direction from Oakland to Madison is east



160: Form D's

The suffix "A" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Madison Branch.

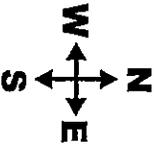


Single Track	DCS						
Fairfield		Norridgewock		Norridgewock		Norridgewock	
10 MPH		10 MPH		10 MPH		10 MPH	

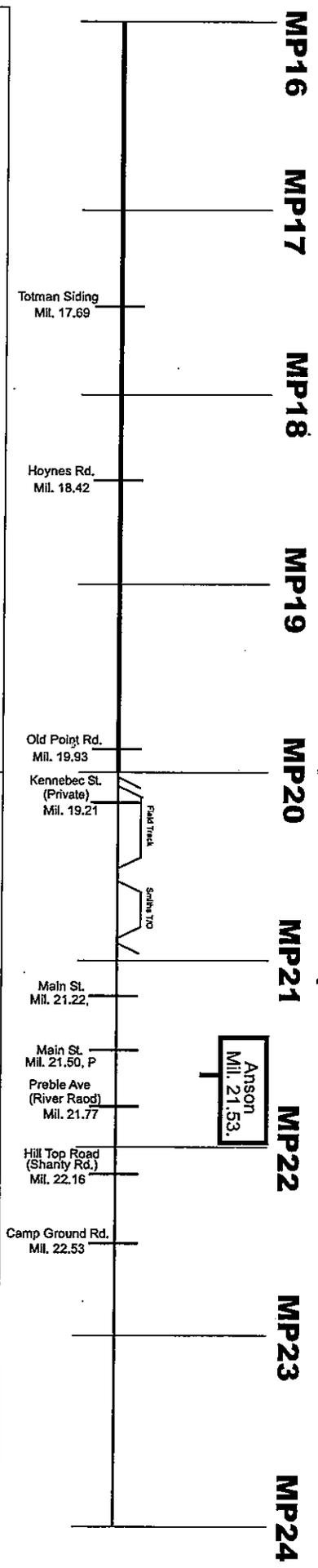
MADISON BRANCH

Oakland to Madison

The direction from Oakland to Madison is east

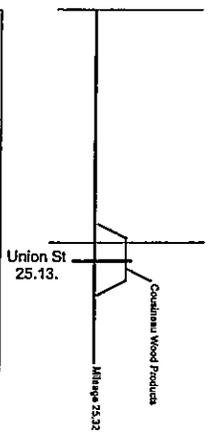


MADISON PAPER COMPANY
 When switching at Madison Paper Industries, crew members are not to operate any O.S.H.A. deraills or the overhead door.



Single Track	DCS	End of Main Track	Anson Running Track
	10 MPH		SI 37.6
Norridgewock	Norridgewock	Madison	Madison
			Anson
			Anson

MP24 **MP25**



Anson Running Track
SI 37.6
Anson

160: Form D's
 The suffix "A" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Madison Branch.

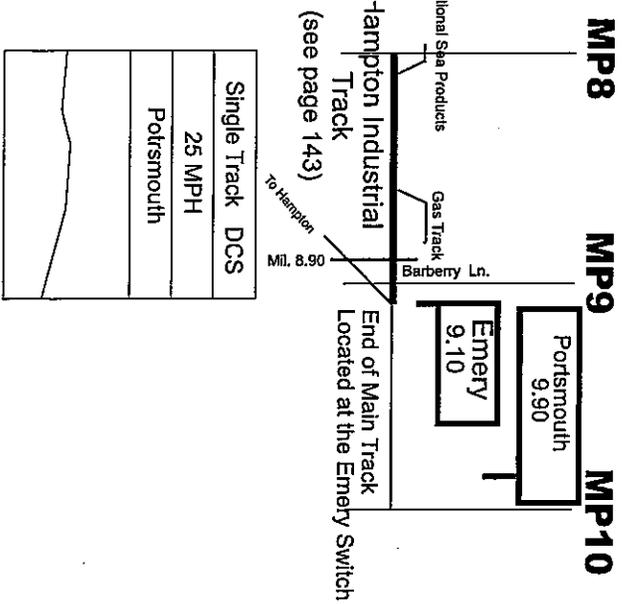
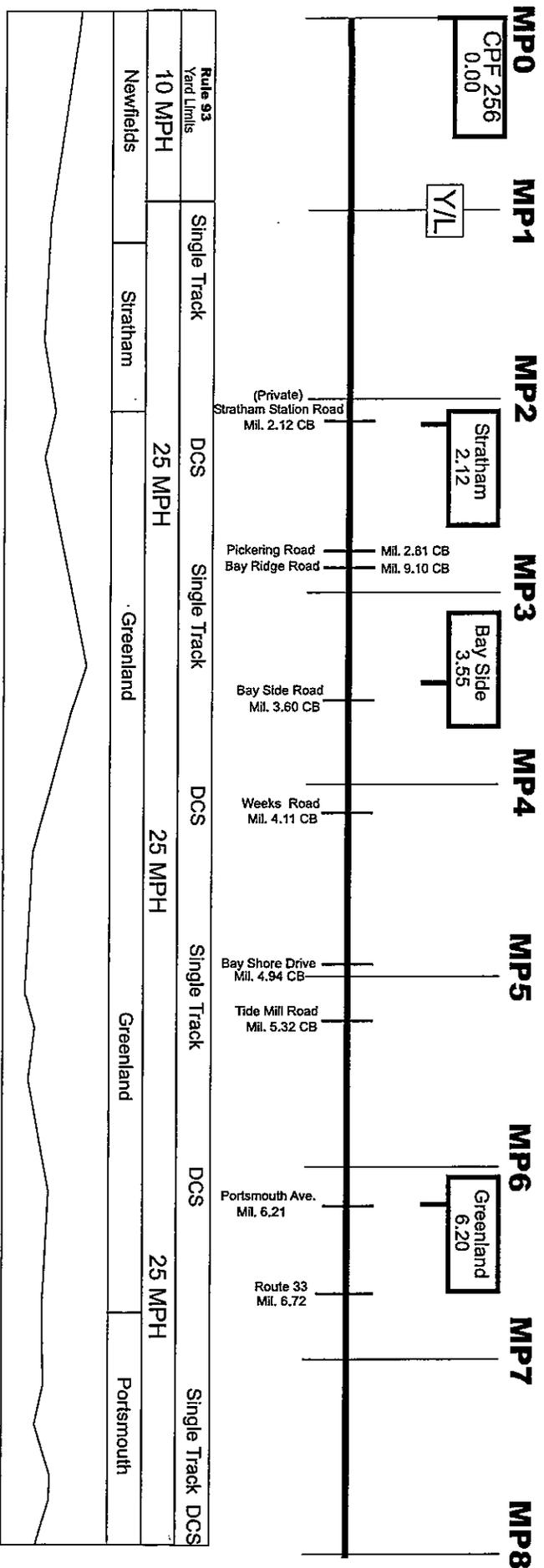
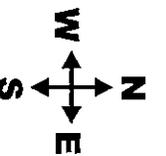
97: Anson Running Track
 The Anson Running Track is a single track which extends from the end of the Madison Branch at MP 20 to the end of track at approximately mileage 25.32. It is under the control of the District 1 Train Operations Manager.

138: The following crossings at grade must be protected by on ground employee
 Main Street, mileage 21.22
 Main Street, mileage 21.50
 Preble Ave (River road), mileage 21.77
 Hill Top Road (Shanty Road), mileage 22.16
 Camp Ground Road, mileage 22.53
 Union Street, mileage 25.13

PORTSMOUTH BRANCH

Rockingham(CPF256) to Emery

The direction from CPF256 to Portsmouth is East

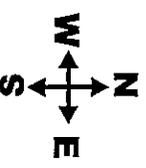


160: Form D's
 The suffix "P" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Portsmouth Branch.

RUMFORD BRANCH

LEEDS JCT. TO RUMFORD

The Direction from Leeds Jct to Rumford is East



160: Form D's

The suffix "R" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Rumford Branch.

240: Automatic Block Signal System

Automatic Block Signal System in effect between Automatic Block Signal No.00.2 and Leeds Jct.

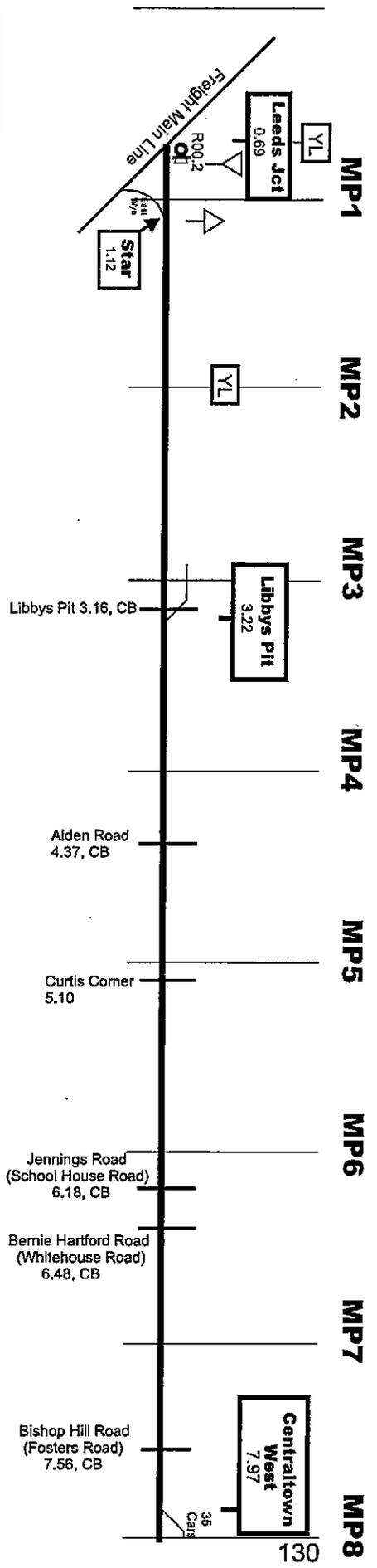
40: Engine restrictions.

Six axle engines are restricted from operating on the Rumford Branch.

500: Block Signal Governing Movement at Leeds Jct

The Movement of trains from the Rumford Branch to the Freight Main Line at Leeds Jct is governed by Block Signal R00.2 on the Rumford Branch.

After permission has been secured from the Train Operations Manager to line the switch providing access from the Rumford Branch to the Freight Main Line, the signal should display a permissive indication after a period of three minutes.

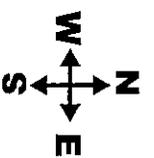


Leeds Jct	Leeds Jct	Yard Limits, Rule 93	MP2	MP2	MP3	MP4	MP5	MP6	MP7	MP8
10 MPH	Star	DCS, Single Track	35 MPH		Leeds	DCS		35 MPH		DCS
Leeds	Monmouth	Single Track		DCS		Single Track		DCS		
Leeds		Leeds		Leeds		Leeds		Leeds		

RUMFORD BRANCH

LEEDS JCT TO RUMFORD

The Direction From Leeds Jct to Rumford is East

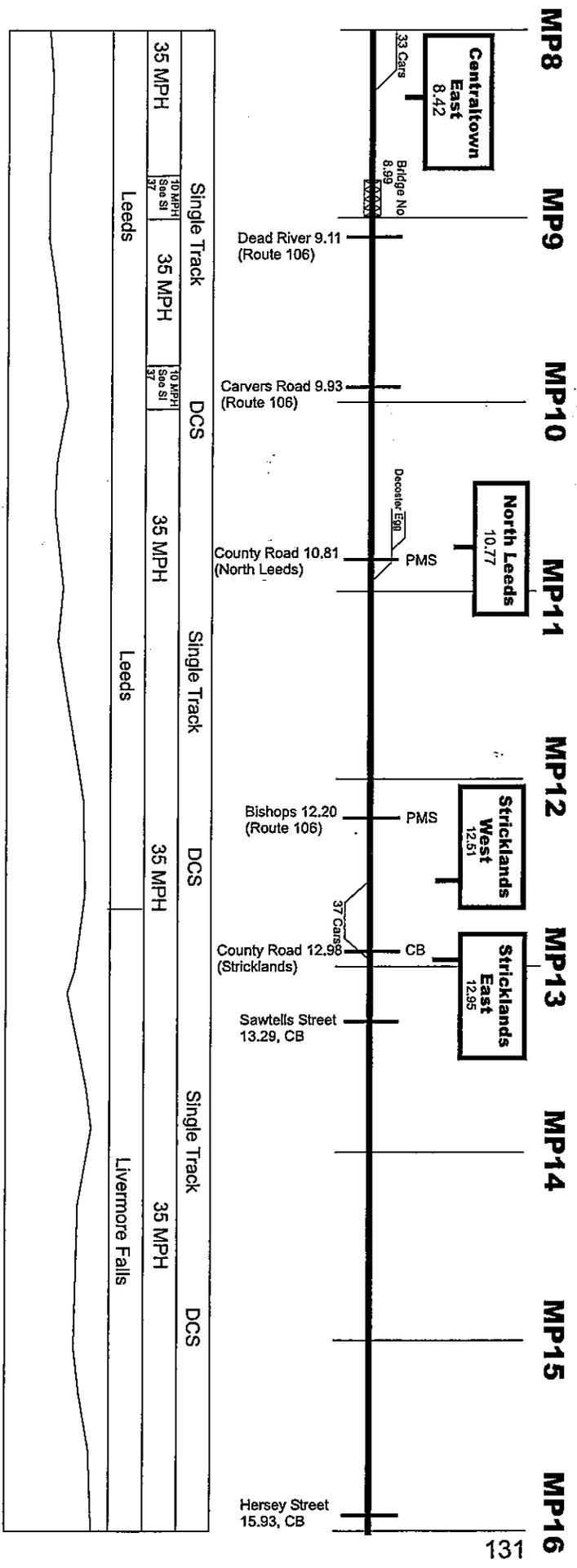


40: Engine restrictions
Six axle engines are restricted from operating on the Rumford Branch

37: PERMANENT SPEED RESTRICTION
Trains carrying Pulpwood must not exceed 10 MPH over Dead River Bridge number 8.99.

