NEW ENGLAND RAILFAN TIMETABLE

CSX Transportation

Eastern New York and New England Routes
Timetable #3.1

Revisions effective January 30, 2025

Revisions based on updated information have been made to the attached pages. These should be used as replacements for the matching page numbers. In addition, all references in the timetable to "CSX District 1 Dispatcher" or "CSX District 2 Dispatcher" should be changed to "CSX EA Dispatcher" and "CSX EB Dispatcher" respectively. Replacement pages are not included where the updated dispatcher name is the only change on the page.

Summary of changes:

CSX Boston SD:
- P.20 - Rule 203.2 updated

CSX Berkshire SD:
- P.29 - Defect detector at QB 176.15 (Chatham Village) removed.
- P.31 - Rule 4300 updated to remove defect detector at QB 176.15 (Chatham Village). Instructions related to restricted equipment updated. Rules regarding departure from initial terminal moved to P.32.
- P.32 - Rules regarding departure from initial terminal moved from P.31.

CSX River SD:
- P.34 - Intermediate signal 19S/19N moved to opposite side of track.
- P.38 - New slide detector fence added at QR 51.2

CSX Castleton SD:
- P.49 - Rule 4300 updated. WILD detector at QG 4.6 (Castleton) is out of service until further notice.

CSX Selkirk SD:
- P.51 - CP VO WAS moved to include NS RR connection.
- P.53 - West Shore IT removed at CP RJ.

CSX Mohawk SD:
- P.55 - CP 169 track arrangement changed
- P.56 - Location of Stone Ridge defect detector moved from QC 189.9 to QC 188.7.
- P.59 - Rule 4300 updated.

CSX Waterville SD:
- P.60 - MAS west of Winn changed. New defect detector added at WAT 8.1 (Lincoln).
- P.61 - MAS changed.
- P.62 - MAS changed.
- P.63 - New defect detector added at WAT 31.4 (Greenbush)
- P.65 - MAS between Waterworks and Bangor changed. New defect detector added at WAT 54.2 (Veazie)
- P.71 - MAS west of Waterville Yard changed. New defect detector added at WAT 116.4 (Oakland)
- P.72 - MAS changed.
- P.73 - MAS west of WAT 138 changed. Rules in effect between WAT 134 - WAT 139 corrected.
- P.74 - MAS changed.
- P.75 - MAS changed.
- P.76 - MAS changed.
- P.77 - MAS west of Blake changed. Defect detector at WAT 176.8 removed. New defect detector added at WAT 175.5 (New Gloucester)
- P.78 - SI 72.WAT1 updated with defect detector changes.
- P.79 - SI 119.WAT1 updated with changes to equipment restrictions. SI 19.WAT1 updated with additional crossings within quiet zones. Estimated running times adjusted based on changes in MAS.

CSX Portland SD:

- P.82 - SI 37.PLD2 no longer in effect in Old Orchard Beach.
- P.84 - Wells East control point renamed. Eimskip/Shaws siding at Wells East removed. Additional platform added at Wells passenger station. Wells West control point removed. New control point Willie added at PLD 43.3. Double track added between Willie and PLD 48.
- P.85 - New control point Varney added at PLD 49.2. Double track added between PLD 48 and Varney.
- P.89 - New control point State Line added at PLD 89.65.
- P.91 - Milepost numbering changed - BN mileposts no longer in use between CPF BY and CPF NC.
- P.92 - CPF NC renamed to North Chelmsford.
- P.93 - Estimated running times adjusted. Note 2 regarding usage of milage from Boston at multiple locations updated.
- P.94 - SI 501.PLD1 added. Miscellaneous instructions regarding Boston Area tracks added.

CSX Carman SD:

- P.95 - General signal rules in use updated.

CSX Worcester SD:

- P.104 - MAS changed between WOR 1 and WOR 10.
- P.105 - MAS changed between WOR 10 and WOR 12.
- P.106 - Estimated running times adjusted due to MAS changes. SI 37.WOR3 removed. SI 99.WOR1 updated to remove references to tracks in PAS territory.

CSX Hinkley Branch:

- P.116 - Rules in effect between SAPPI and Hinkley updated.

CSX Portsmouth Branch:

- P.119 - Rules in effect between Newington and Emery updated.

CSX Rumford Branch:

- P.126 - Rules in effect between Rumford and End of Track updated.

CSX Fremont Running Track:

- Renamed to Fremont Industrial Track. P.127 - 128 removed.

CSX Market Running Track:

- P.129 - Track now ends at QVA 22.2 and joins AMTK NYS Main Line at future Tremont interlocking.

CSX Oak Point Link Running Track:

- P.132 - Harlem River defect detector renamed to Bronx.

CSX Billerica Industrial Track:

- P.134 - Rules in effect updated.

CSX Bishop St Lead and Lowell Hill Industrial Track:

- P.135 - Rules in effect updated.

CSX Bucksport Industrial Track:

- P.136 - Rules in effect updated.
- P.137 - Rules in effect updated.

CSX Danvers Industrial Track and South Reading Industrial Track:

- P.142 - Rules in effect updated.

CSX East Augusta Industrial Track:

- P.143 - Rules in effect updated.
- P.144 - Rules in effect updated.

CSX Fremont Industrial Track:

- New P.147A and P147B added.

CSX Lewiston Industrial Track:

- P.148 - Rules in effect updated.

CSX Medford Industrial Track and Portland Yard 8:

- P.149 - Rules in effect updated.

CSX Saco Industrial Track:

- P.151 - Rules in effect updated.

AMTK Main Line - NYS:

- P.153 - Future Leggett and Tremont interlockings added. CSX Market Running Track between MP 12.2 and MP 14 removed.
- P.154 - CSX Market Running Track between MP 14 and Pelham Bay removed.
- P.155 - SI 40.H1 updated. SI 41.H1 updated.
- New P.155A added.

AMTK Main Line - NHB:

- P.162 - SI 34.B1 updated to remove South Attleboro station.
- P.164 - SI 501.B1 removed.

AMTK Main Line - HUD:

- P.165 - Huyler Dr (MP 81.0) changed to Ledgerock Rd.
- P.173 - Defect detector added at MP 163.9 (Scotia). CP159 WAS changed.
- P.174 - SI 40.U1 updated.
- P.175 - SI 104.U1 updated.

AMTK Middleboro Main Line:

- P.176 - Additional radio channels in use added.

AMTK Dorchester Branch:

- P.177 - Additional radio channels in use added.

MBTA Eastern Route Main Line:

- P.179 - All Rule 261 territory updated to Rule 562. All intermediate signals removed. MAS updated.
- P.180 - Lynn Interim station added. MAS past Salem platform updated.
- P.181 - Estimated running times adjusted. SI 500.E1 updated.

MBTA Middleboro Main Line:

- P.189 - MAS between BM 35.0 and MCRL division post updated. References to MCRL Middleboro SD changed to MBTA Middleboro Secondary.
- P.190 - SI 37.M1 updated.

MBTA Western Route Main Line:

- P.194 - CP-Foley renamed to Foley St and upgraded to full interlocking. Controlled Siding between WAS Reading Jct and EAS Foley upgraded to main track. All track under Rule 251 or Rule 261 updated to Rule 562. All intermediate signals removed. New Doherty interlocking added at BW 7.7. Highlands Crossover removed. Wakefield Jct Crossover removed. MAS updated.
- P.195 - All track under Rule 251 or Rule 261 updated to Rule 562. All intermediate signals removed. MAS updated.
- P.196 - Note 2 removed. Estimated running times adjusted. SI 105.W1 removed. SI 240.W1 removed. SI 400.W1 removed. SI 562.W1 removed.

MBTA Worcester Main Line:

- P.198 - Natick station renamed to Natick Center.
- P.199 - MAS updated between Framingham station and CP 23.
- P.201 - MAS updated between BL 42.2 and CP 44. Worcester station location and mileage updated. Estimated running times adjusted. SI 37.L1 updated. SI 41.L2 moved to P.202.
- P.202 - SI 41.L2 moved from P.201.

MBTA Franklin Branch:

- P.206 - Future Rockwood East interlocking renamed to Walsh East. Future Rockwood West interlocking renamed to Walsh West. Walsh East EAS moved to opposite side of Rockwood Rd crossing. Future second track completed between Walsh East and Walsh West.

MBTA Middleboro Secondary:

- New P.209A and P.209B added

MBTA Grand Junction Running Track:

- P.212 - SI 277 changed. Hold point at Cambridge St removed.

Mass Coastal Middleboro SD:

- P.217 - Weir control point removed. Track south of MP 13.3 now part of MBTA Middleboro Secondary.
- P.218 removed.

MNCR Hudson Line:

- P.222 - Track 1 removed between CP 19 and CP 25.
- P.224 - Track 4 at Peekskill station shortened.
- P.227 - IBM siding shortened.
- P.229 - SI 19.HUD1 updated. SI EL.HUD1 updated.

MNCR New Haven Line:

- P.236 - SI 1E.NHV1 updated.

PAS Freight Main Line:

- P.239 - Ayer East crossover added. Note 1 changed. All Rule 261 territory west of CPF WL changed to Rule 562. Point of equality between mileage measured from Mattawamkeag and mileage measured from Boston corrected based on valuation maps. SI 37.F2 updated. SI 119.F1 updated. SI 119.F2 moved to P.240.
- P.240 - SI 119.F2 moved from P.239. Additional miscellaneous instructions added.

P&W Gardner SD:

- P.242 - DTMF switch locations changed to Control Points. PW dispatcher radio channel information added.

Boston Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 38 (160.680).
Operated under CSXT Rules