37: PERMANENT SPEED RESTRICTION
Between XC posts at Carvers Road, trains must not exceed 10 MPH.

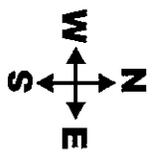
160: Form D's
The suffix "R" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Rumford Branch.



RUMFORD BRANCH

LEEDS JCT TO RUMFORD

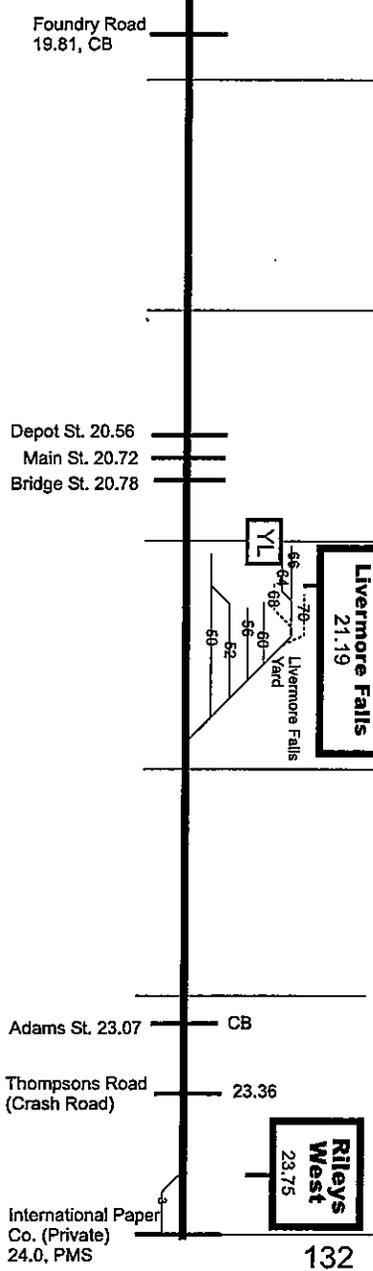
The Direction From Leeds Jct to Rumford is East



40: Engine restrictions
Six axle engines are restricted from operating on the Rumford Branch

160: Form D's
The suffix "R" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Rumford Branch.

MP16 MP17 MP18 MP19 MP20 MP21 MP22 MP23 MP24

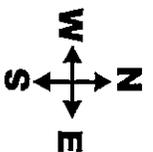


Single Track	DCS	Single Track	DCS	MP 21	Yard Limits Rule 93	10 MPH	10 MPH
35 MPH		35 MPH		MP20 25 MPH MP 21	Jay		Jay
Livermore Falls		Livermore Falls			Jay		Jay

RUMFORD BRANCH

LEEDS JCT TO RUMFORD

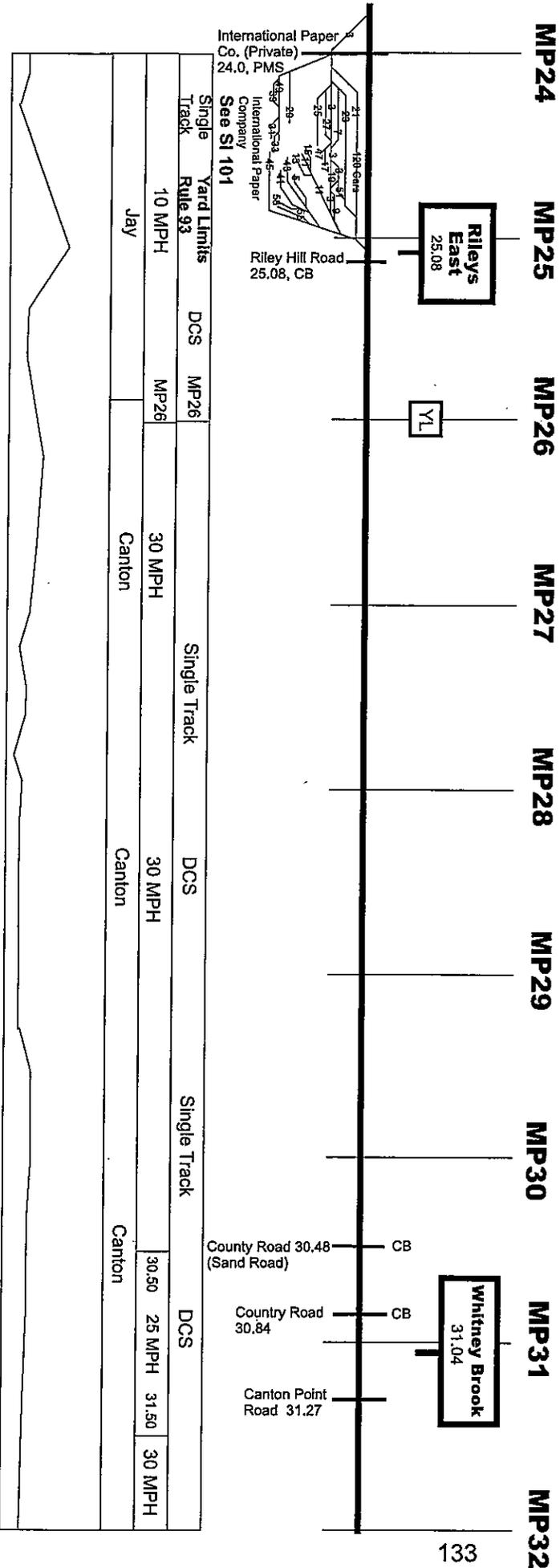
The Direction From Leeds Jct to Rumford is East



40: Engine restrictions
Six axle engines are restricted from operating on the Rumford Branch

101: AIR BRAKES, RILEYS
All switching movements on the following tracks at Rileys must be made with the air line charge:
Track numbers 5, 41, 43 and 45.

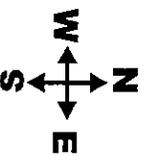
160: FORM D'S
The suffix "R" will added to MP when a mile post is used as a limit of authority in Form D's issued on the Rumford Branch.



RUMFORD BRANCH

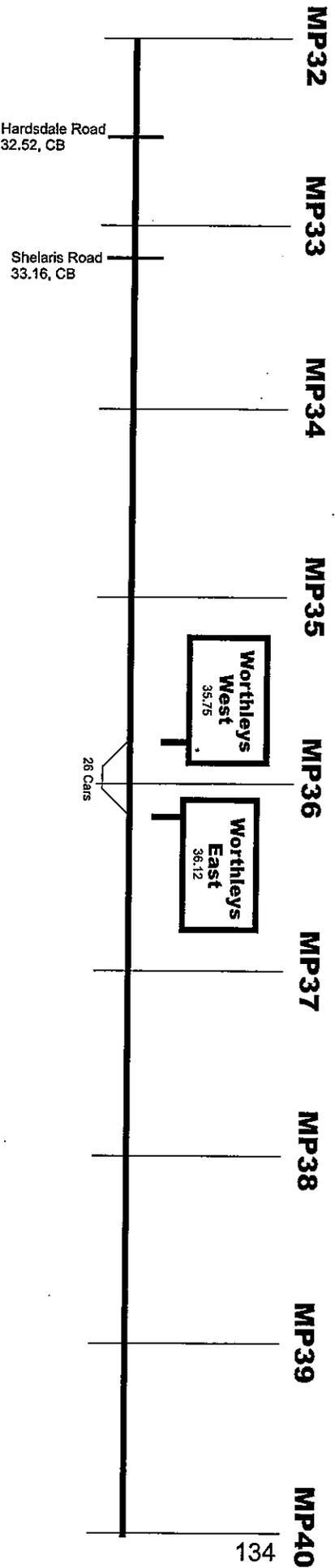
LEEDS JCT TO RUMFORD

The Direction From Leeds Jct to Rumford is East



40: Engine restrictions
Six axle engines are restricted from operating on the Rumford Branch

160: Form D's
The suffix "R" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Rumford Branch.

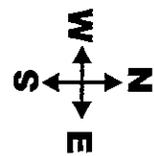


Single Track	DCS	Single Track	DCS	Single Track	DCS
30 MPH		30 MPH	30 MPH	30 MPH	
Canton		Peru	Peru	Peru	

RUMFORD BRANCH

LEEDS JCT TO RUMFORD

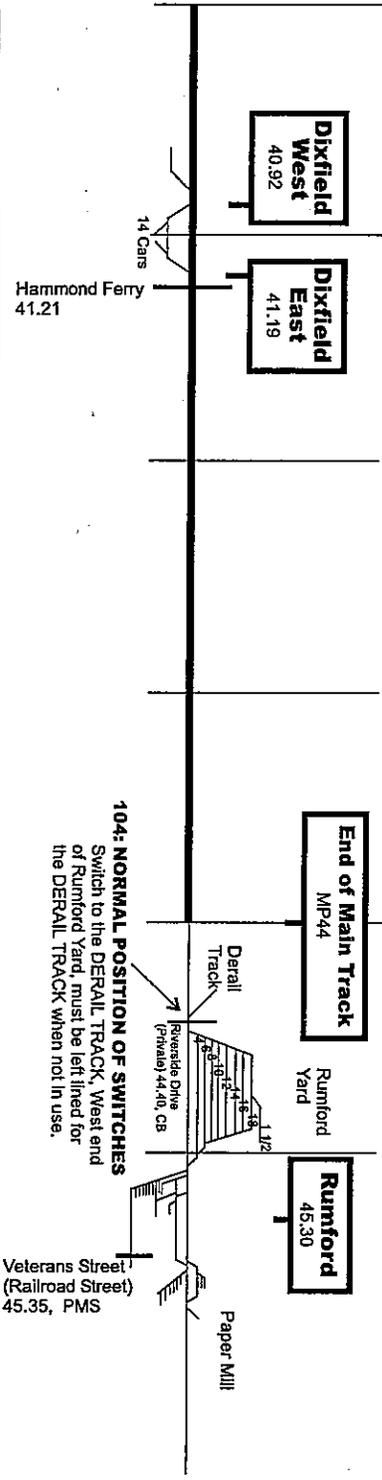
The Direction from Leeds Jct to Rumford is East



40: Engine Restrictions
Six axle engines are restricted from operating on the Rumford Branch

160: Form D's
The suffix "R" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Rumford Branch.

MP40 MP41 MP42 MP43 MP44 MP45

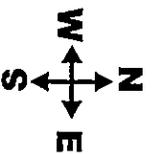


Single Track	DCS	Yard Track
30 MPH	30 MPH	Restricted Speed Not Exceeding 10 MPH
Peru	Rumford	Rumford

BRUNSWICK BRANCH

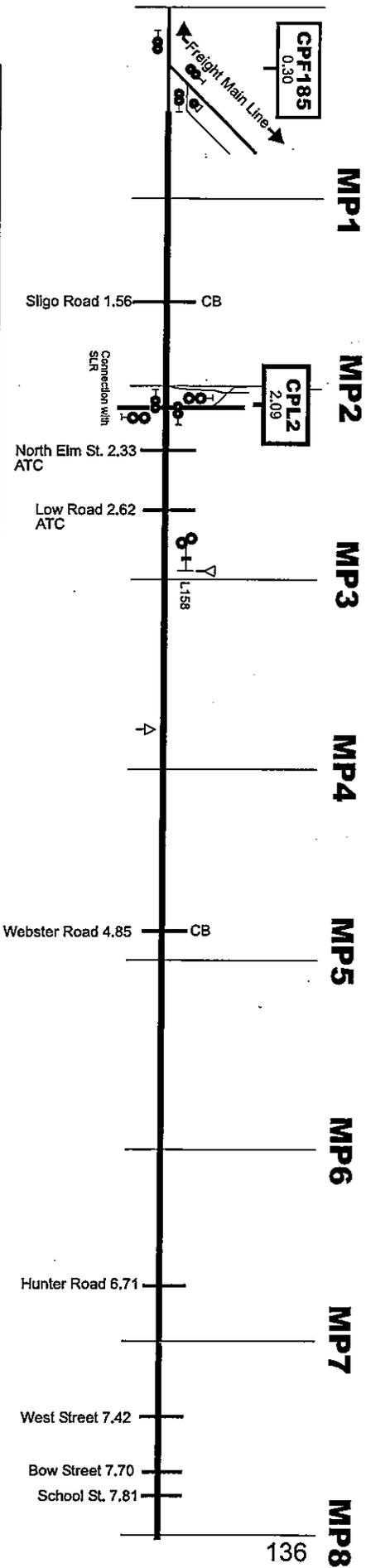
CPF185 to Brunswick

The direction from CPF185 to Brunswick is East



37: Maximum Speed and Permanent Speed Restrictions:	
Between.....	Fr't Psgr
East Limit CPF185 and Greely Road	
Mileage 184.87, Westward moves	
only from Brunswick Branch.....	30 MPH 30 MPH

160: FORM D's
 The suffix "L" will be added to MP when a mile post is used as a limit of authority in Form D's issued on the Brunswick Branch.

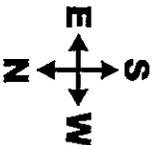


CPF185	Single Track	261	CPL2	Single Track	DCS	Single Track	DCS
See Sl. 37	CPF185	40 MPH	CPL2	25 MPH	25 MPH	25 MPH	25 MPH
Yarmouth		Yarmouth		Freeport		Freeport	

WATERBURY BRANCH

Berlin to Waterbury

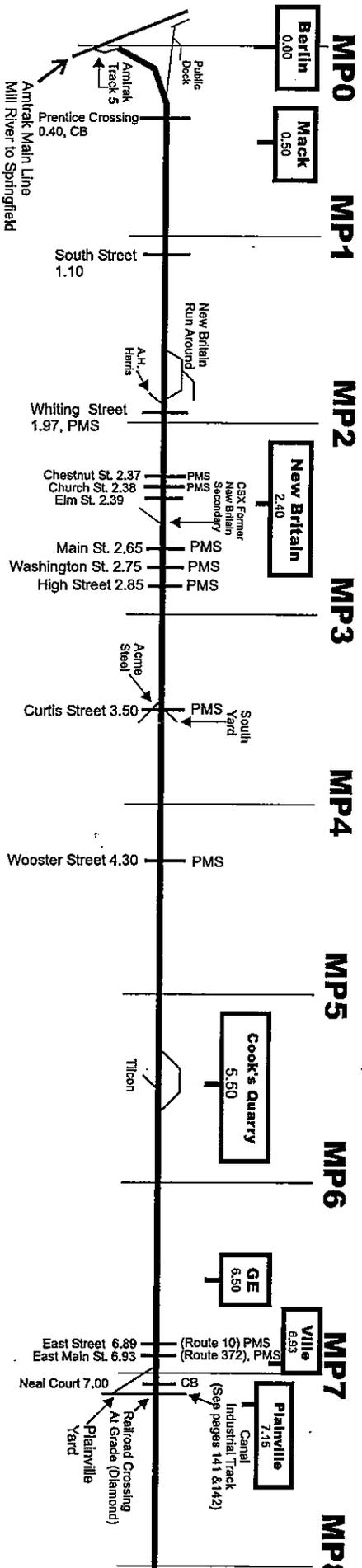
The direction from Berlin to Waterbury is West



119: West Springfield, Clearance Authority
 Loaded plate steel cars destined Plainville must not be accepted in interchange at West Springfield from CSX without "ST" clearance authority.
 This clearance authority is required regardless of load dimensions.

706: RADIO BASE STATIONS
 Movements must monitor Channel 2 (Yard Frequency) when on Main Track.
 Contact with District 4 Train Operations Manager may be made by keying the microphone (7) seven times in a rhythmic succession or keying DTMF No. 2 twice and waiting for the Train Operations Manager to respond. (Approximately 60 seconds)

104: Switch position at Ville mileage 6.93.
 Crew may leave the switch to Plainville yard at Ville mileage 6.93 in either position unless instructed by the T.O.M. to leave it in the normal position.

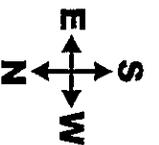


| Rule 93
Yard Limits
10 MPH |
|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Single Track | DCS | Single Track | DCS |
| 25 MPH | MP2
Head End Only | 25 MPH | 25 MPH |
| MP3 | MP3 | MP4 | MP4 |
| Single Track | DCS | Single Track | DCS |
| 25 MPH | 25 MPH | 25 MPH | 25 MPH |
| MP5 | MP5 | MP6 | MP6 |
| Single Track | DCS | Single Track | DCS |
| 25 MPH | 25 MPH | 25 MPH | 25 MPH |
| MP7 | MP7 | MP8 | MP8 |
| Single Track | DCS | Single Track | DCS |
| 25 MPH | 25 MPH | 25 MPH | 25 MPH |

WATERBURY BRANCH

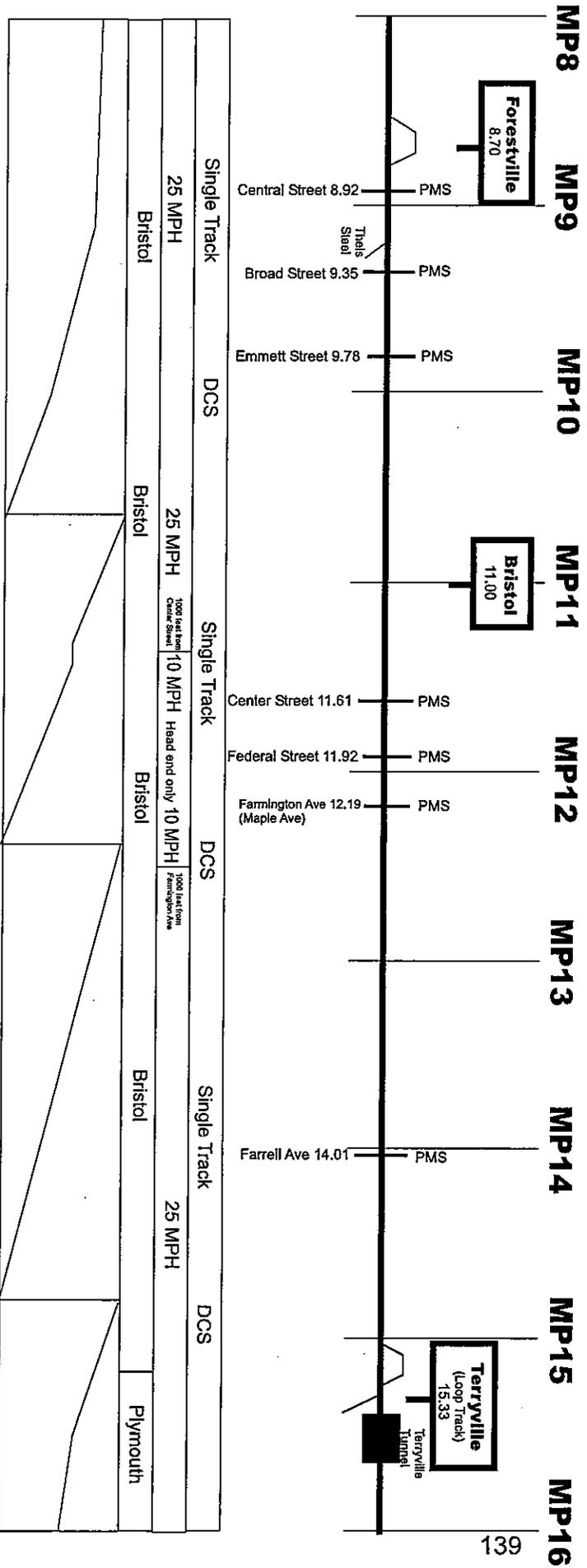
Berlin to Waterbury

The direction from Berlin to Waterbury is West



706: RADIO BASE STATIONS

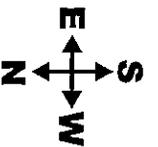
Movements must monitor Channel 2 (Yard Frequency) when on Main Track.
 Contact with District 4 Train Operations Manager may be made by keying the microphone (7) seven times in a rhythmic succession or keying DTMF No. 2 twice and waiting for the Train Operations Manager to respond. (Approximately 60 seconds)



WATERBURY BRANCH

Berlin to Waterbury

The direction from Berlin to Waterbury is West

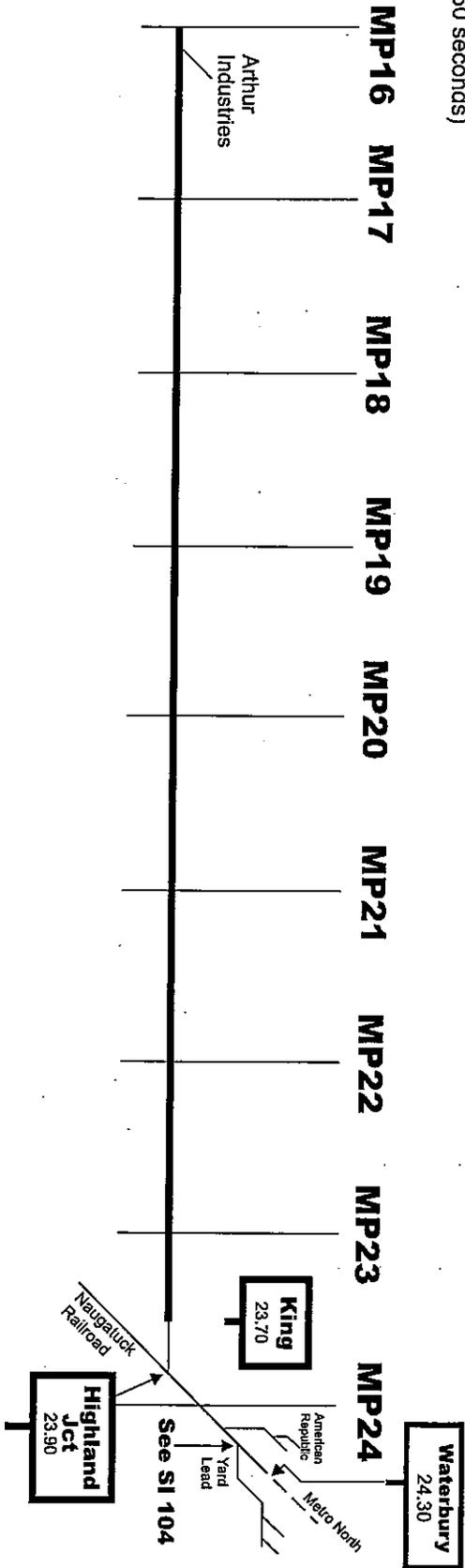


706: RADIO BASE STATIONS

Movements must monitor Channel 2 (Yard Frequency) when on Main Track. Contact with District 4 Train Operations Manager may be made by keying the microphone (7) seven times in a rhythmic succession or keying DTMF No. 2 twice and waiting for the Train Operations Manager to respond. (Approximately 60 seconds)

104: Location and Normal Position of Specified Switches

The Normal Position of Yard Lead Switch at Waterbury is lined and Locked for Yard Lead.



Single Track	DCS	Single Track	DCS	King	Yard Track
25 MPH		25 MPH		King	Restricted Speed not exceeding 10 MPH
Plymouth		Plymouth		Waterbury	Waterbury

EAST AUGUSTA RUNNING TRACK

The East Augusta Running Track extends from CPF113 to East Augusta (MP 63). The direction from CPF113 to East Augusta is West. Permission to occupy track must be obtained from the District 1 Train Operations Manager.