NOTES

Note 1: The appearance of station building(s) at this location in the diagram does not indicate the existence of passenger service, but only the existence of a historic station building.
Note 2: Signs placed on P&W RR property at CSX's connection to the P&W Gardner Branch in Worcester. "P&W RR ENTER ONLY WITH DISPATCHER APPROVAL" All movements must contact the P&W Train Dispatcher prior to entering P&W RR property. If unable to contact the P&W Train Dispatcher contact the Train Dispatcher for instruction. When no P&W Train Dispatcher on duty, Train Dispatcher may give permission to enter P&W RR property.
Note 3: Passenger trains are prohibited from using Signaled Siding from CP 60 to CP 64.
Note 4: Palmer Yard non-signalled tracks are controlled by West Springfield Yardmaster.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		PASSENGER	FREIGHT		PASSENGER	FREIGHT
44.3	Worcester Ⓟ	WESTBOUND ↓	0:00	0:00	EASTBOUND ↑	1:07	1:19
44.6	CP 45		0:01	0:01		1:06	1:18
46.0	CP 46		0:04	0:05		1:02	1:13
48.3	CP 48 (Jamesville)		0:07	0:08		0:59	1:10
50.7	Webster Jct.		0:11	0:13		0:56	1:06
55.4	Charlton Hill		0:18	0:22		0:48	0:57
57.7	CP 57 (Charlton Depot)		0:23	0:26		0:44	0:52
60.3	CP 60 (Spencer)		0:26	0:30		0:40	0:48
64.0	CP 64 (East Brookfield)		0:31	0:37		0:35	0:41
69.6	West Brookfield		0:39	0:46		0:27	0:33
72.6	Warren		0:42	0:50		0:24	0:28
75.4	West Warren		0:46	0:53		0:20	0:25
79.4	CP 79 (Brimfield)		0:51	1:00		0:15	0:18
83.6	CP 83 (Palmer)		0:57	1:07		0:09	0:12
91.4	Wilbraham		1:06	1:18		0:01	0:01
91.9	CP 92		1:07	1:19		0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
38	CP 45 (inclusive) to CP 92 (exclusive)	Dispatcher
46	CP 45 (inclusive) to CP 92 (exclusive)	Road
64	QB 42.7 to QB 46.0 (Worcester Yard)	Framingham Yardmaster
64	QB 82.2 to QB 83.4 (Palmer Yard)	West Springfield Yardmaster

1. INSTRUCTIONS RELATING TO OPERATING RULES

203.1 LOCOMOTIVE BELL AND HORN
East Brookfield Siding – In addition to the requirements of Rule 203.1, trains must ring the locomotive bell when passing equipment standing on East Brookfield Siding.

311 RAILROAD CROSSINGS AT GRADE
The CSXT NC Dispatcher at Jacksonville is in control of this location:

MP	Location	RR	Type	Rule
QB 83.6	Palmer	NECR	Remotely Controlled	504.23

405.6 KICKING CARS
EASTERN MASSACHUSETTS – Framingham Yard
Kicking loaded center beam flat cars is prohibited.

503.11 MAIN, SIGNALED, AND SIDING TRACKS
Unless otherwise instructed by the train dispatcher, crews must advise the dispatcher when stopped at holding points.

504.1 GENERAL SIGNAL RULES
Signal aspects and indications CR1277 through CR1295 apply on the Boston SD. Wayside signs 296-297A, relating to NORAC Rules are shown for information only.

514 CAB SIGNAL WITHOUT WAYSIDE INTERMEDIATE
1. CSS Cab Signals Without Fixed Automatic Block Signals in effect on the Boston SD.
2. Wayside signals are used at control points only. Between controlled points train movement is governed by continuous cab signals.

The following exceptions are authorized to operate without Cab Signal equipped locomotives and all unequipped movements must operate at restricted speed, not exceeding 15 MPH with an absolute block established in advance of each movement:
Engines used in switching and transfer service, with or without cars, work trains, wreck trains, ballast cleaners to and from work and rail diesel cars moving to and from shops.

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS
HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:
None

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES
4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Note
QB 55.4	Charlton (Note 1)	HI-WI 20'4" & 19'2", DED-HBD
QB 75.4	West Warren (Note 2)	HI-WI 20'4", DED-HBD
QB 91.5	Wilbraham	HBD-DED

NOTES

Note 1: Additional instructions: Charlton
A. Trains carrying cars with heights 19'2" to 20'4" will receive a radio message stating "19'2" cars detected" when inspection of train is complete and exits detector.
B. Trains with cars exceeding 20'4" will receive a radio alarm message giving axle location of high cars in train. The 19'2" message will not be received.

Note 2: Additional Instructions: West Warren
A. The West Warren High Car Clearance Detector is is service for eastward movements only.
B. The West Warren HBD-DED is in service for both eastward and westward movements.
C. Instructions for eastward trains that receive a high car clearance defect alarm at the West Warren Defect Detector:
1. The train will not be required to stop and be inspected.
2. The train crew must notify the train dispatcher as soon as practicable.
D. An eastward train that receives a high car clearance defect alarm at the West Warren Defect Detector will be governed as follows:
1. Trains destined to interchange at Worcester (P&W or Pan Am Southern Railroad) will not pass CP 45 without being inspected by a member of the crew or a mechanical employee. The train dispatcher must be notified.
2. Trains switching at CSXI Worcester Intermodal Facility are permitted to move one train length east of CP 42 for switching purposes only, then must be inspected by a mechanical employee prior to departing eastward.
3. Through train movements that will not involve any switching or interchange movements must stop and be inspected by a mechanical employee prior to passing CP 42 at Worcester.
Note: These instructions do not apply to lite engine moves.

4402 LIMITING THE SIZE OF INTERMODAL TRAINS
Trains consisting of either solid loaded auto racks or solid empty auto racks may operate not to exceed 120 cars between Selkirk, NY and East Brookfield, MA.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT
Double Stack and Multi-Level Movements
Maximum double stack and multi-level heights allowed on the main track and sidings on the Boston SD are as follows:

MP Locations	Double Stack	Multi-Level
Entire SD	20'2"	20'2"

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT
6-axle locomotives are prohibited on all industrial tracks.
Cars exceeding 286,000 lbs are prohibited on the Boston SD.
Locomotives with cab awnings or bay windows must be retracted or removed on all locomotives in the consist where close clearance could cause damage.