CUMBERLAND MILLS RUNNING TRACK

The Cumberland Mills Running Track extends from CPM2 to Wood Yard (mileage 5.73) The direction from CPM2 to Wood Yard is East. Permission to occupy track must be obtained from the District 1 Train Operations Manager.

ADAMS INDUSTRIAL TRACK

The Adams Industrial Track extends from North Adams to MP4. The Direction from North Adams to MP4 is South. Permission to occupy track must be obtained from the District 4 Train Operations Manager.

PUBLIC CROSSING AT GRADE

Trains must stop within 20 feet of the following crossings and must not proceed until protection is provided by on-ground personnel:

Location (City or Town)	Crossing
Zylonite	Hodges
Renfrew	Lime Street

BILLERICA INDUSTRIAL TRACK

The Billerica Industrial Track extends from North Billerica on the New Hampshire Route to Billerica. The direction from North Billerica to Billerica is South. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of all crossings and must not proceed until the crossing has been protected by on-ground personnel.

CALAIS INDUSTRIAL TRACK

The Calais Industrial Track extends from Calais to Woodland. The direction from Calais to Woodland is North. Permission to occupy track must be obtained from the District 1 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of all public crossings at grade and must not proceed until the crossing has been protected by on-ground personnel.

CANAL INDUSTRIAL TRACK

The Canal Industrial Track extends from Plainville to MP24. The direction from Plainville to MP24 is South. Permission to occupy track must be obtained from the District 4 Train Operations Manager.

Trains must stop within 20 feet of the following public crossings at grade and must not proceed until protection is provided by on-ground personnel:

Location (City or Town)	Crossing
Plainville	West Main Street
"	Broad Street
Southington	Spring Street

Stop post are located in advance of the following crossing in each direction.

Location (City or Town)	Crossing
Southington	Town Line Road

DANVERS INDUSTRIAL TRACK

The Danvers Industrial Track extends from Northey Point on the Eastern Route to Danvers. The direction from Northey Point to Danvers is East. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

CLEARANCE AUTHORITY

Plate E and Plate F cars must not be moved on the Danvers Industrial Track without permission from the clearance desk or Train Operations Manager.

PUBLIC CROSSING AT GRADE

Trains must stop within 20 feet of all crossings and must not proceed until the crossing has been protected by on-ground personnel.

SPEED RESTRICTIONS

Trains must not exceed 6 MPH while passing over Purchase Street in Danvers.

WEIGHT RESTRICTIONS

Cars exceeding 220,000 pounds are prohibited from being moved between Peabody and Danvers.

GREENVILLE INDUSTRIAL TRACK

The Greenville Industrial Track extends from Ayer to End of Track. The direction from Ayer to End of Track is West. Permission to occupy track must be obtained from the District 3 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of the following crossings and must not proceed until the crossing has been protected by on-ground personnel:

Location (City or Town)	Crossing
Ayer	Cemetery Road
"	State Road
"	Whitens
West Groton	Shirley Street

HEYWOOD INDUSTRIAL TRACK

The Heywood Industrial Track extends from CPF345 in Gardner to End of Track. The direction from CPF345 to End of Track is West. Permission to occupy track must be obtained from the District 3 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE REQUIRING PROTECTION

Trains must stop within 20 feet of the following public crossings at grade and must not proceed until the crossing has been protected by on-ground personnel:

Location (City or Town)	Crossing
Gardner	North Main Street.

HAMPTON INDUSTRIAL TRACK

The Hampton Industrial Track extends from Emery on the Portsmouth Branch to Salisbury End of Track. The direction from Emery to End of Track is West. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE REQUIRING PROTECTION

Stop posts are located in advance of Bayberry Lane and Sodom Road in Portsmouth.

CLEARANCE AUTHORITY

Plate E and Plate F card must not pass under or be moved West of Greenland Road Bridge No. 45.93, Portsmouth, without permission of the clearance desk or T.O.M.

Maximum car weights

The maximum car weight between bridge No. 46.02 and end of track must not exceed 200,000 pounds

LEWISTON INDUSTRIAL TRACK

The Lewiston Industrial Track extends from Brunswick to Lewiston Lower. The direction from Brunswick to Lewiston Lower is East. Permission to occupy track must be obtained from the District 1 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE REQUIRING PROTECTION

Trains must stop within 20 feet of the following public crossings at grade and must not proceed until the crossing has been protected by on-ground personnel:

Location (City or Town)	Crossing and Mileage
Lewiston	South Avenue (47.07)
Brunswick	Pleasant Street (29.56)
	Cedar Street (29.45)

LOWELL HILL INDUSTRIAL TRACK

The Lowell Hill Industrial Track extends from CPFAS in Lawrence to End of Track. The direction from CPFAS to End of Track is West. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

LOWELL INDUSTRIAL TRACK

The Lowell Industrial Track extends from the south side of CPFBY in Lowell to End of Track. The direction from CPFBY to End of Track is West. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

NEWINGTON INDUSTRIAL TRACK

The Newington Industrial Track extends from Maplewood Avenue at the East end of Portsmouth Yard to Newington. The direction from Maplewood Avenue to Newington is East. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of the following crossings and must not proceed until the crossing has been protected by on-ground personnel:

Location (City or Town)	Crossing
Portsmouth	Michael Succi Drive
"	Vaughan Street
"	Green Street
Newington	Gosling Road

Stop posts are located in advance of Maplewood Avenue in Portsmouth in each direction.

PORTSMOUTH KITTERY BRIDGE

Train movements on the Portsmouth Kittery Bridge will be governed by the following procedure.

1. The conductor must call the bridge operator at 436-2432 and advise him of the pending move. Radio communications must be established between the bridge operator and the train crew on the yard channel before the move is commenced.
2. The train crew may proceed to the Port of Authority Gate, open the gate and pull the train up to the drawbridge gate where stop signs are located. The Port of Authority Gate must be closed and locked behind the train.
3. The train crew will then call the bridge operator on the radio and notify him that the train is in position to proceed across the bridge. After permission is secured, the train crew may open the bridge gates and proceed over the bridge at Restricted Speed closing and locking the Kittery gate behind the move.
4. The bridge operator must be notified when the move is clear of the bridge and the Kittery gate has been closed and locked.
5. When movements are being made over bridge, bevel joints in the rail at the lift spans must be visually checked for proper alignment before passing over same.
6. Permission can only be obtained for a one (1) way move. Permission must again be secured for the return move from Kittery. After the return move is completed all three (3) gates must be in the closed and locked position and the bridge operator notified of same.

MAXIMUM CAR WEIGHT

The maximum car weight between MP 10 and Newington must not exceed 220,000 pounds.

SACO INDUSTRIAL TRACK

The Saco Industrial Track extends from Alfred Road (AR) to End of Track. The direction from Alfred Road to End of Track is East. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of the following crossings and must not proceed until the crossing has been protected by on-ground personnel:

Location (City or Town)	Crossing
Biddeford	Main Street
Saco	Lincoln Street Bradley Street North Street.

SALEM INDUSTRIAL TRACK

The Salem Industrial Track extends from CPF-AS to Bridge 4.65. The direction from CPF-AS to Bridge 4.65 is North. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

CLEARANCE AUTHORITY

Plate E and Plate F cars must not pass under or be moved North of Lowell Street Bridge No. 0.80, Lawrence, without permission from the clearance desk or Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of the following crossings and must not proceed until the crossing has been protected by on-ground personnel:

Location (City or Town)	Crossing
Lawrence	Merrimac Street
"	Essex Street
"	Haverhill Street
Methuen	Union Street
Salem	Hampshire Road

Stop post are located in advance of the following crossings in each direction.

Location (City or Town)	Crossing
Lawrence	Broadway
"	Water Street

SOUTH READING INDUSTRIAL TRACK

The South Reading Industrial Track extends from Peabody on the Danvers Industrial Track to end of track. The direction from Peabody to end of track is East. Permission to occupy track must be obtained from the District 2 Train Operations Manager

WAKEFIELD JCT INDUSTRIAL TRACK

The Wakefield Jct. Industrial Track extends from Wakefield Jct. on the Western Route to End of Track. The direction from Wakefield Jct. to End of Track is East. Permission to occupy track must be obtained from the District 2 Train Operations Manager.

WHISTLE SIGNALS

Trains must sound one long whistle when approaching the private crossing located 2400 feet East of Wakefield Center Station.

CLEARANCE AUTHORITY

Plate E and Plate F cars must not pass under or be moved East of West Street Bridge No. 15.21 West Peabody, without permission from the clearance desk or Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of the following crossings and must not proceed until the crossing has been protected by on-ground personnel:

Location (City or Town)	Crossing
Wakefield	Water Street
"	New Salem Street
"	Salem Street
"	Lowell Street
Lynnfield	Summer Street
Peabody	Winona Street
"	Pine Street
Danvers	Collins Street
"	Pine Street
"	Holton Street
"	Pickering Street
"	Charter Street
"	Maple Street

Stop post are located in advance of the following crossings.

Location (City or Town)	Crossing	Note
Wakefield	North Avenue (Westward Only) Richardson Street (Eastward Only)	
Lynnfield	Pillingspond Road	
Peabody	Newburyport Turnpike	1
	Lake Street	1
	Lowell Street	1

Note 1: Trains intending to proceed over Lake Street and Lowell Street in Peabody will be governed as follows:

1. Stop at Stop Post
2. Push traffic button
3. Determine highway traffic has been stopped by traffic signals.
4. Protect crossing with a member of the crew.
5. Proceed over the crossing.

Highway traffic signal push button will automatically reset after movement has been made over crossing.

WATERTOWN INDUSTRIAL TRACK

The Watertown Industrial Track extends from West Cambridge on the Fitchburg Route to Union Market. The direction from West Cambridge to Union Market is West. Permission to occupy track must be obtained from the District 3 Train Operations Manager.

CLEARANCE AUTHORITY

Plate E and Plate F cars must not pass under or be moved West of Fresh Pond Lane Bridge No. 5.18, Cambridge, without permission from the clearance desk or Train Operations Manager.

PUBLIC CROSSINGS AT GRADE

Trains must stop within 20 feet of all crossings and must not proceed until the crossing has been protected by on-ground personnel.

Protection at Arlington Street, Nichols Avenue, and School Street in Watertown will be provided by a crew member activating the protection by use of the manual control.

BOSTON AREA NON-CONTROLLED TRACKS

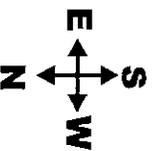
Section "P" of S.I. 138.1 in effect at the following locations:

MYSTIC WHARF TRACK

Freight Main Line

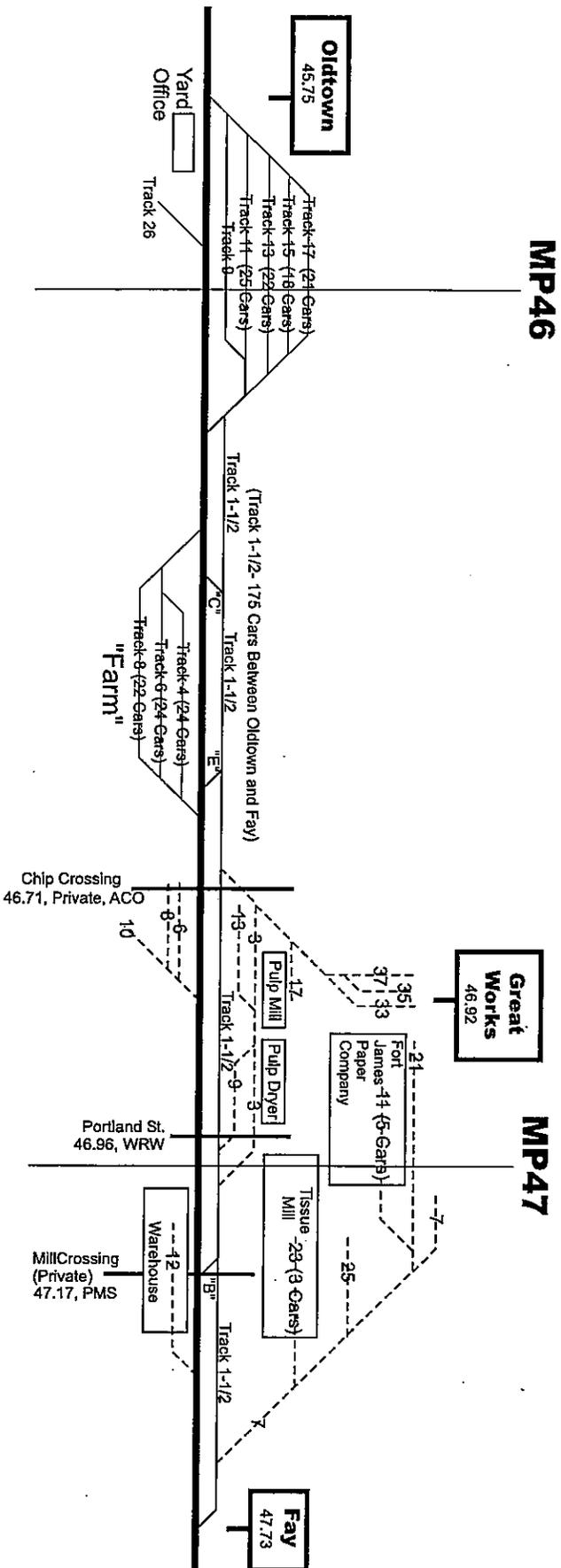
Keag to CPF467

The direction from Keag to CPF 467 is West



Old Town Yard
 Old Town Maine
 (Not to Scale)

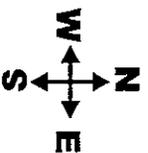
404: When required to take siding at Oldtown or Fay, use Track 9 and Track 1 1/2 between Oldtown and Fay. The switch providing access from Track 1 1/2 to 9 and vice-versa, must be left lined and locked for said movement.