8. MISCELLANEOUS
ADDITIONAL STATIONS

MP	Station	Switch Opening
QB 48.2	Wright Wire	#1, FP East
QB 50.7	Cassella Waste Sys	FP West
QB 63.1	EB&S RR	SSDG, FP East
QB 64.0	East Brookfield Yd	Main, FP East
QB 75.0	Warren Team	FP West
QB 89.7	Construction Srv	FP West

9. HIGHWAY ROAD CROSSINGS
203.2 LOCOMOTIVE BELL AND HORN
The following crossings have been identified as quiet zones, and are not subject to the requirements of Rule 203.2(a). All other requirements of Rule 203.2 remain in place.

MP/Location	Horn	Bell	Hours
QB 60.30 - QB 64.10	No	Yes	2100-0700

Rule 203.2 Is Amended As Follows:
When Required:
Meeting And Passing Standing Trains
Exception for East Brookfield Siding CP 60 to CP 64 only. The horn will not be sounded between the hours of 2100 and 0700 if:
A. Train dispatcher confirms standing equipment is not occupied and no employees are on the ground performing work, or
B. Equipment is occupied or employees are on the ground and communication has been established on CSX Radio Channel 046/046 confirming all employees are in a place of safety.
Note: This exception does not apply to any other rule requiring the sounding of the horn to provide warning to Roadway workers or in cases of emergency.

SI 10: TERMINAL INSTRUCTIONS
TERMINAL/YARD REQUIRED COMMUNICATION
Before entering, making movements on, or performing any work on tracks at the following locations you must job brief with the appropriate yardmaster:

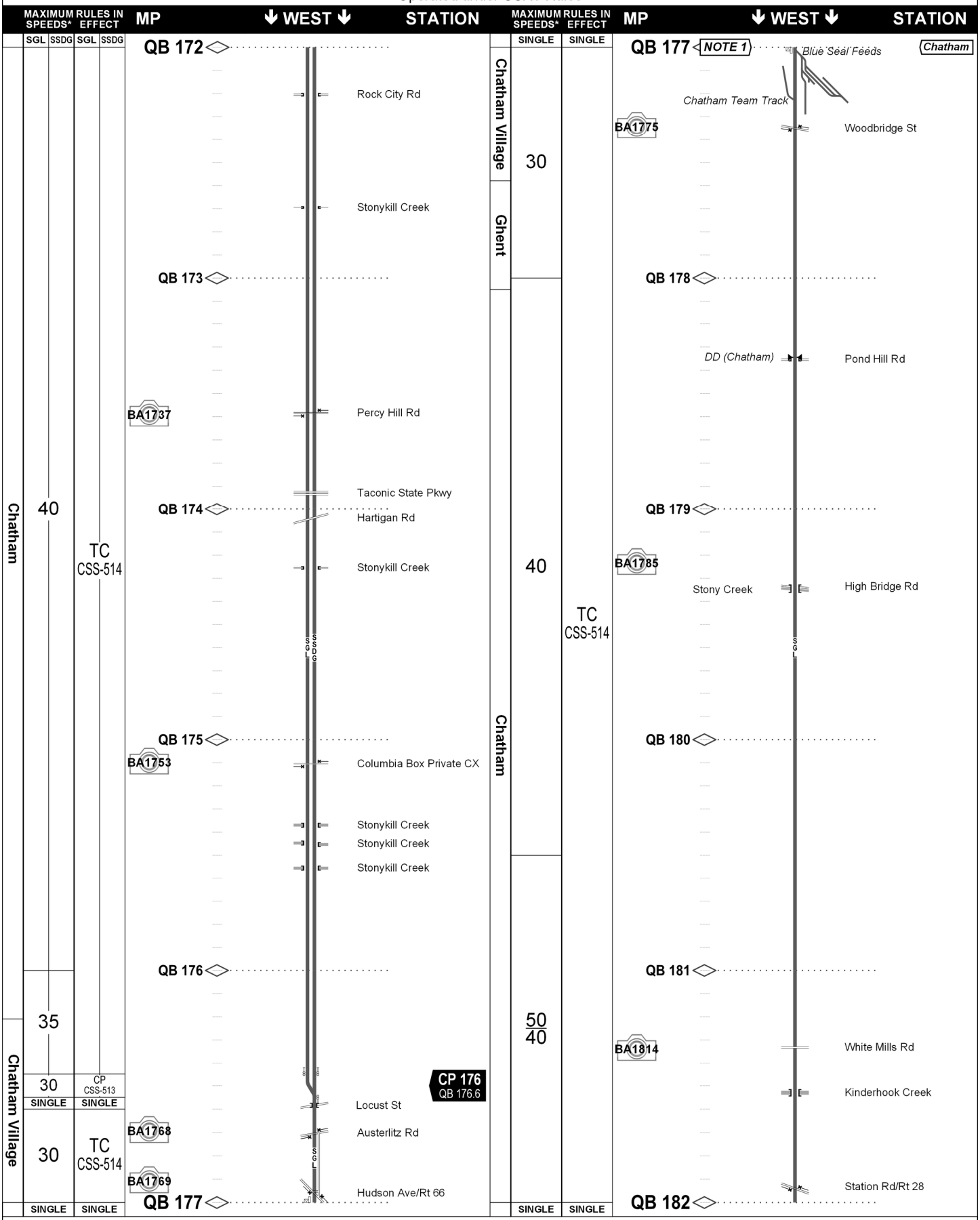
MP/Location	Responsible Employee
Worcester Yard	Framingham Yardmaster
Palmer Yard	West Springfield Yardmaster

SI 12: POSITIVE TRAIN CONTROL
PTC is in effect on all controlled tracks on the Boston SD.