BUCKSPORT BRANCH

Calais Jct to Bucksport

The Direction from Calais Jct to Bucksport is East



37: PERMANENT SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK

Bucksport: Between the West End of the Turntable Track and End of Track
Mileage 19.20.....6 MPH

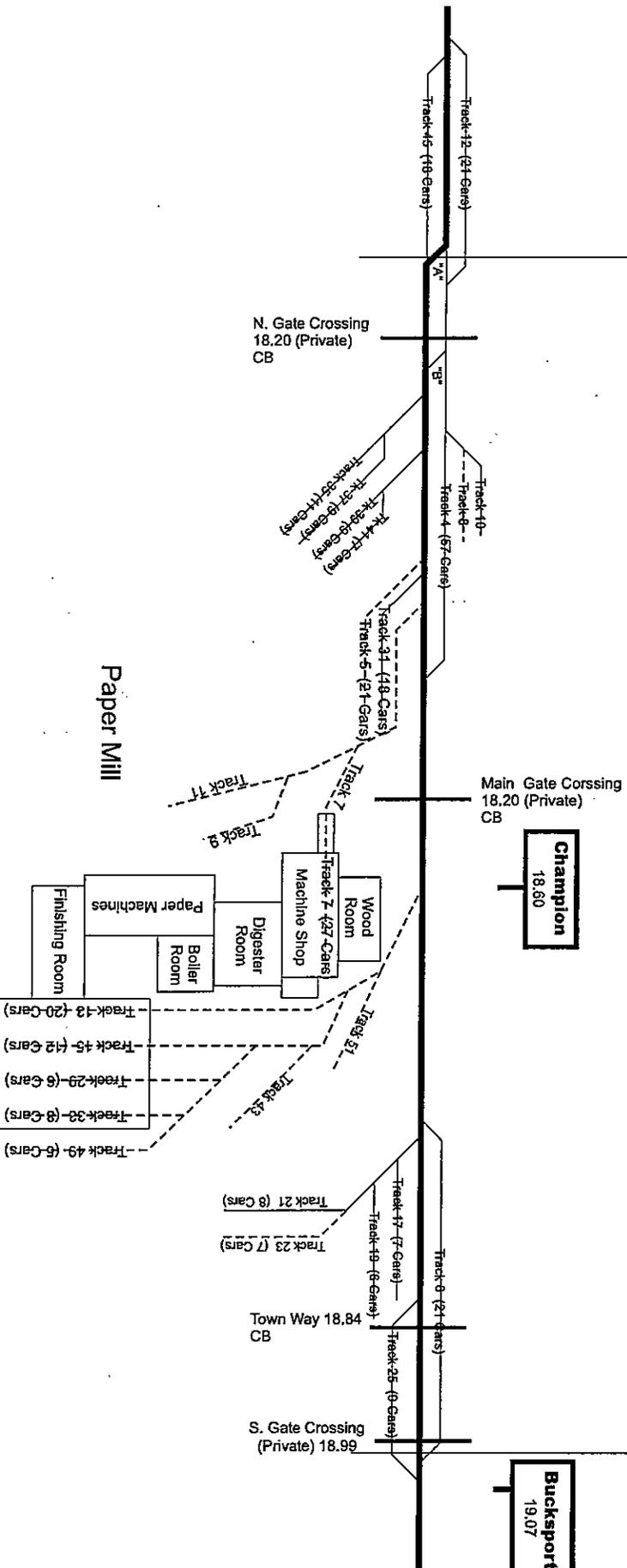
101: SWITCHING CHAMPION

Before switching Tracks 9 and 11 at the Paper Mill, a member of the crew must activate the alarm located near the overhead door on the South side of Track 11. When the mill employee opens the overhead door and removes the rail clamps switching may be started. Switching beyond the doorway must not be done at any time unless a mill employee is in attendance.

Bucksport Yard
Bucksport Maine
(Not to Scale)

MP18

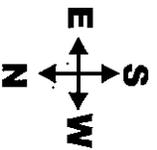
MP19



Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



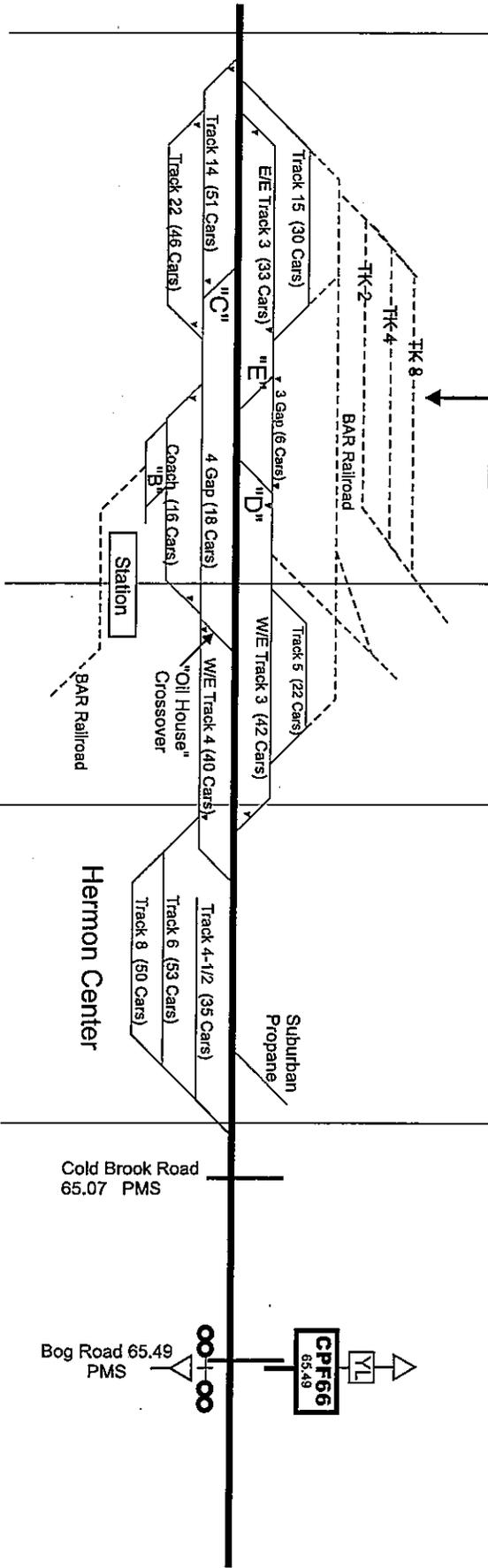
Northern Maine Jct.
 Hermon Maine
Yard
 (Not to Scale)

MP63

MP64

MP65

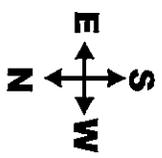
No. Me. Jct.
(63.71)



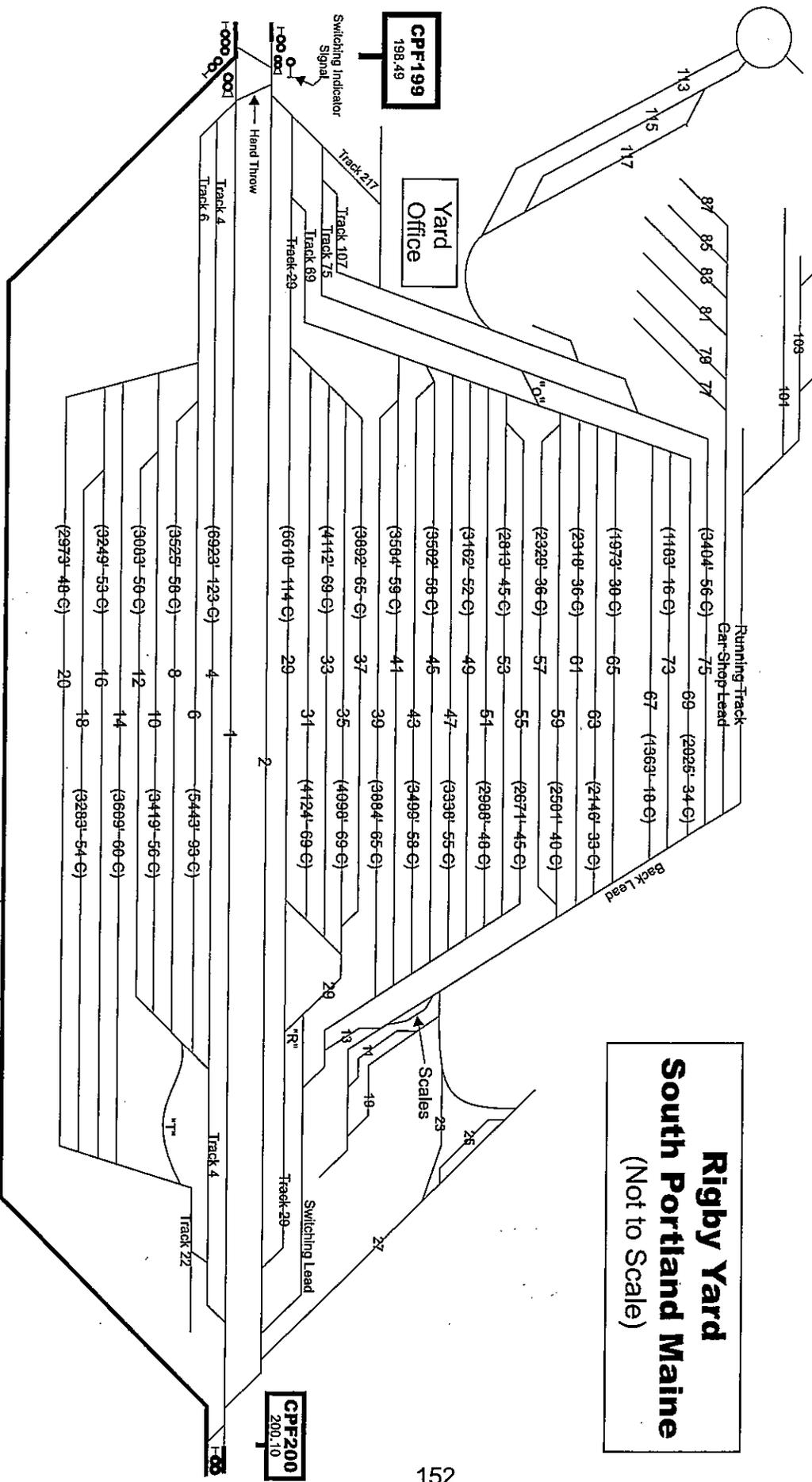
New England Public Warehouse
227

Freight Main Line

Keag to CPF467
The direction from Keag to CPF 467 is West



Rigby Yard
South Portland Maine
(Not to Scale)



CPF199
198.49

Yard Office

CPF200
200.10

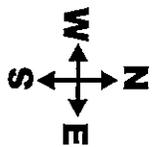
Shurtleff Salt

W.M. Goodman

RUMFORD BRANCH

LEEDS JCT TO RUMFORD

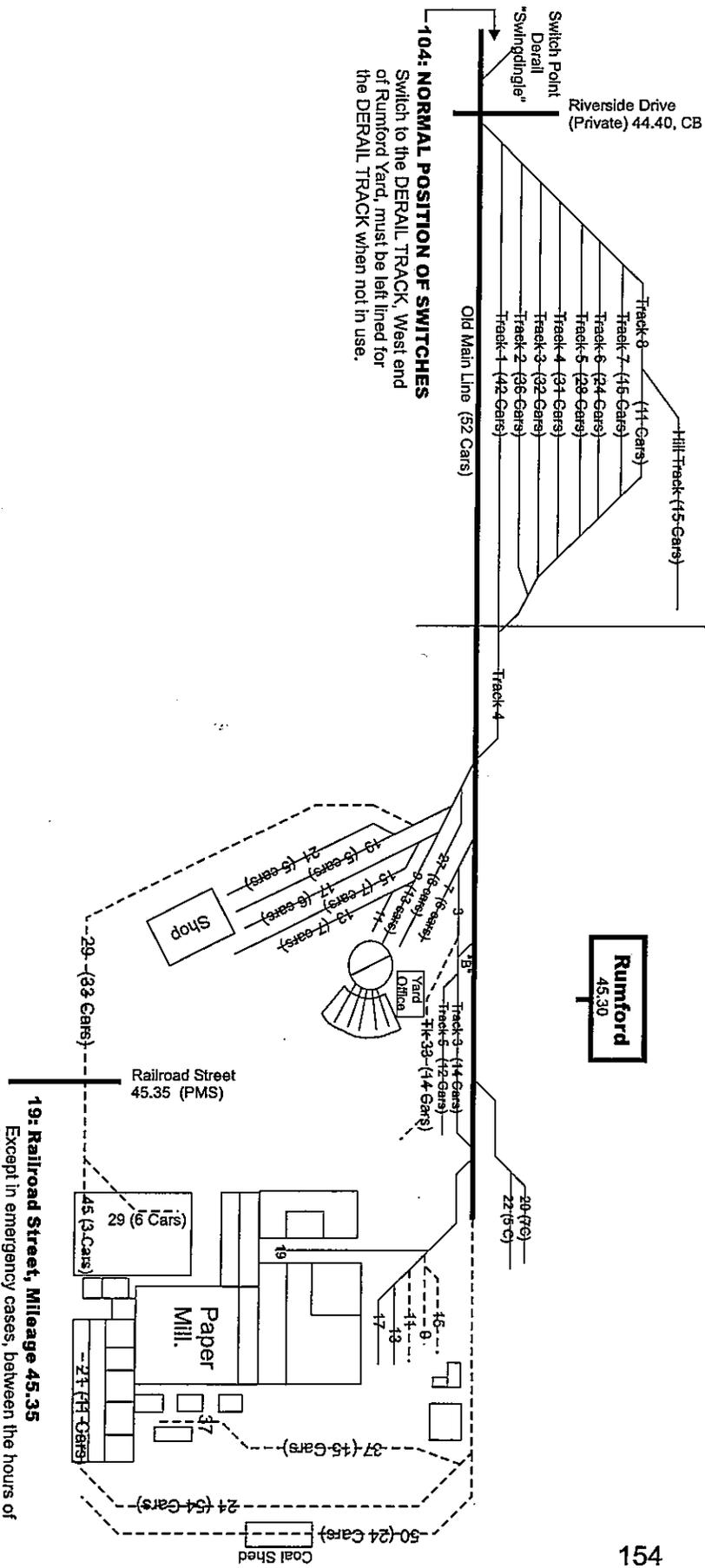
The Direction from Leeds Jct to Rumford is East



Rumford Yard
Rumford Maine
(Not to Scale)

MP45

Rumford
45.30



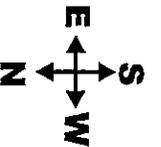
104: NORMAL POSITION OF SWITCHES
Switch to the DERAIL TRACK, West end of Rumford Yard, must be left lined for the DERAIL TRACK when not in use.

19: Railroad Street, Mileage 45.35
Except in emergency cases, between the hours of 2100 and 0700 whistle signal 19B must not be sounded at Railroad Street.

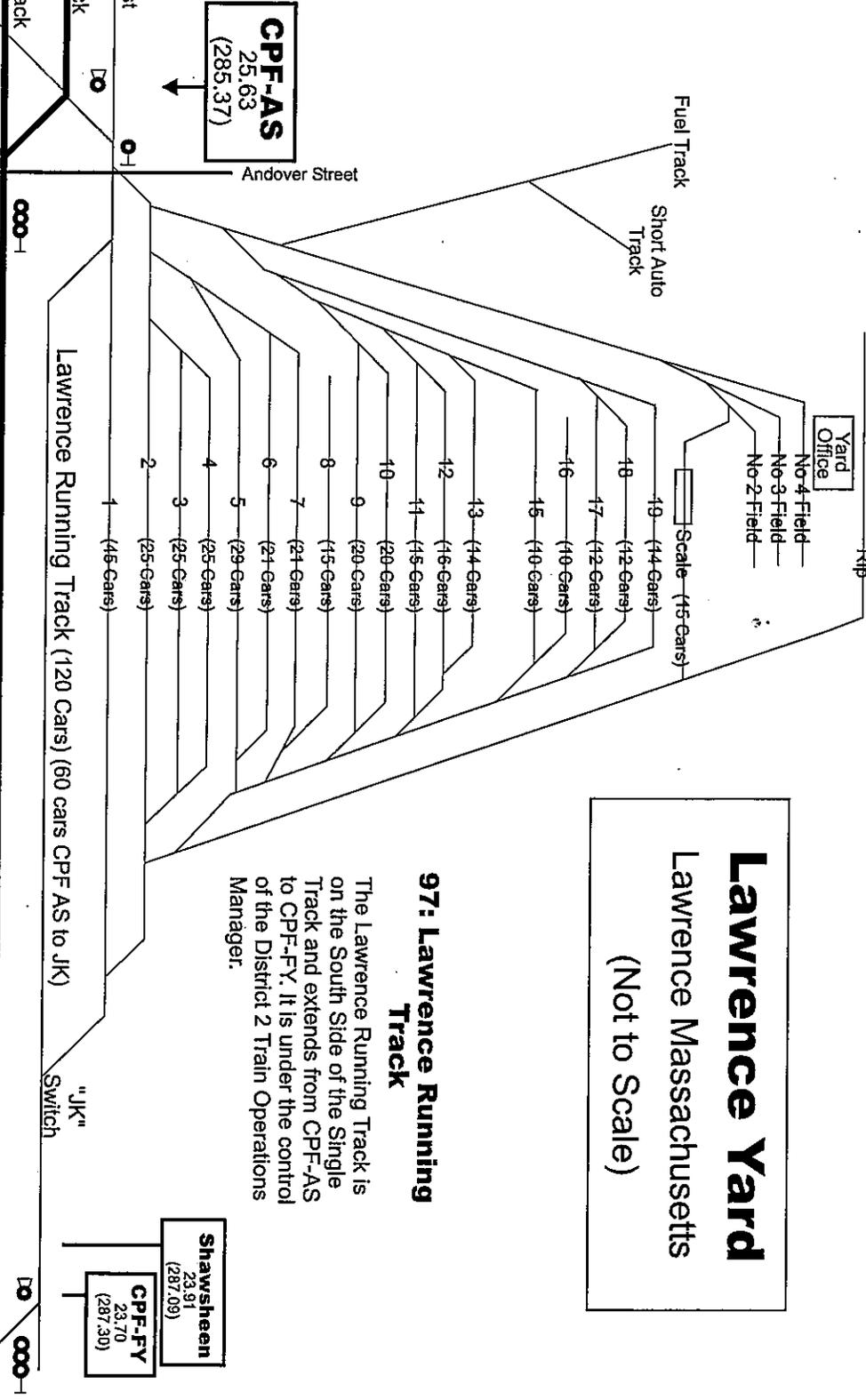
Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



Lawrence Yard
Lawrence Massachusetts
(Not to Scale)

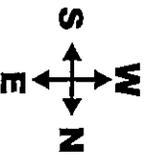


97: Lawrence Running Track

The Lawrence Running Track is on the South Side of the Single Track and extends from CPF-AS to CPF-FY. It is under the control of the District 2 Train Operations Manager.

NORTHERN MAIN LINE CPF-NC TO BOW

The direction from CPF-NC to Bow is North



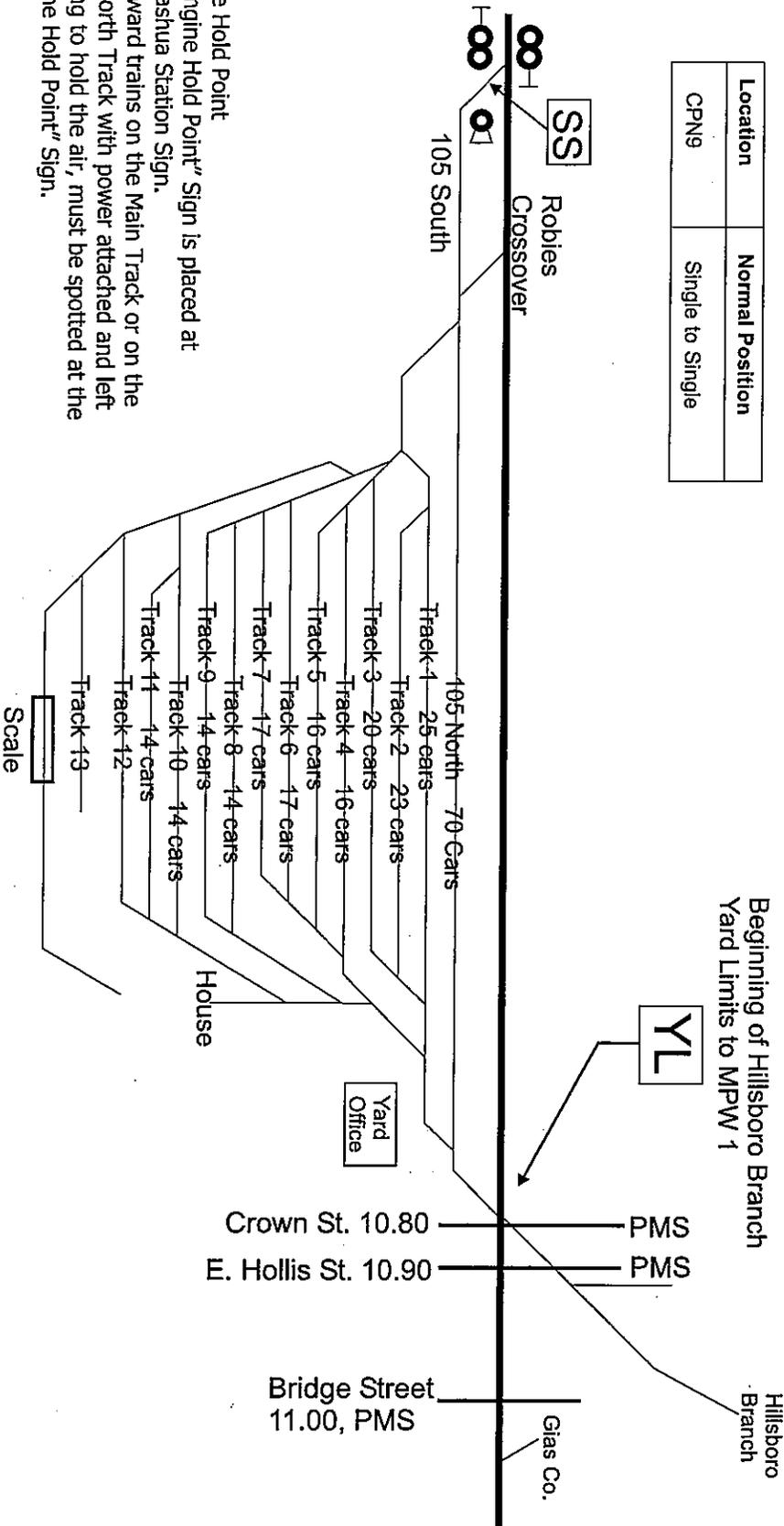
**Nashua Yard
Nashua N.H.**
(Not to Scale)

40: NASHUA, ENGINE RESTRICTIONS

Six (6) axle engines are restricted from operating on all yard tracks at Nashua, except the North end of Track 1 and South Lead.

Location	Normal Position
CPN9	Single to Single

105: LOCATION AND NORMAL POSITION OF SPRING SWITCHES

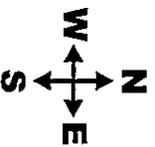


Engine Hold Point
An "Engine Hold Point" Sign is placed at the Nashua Station Sign.
Northward trains on the Main Track or on the 105 North Track with power attached and left running to hold the air, must be spotted at the "Engine Hold Point" Sign.