L UPD: 20250201

Berkshire Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 30 (160.560).
Operated under CSXT Rules



* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

Berkshire Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 30 (160.560).
Operated under CSXT Rules

NOTES

Note 1: The appearance of station building(s) at this location in the diagram does not indicate the existence of passenger service, but only the existence of a historic station building.

Note 2: HRRC trains operating between CP 147 and CP 150 must not exceed restricted speed on #1 or #2 tracks.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	WESTBOUND PASSENGER	WESTBOUND FREIGHT	EASTBOUND PASSENGER	EASTBOUND FREIGHT
91.9	CP 92 (Wilbraham)	0:00	0:00	2:36	2:59
96.1	CP 96 (Athol Jct)	0:05	0:06	2:30	2:52
98.1	CP 97	0:07	0:09	2:28	2:49
98.3	Springfield (P)	0:08	0:11	2:27	2:48
98.5	CP 98	0:08	0:11	2:27	2:48
99.1	CP 99	0:11	0:13	2:25	2:46
100.4	CP 100 (West Springfield)	0:13	0:15	2:23	2:43
104.9	CP 105	0:20	0:23	2:15	2:36
107.8	Westfield	0:25	0:27	2:10	2:31
109.5	CP 109	0:27	0:29	2:08	2:29
115.5	Russell	0:38	0:40	1:57	2:18
119.2	Huntington	0:45	0:47	1:51	2:12
123.1	CP 123	0:51	0:53	1:44	2:05
125.7	Chester	0:56	0:59	1:40	1:59
134.8	Becket	1:10	1:15	1:25	1:35
137.7	Washington Summit	1:14	1:21	1:21	1:29
140.0	CP 140	1:18	1:24	1:18	1:24
141.8	Hinsdale	1:21	1:28	1:14	1:21
145.1	Dalton	1:25	1:34	1:10	1:14
147.8	CP 147 (North Adams Jct)	1:29	1:39	1:07	1:10
150.2	Pittsfield (P)	1:33	1:43	1:02	1:06
150.5	CP 150	1:33	1:44	1:02	1:04
155.3	West Pittsfield	1:39	1:51	0:57	0:58
161.7	MA-NY State Line	1:47	1:59	0:48	0:49
170.3	Canaan	2:01	2:13	0:35	0:36
171.7	CP 171	2:03	2:15	0:33	0:34
176.1	CP 176 (Chatham Village)	2:10	2:23	0:25	0:26
178.4	Chatham	2:16	2:28	0:19	0:20
184.6	Niverville	2:26	2:39	0:09	0:09
187.3	CP 187 (Post Road Jct)	2:30	2:42	0:05	0:06
191.6	CP SM (Schodack)	2:36	2:49	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
30	CP 92 (inclusive) to CP SM (exclusive)	Dispatcher
46	CP 92 (inclusive) to CP SM (exclusive)	Road
64	QB 99.0 to QB 100.3 (West Springfield Yard)	West Springfield Yardmaster
64	QB 147.9 to QB 149.6 (Pittsfield Yard)	West Springfield Yardmaster

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BERKSHIRE

Westward Tonnage Speed Restrictions

Between QB 142.0 and QB 147.8 Westward trains with 30 or more cars of stone, ore, sand or coal operating on No. 1 or No. 2 track must not exceed 30 MPH.

ADDITIONAL SPEED RESTRICTIONS

QB 98.6 – Connection Track Speeds:

Connection Track No 10 to Amtrak – 10 MPH
Connection Track No 11 to Pan Am – 5 MPH

206.1 TWO-WAY-TELEMETRY - EQUIPPING FREIGHT TRAINS

1% Heavy grade freight trains must be equipped w/ a tested & armed two-way telemetry device or must comply w/ requirements of Rule 206.10 on the Berkshire SD at the following locations:

- QB 125.0 - QB 137.5
- QB 142.0 - QB 147.8

311 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QB 98.6	CP 98	CSX	Remotely Controlled	504.24

405.6 KICKING CARS

West Springfield Yard - Kicking cars will be permissible to the West End of Trks 10, 16, 18, & Ice House Trks 11-4. Kicking cars will still be prohibited on all other tracks including the entire north side of the yard.
Cars equipped with Long Draw Bars must be handled separately and not kicked.
Cars must be kicked from Tangent Track (signs or markings to be identified establishing areas from which it will be permissible to kick from).
Cars must not be kicked into a clear track. The track cars are kicked into must be properly secured and the ranking employee must ensure the tracks are stretched, properly secured, and spotted when switching is completed.

503.11 MAIN, SIGNALED, AND SIDING TRACKS

Unless otherwise instructed by the train dispatcher, crews must advise the dispatcher when stopped at holding points.

NOTES

504.1 GENERAL SIGNAL RULES

Signal aspects and indications CR1277 through CR1295 apply on the Berkshire SD. Wayside signs, 296-297A, relating to NORAC Rules, are shown for information only.