Worcester Main Line

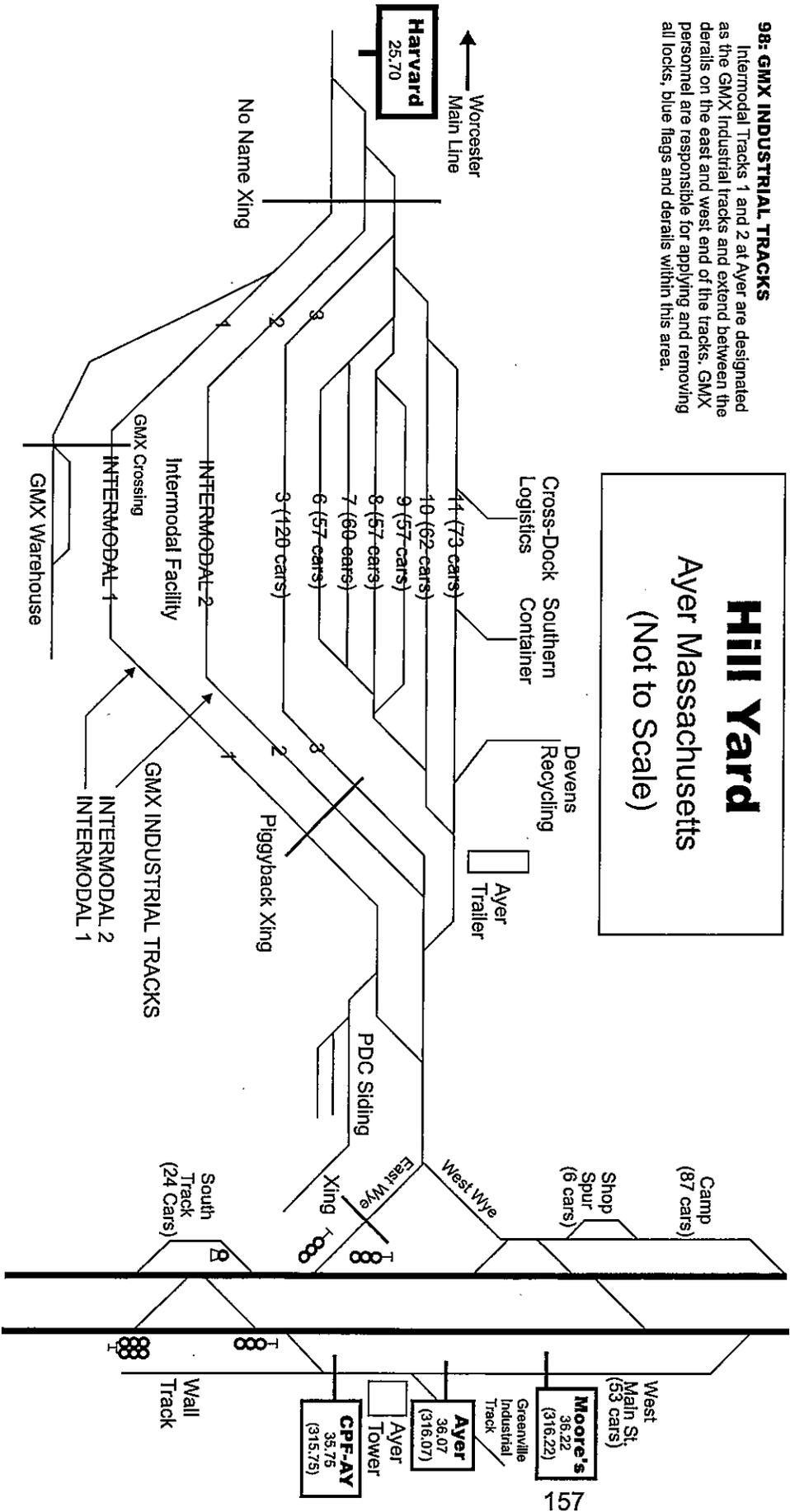
Harvard to Barber

The direction from Harvard to Barber is West



98: GMX INDUSTRIAL TRACKS

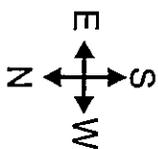
Intermodal Tracks 1 and 2 at Ayer are designated as the GMX Industrial tracks and extend between the derrails on the east and west end of the tracks. GMX personnel are responsible for applying and removing all locks, blue flags and derrails within this area.



Freight Main Line

Keag to CPF467

The direction from Keag to CPF 467 is West



Fitchburg Yard

Fitchburg Massachusetts

(Not to Scale)

MP47

(MP327)

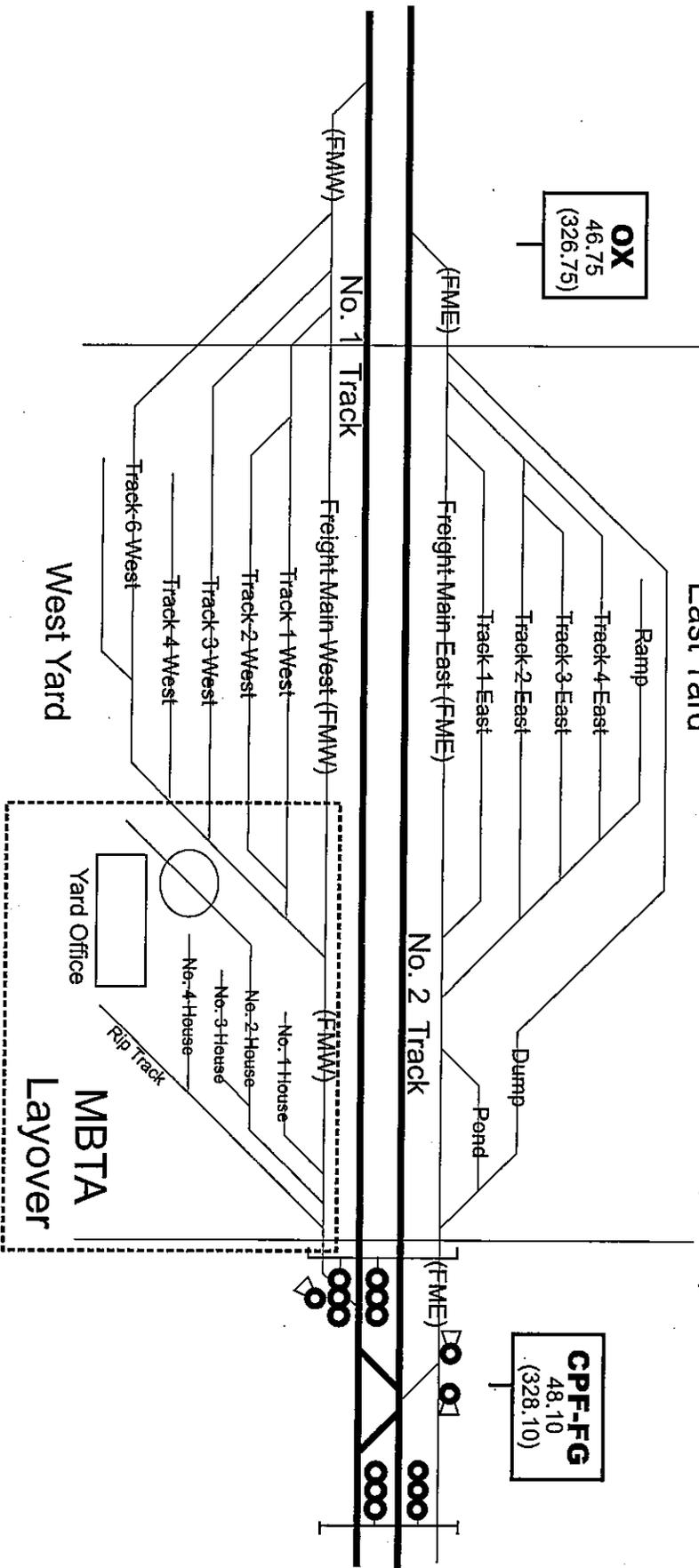
East Yard

MP48

(MP328)

OX
46.75
(326.75)

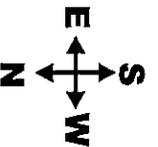
CPF-FG
48.10
(328.10)



Freight Main Line

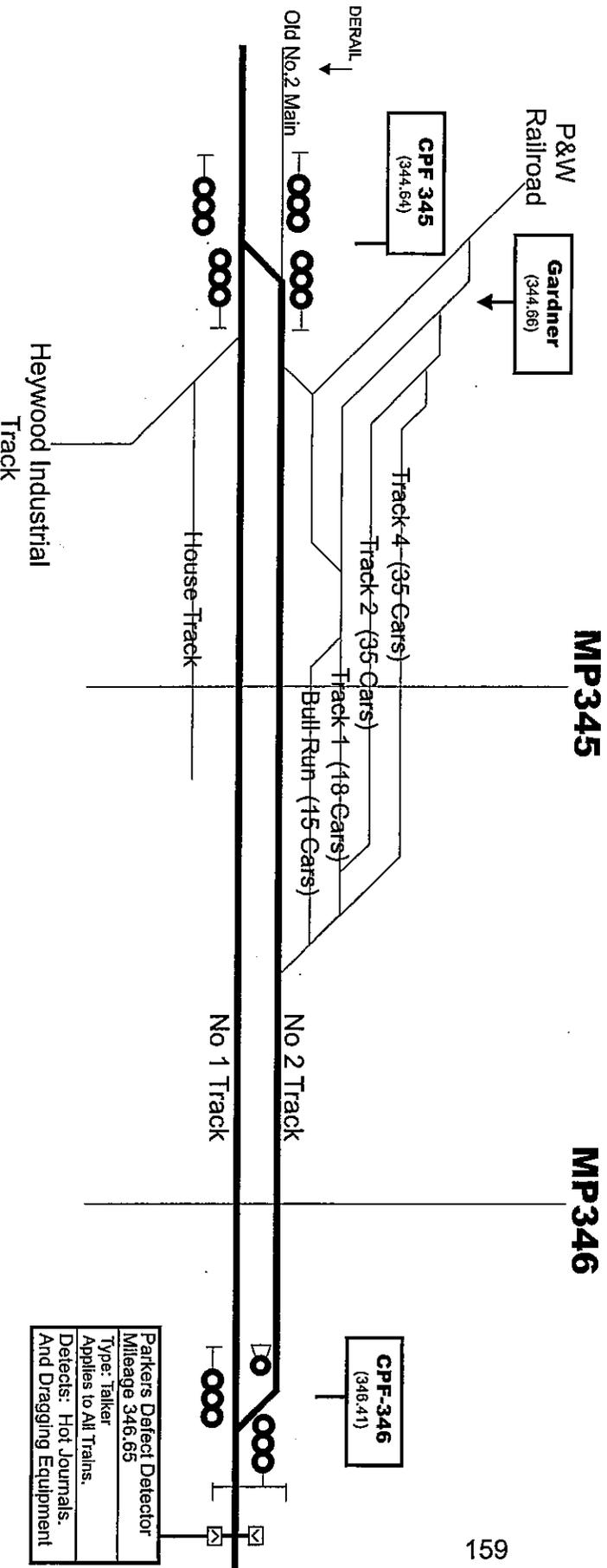
Keag to CPF467

The direction from Keag to CPF 467 is West



Gardner Yard:
 Providence and Worcester Railroad crews must request permission of the Springfield Terminal Railway District 3 TOM on Channel One (A.A.R. 94/70) before operating in Gardner Yard.