514 CAB SIGNAL WITHOUT WAYSIDE INTERMEDIATE

1. CSS Cab Signals Without Fixed Automatic Block Signals in effect on the Berkshire SD.
2. Wayside signals are used at control points only. Between controlled points train movement is governed by continuous cab signals.

The following exceptions are authorized to operate without Cab Signal equipped locomotives and all unequipped movements must operate at restricted speed, not exceeding 15 MPH with an absolute block established in advance of each movement:
Engines used in switching and transfer service, with or without cars, work trains, wreck trains, ballast cleaners to and from work and rail diesel cars moving to and from shops.

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS

HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:

MP	Instruction
QB 187.7 - QB 191.7	In effect – All Tracks

LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA

Any train identified as restricted to 40 MPH within the limits of a High Threat Urban Area when required by train documents or rule must not exceed 40 MPH at these locations.

From MP	From [TYPE]	To MP	To [TYPE]
QB 187.6	[Milepost]	QB 191.7	[Station] CP SM

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Note
QB 103.6	West Springfield	HBD-DED-HIWI
QB 115.6	Russell	HBD-DED
QB 135.0	Becket	HBD-DED
QB 145.9	Dalton	DED
QB 155.5	West Pittsfield	HBD-DED
QB 170.5	Canaan	HBD-DED
QB 178.5	Chatham	HBD-DED
QB 187.6	Post Rd	DED

4400 THROUGH TRUSS BRIDGES

Through truss bridge is located at QB 98.8 at Springfield.

4400 TUNNELS

Tunnel is located at QB 164.7 - QB 164.8 at State Line

4402 LIMITING THE SIZE OF INTERMODAL TRAINS

Trains consisting of either solid loaded auto racks or solid empty auto racks may operate not to exceed 120 cars between Selkirk, NY and East Brookfield, MA.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502.1 LIMITING TRACTIVE EFFORT

When trains are to operate during periods of sustained rains which will impact locomotive adhesion on grades, the tonnage rating will be reduced by 20%.
It is possible for a rating to be further reduced beyond the 20% reduction for weather. Example: When a hi-adhesion locomotive is dispatched in single locomotive service the rating would reduce by a total of 35%. If that locomotive has a traction motor cutout that would add another 15% reduction to make a 50% total reduction.

5502.4 HELPER SERVICE MAXIMUM AXLES

Helper locomotives are limited to one locomotive on line between CP 123 and CP 147 unless authorized by Assistant Superintendent.

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING - AVERAGE GRADE

MP	Average Grade
QB 125.0 - QB 137.5	1.33
QB 142.0 - QB 147.8	1.09

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QB 92.0 – QB191.7	Entire SD	UP Engines	Must have locomotive side awnings retracted
QB 94.7	Sulco Public Warehouse	6-Axle Locomotives	Prohibited
QB 95.1	Sulco Public Warehouse	6-Axle Locomotives	Prohibited
QB 96.1	Athol Old Way/New Way	6-Axle Locomotives	Prohibited
QB 107.1	Cargill Salt Division	6-Axle Locomotives	Prohibited
QB 107.8	Boise Cascade Co	6-Axle Locomotives	Prohibited
QB 107.8	Eastwood Carriers	6-Axle Locomotives	Prohibited
QB 108.1	Pioneer Valley Exchange	6-Axle Locomotives	Prohibited

8. MISCELLANEOUS

HOLD POINTS

Trains holding at these CP locations must stop at the "CC" sign or holding point designated unless instructions to proceed are received from the Dispatcher.

CP	MP/Hold Point	Instructions
CP 92	QB 92.3/"CC" Sign	Trains must stop 500 Ft East of Parker St underpass & unless otherwise advised, contact the dispatcher to announce they are stopped.
CP 100	QB 101.0/"CC" Sign	Eastward trains operating on #1 or #2 tracks must not pass the "CC" signs unless Cab Signal indication is more favorable than restricting or verbal permission is received.

Berkshire Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 30 (160.560).
Operated under CSXT Rules

NOTES

GENERAL MISCELLANEOUS
TRAINS DEPARTING INITIAL TERMINAL
Prior to departing initial terminal CSXT NC Dispatcher must be informed if there is a condition or equipment restriction that would prevent the use of a pusher.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QB 92.9	Omni	#1, FP East
QB 94.6	Sulco	#1, FP East
QB 95.2	Sulco	#1, FP East
QB 107.1	Westfield South Side	#2, FP West
QB 107.1	Springdale	#1 FP West
QB 107.8	Springdale	#1, FP East
QB 107.8	Westfield South Side	#2, FP East
QB 108.1	PVRR	#1, FP East
QB 119.2	Team Trk	FP East
QB 125.9	Chester	#2, FP West
QB 126.2	Chester	#2, FP East
QB 141.2	Hinsdale	#2, FP West
QB 145.2	LP Adams	#1, FP East
QB 147.3	PolyMatrix	#1, FP East
QB 161.9	State Line	FP West
QB 161.9	State Line	FP East
QB 177.2	Blue Seal	FP West
QB 177.4	Team Trk	FP East
QB 184.7	Carovail	FP West

SI 10: TERMINAL INSTRUCTIONS
TERMINAL/YARD REQUIRED COMMUNICATION
Before entering, making movements on, or performing any work on tracks at the following locations you must job brief with the appropriate yardmaster:

MP/Location	Responsible Employee
Pittsfield East & West Yards	
West Springfield Yard	West Springfield Yardmaster
Cedar Hill Yard	

SI 12: POSITIVE TRAIN CONTROL
PTC is in effect on all controlled tracks on the Berkshire SD.

NOTES

L UPD: 20250201

River Subdivision

CSXT NI Dispatcher. Road Channel AAR 58 (160.980). Dispatcher Channel AAR 34 (160.620).
Operated under CSXT Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ NORTH ↓	STATION
SINGLE	SINGLE	QR 11		
			Newbridge Creek	
			W Clinton Ave	
		WS0120	NOTE 1	W Main St — Bergenfield
		QR 12		W Church St
			Central Ave	
			Columbia Ave	
			W Madison Ave	
		QR 13		
		13S 13N		New Milford Ave
50	TC		S G L	
		QR 14		
			Ivy Ave	
		WS0142		Haworth Ave
				Pedestrian Passage
				Pedestrian Passage
				Lake Shore Dr
		QR 15		
		15S 15N		Old Hook Rd
				Oradell Reservoir
SINGLE	SINGLE	QR 16		La Roche Ave

Bergenfield | Dumont | Haworth | Closter | Harrington Park

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ NORTH ↓	STATION
SINGLE	SINGLE	QR 16		La Roche Ave
		WS0162		
				Harriot Ave
				Lafayette Rd
				Tappan Run
		QR 17		
				Blanch Ave
				Tappan Run
				Broadway
				Tappan Run
		17S 17N		
		QR 18		
				Clinton Ave
50	TC		S G L	
			NJ / NY	
		WS0188		Andre Ave
		QR 19		
				Old Tappan Rd
				Greenbush Rd
		19S 19N		
		QR 20		
				Palisades Interstate Pkwy
			DD (Orangeburg)	
		WS0205	NOTE 1	Highview Ave — Orangeburg
		WS0207		Orangeburg Rd
		WS0208		Erie Rail Trail
SINGLE	SINGLE	QR 21		

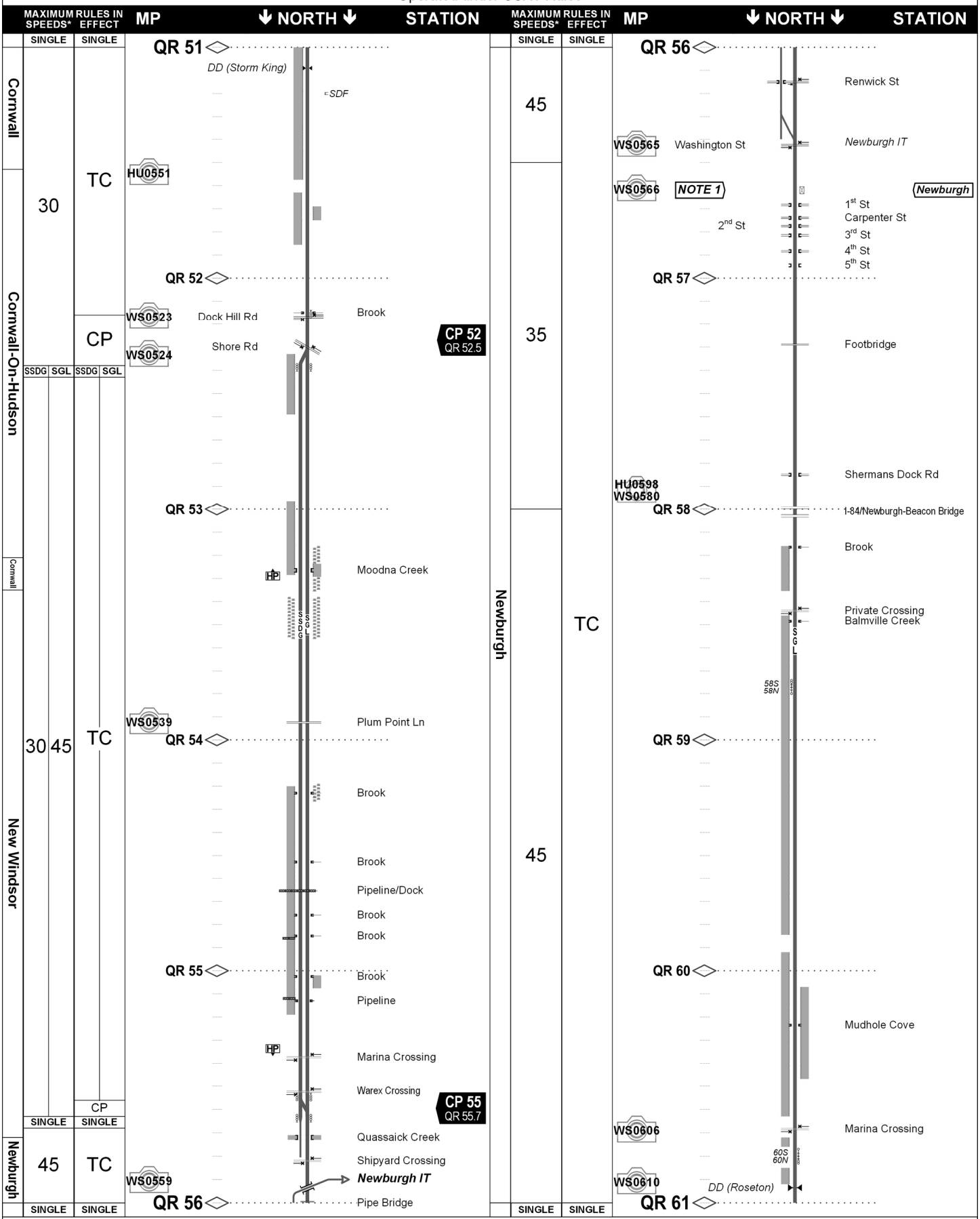
Harrington Park | Norwood | Northvale, NJ | Orangetown, NY