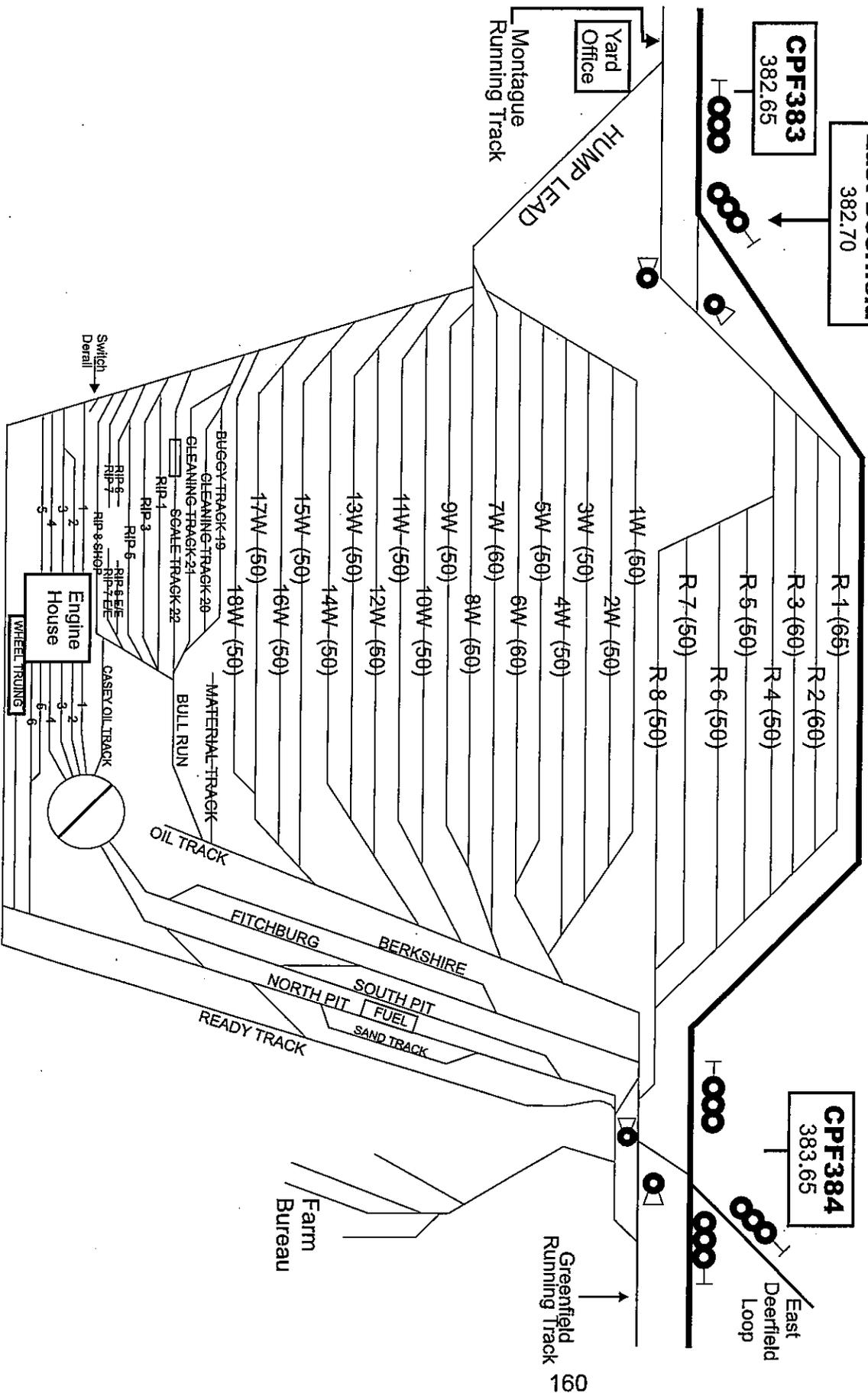
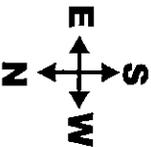
Gardner Yard
 Gardner Massachusetts
 (Not to Scale)



East Deerfield Yard
(Not to Scale)

Freight Main Line

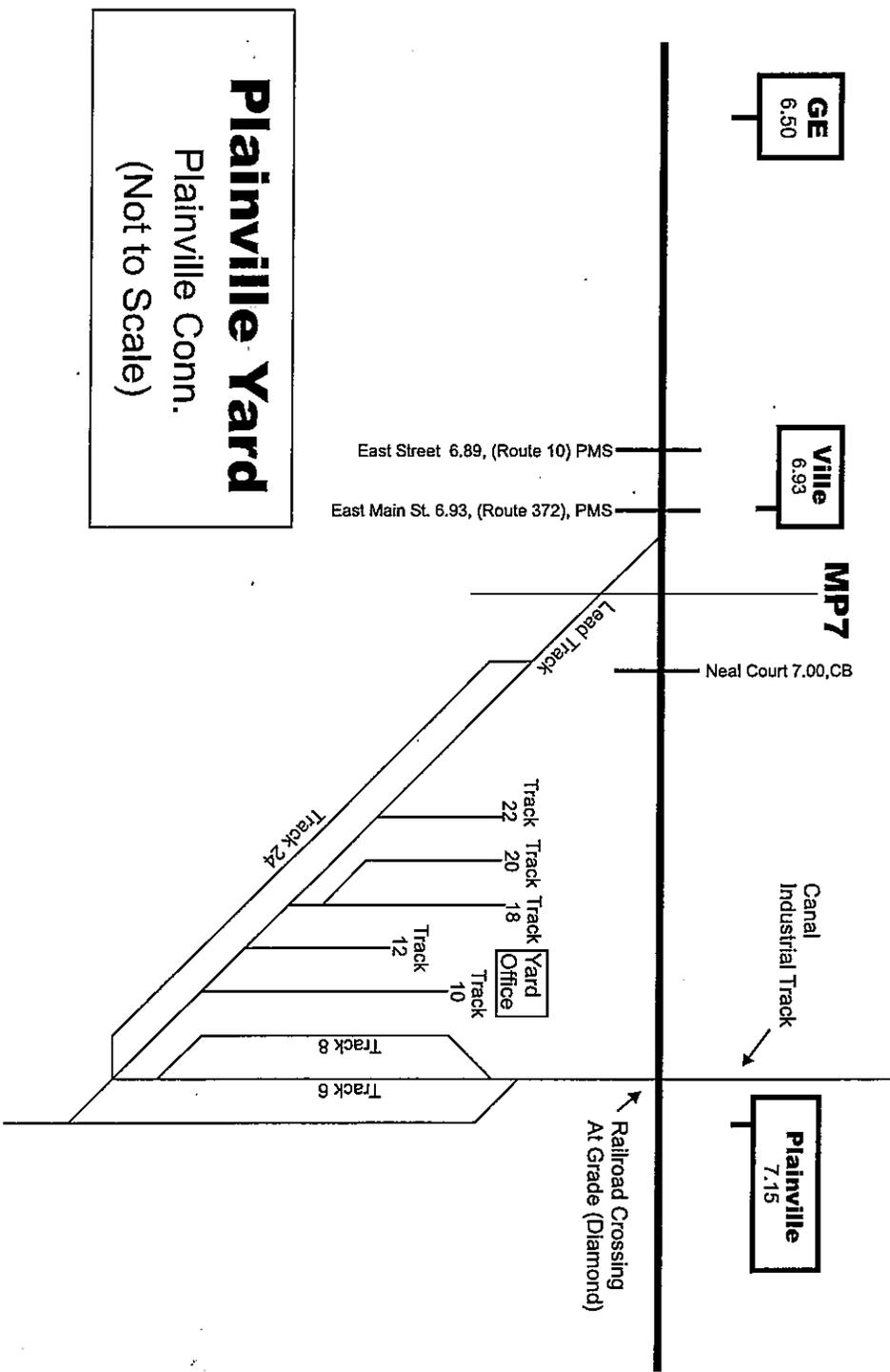
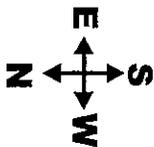
Keag to CPF467
The direction from Keag to CPF 467 is West



WATERBURY BRANCH

Berlin to Waterbury

The direction from Berlin to Waterbury is West

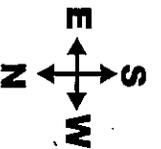


Plainville Yard
 Plainville Conn.
 (Not to Scale)

WATERBURY BRANCH

Berlin to Waterbury

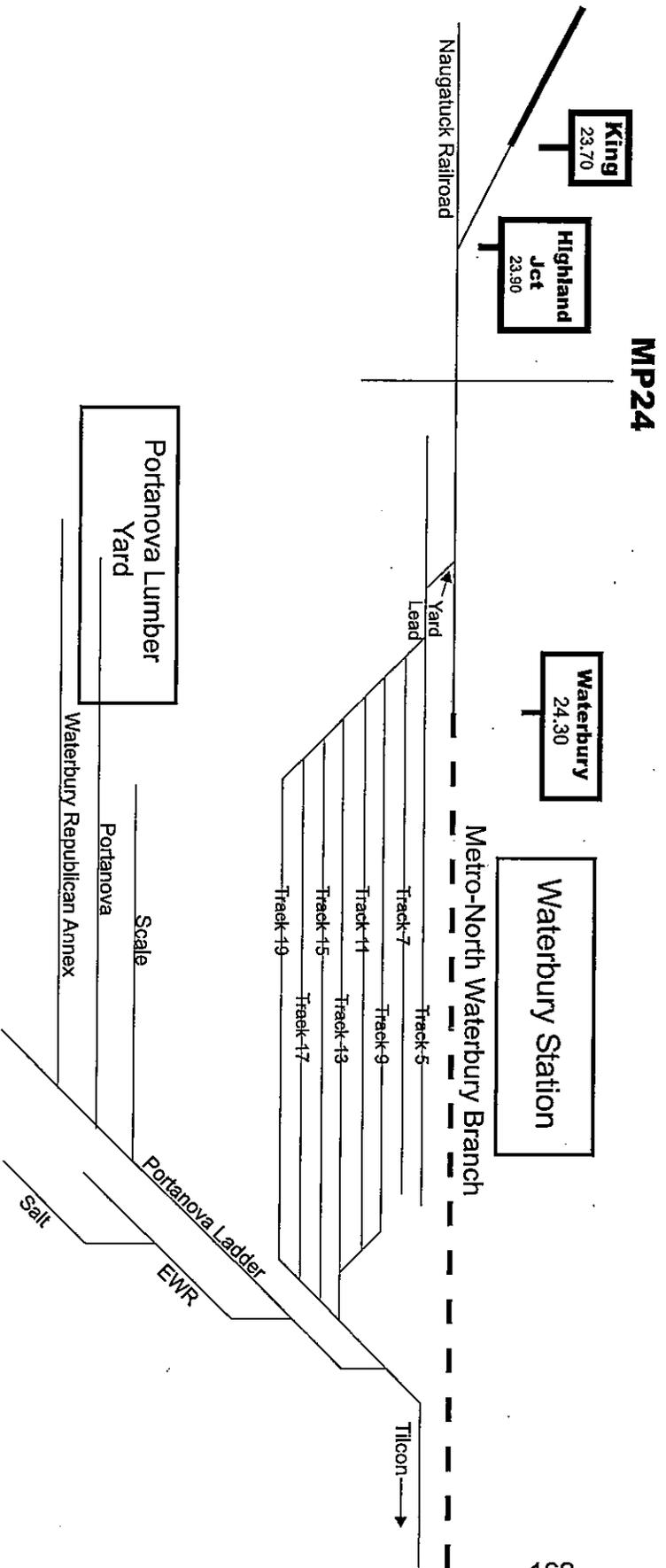
The direction from Berlin to Waterbury is West



Waterbury Yard
Waterbury Conn.
(Not to Scale)

104: Location and Normal Position of Specified Switches

The Normal Position of Yard Lead Switch at Waterbury is lined and locked for Yard Lead.



**PHYSICAL CHARACTERISTICS
QUALIFICATION RECORDS**

Name _____

Occupation _____

Main Lines

	Date	Qualifying Officer
	Conn River Main Line	
CPF385 to Springfield	_____	_____
CPF385 to East Northfield	_____	_____

	Date	Qualifying Officer
	Freight Main Line	
Keag to Bangor	_____	_____
Bangor to Waterville	_____	_____
Waterville to Rigby	_____	_____
Rigby to Fitchburg	_____	_____
Fitchburg to East Deerfield	_____	_____
East Deerfield to CPF467	_____	_____
Other _____	_____	_____

	Date	Qualifying Officer
	Northern Main Line	
CPF-NC to Nashua	_____	_____
Nashua to Concord	_____	_____

	Date	Qualifying Officer
	Western Route Main Line	
CPF-LJ to CPW-WJ	_____	_____

	Date	Qualifying Officer
	Worcester Main Line	
Ayer to Barber	_____	_____

	Date	Qualifying Officer
	Branches	
Brunswick Branch	_____	_____
Bucksport Branch	_____	_____
East Deerfield Loop	_____	_____
Hillsboro Branch	_____	_____
Hinckley Branch	_____	_____
Madison Branch	_____	_____
Mountain Branch	_____	_____
Portsmouth Branch	_____	_____
Rotterdam Branch	_____	_____
Rumford Branch	_____	_____
Waterbury Branch	_____	_____