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

River Subdivision

CSXT NI Dispatcher. Road Channel AAR 58 (160.980). Dispatcher Channel AAR 34 (160.620).
Operated under CSXT Rules



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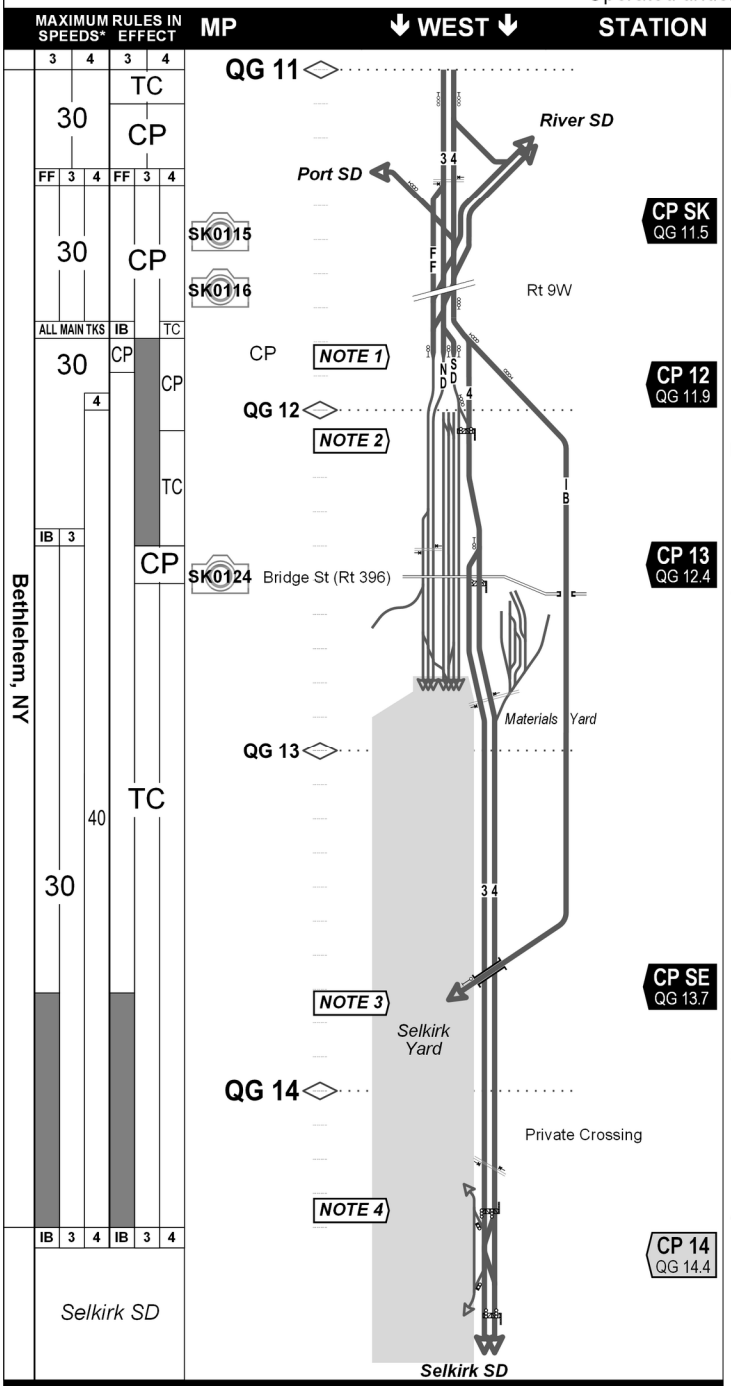
L UPD: 20250201

Castleton Subdivision

CSXT NI Dispatcher. Road Channel AAR 58 (160.980). Dispatcher Channel AAR 34 (160.620).
Operated under CSXT Rules



NOTES

Note 1: Division Post between Castleton SD and Selkirk SD on Fast Freight (FF) and Northward Departure (ND) tracks is at the EAS CP SK, located at MP QG 11.85.
Note 2: Division Post between Castleton SD and Selkirk SD on Southward Departure (SD) track is at the EAS CP 12, located at MP QG 12.08.
Note 3: Division Post between Castleton SD and Selkirk SD on Inbound (IB) track is at CP SE, located at MP QG 13.70, in service for Eastbound trains only. "End of Automatic Block" sign applies for Westbound trains.
Note 4: Division Post between Castleton SD and Selkirk SD on Tracks 3 and 4 is at the WAS CP 14, located at MP QG 14.35.

Track Identification:
FF: Fast Freight
ND: Northward Departure Lead
SD: Southward Departure Lead
IB: Inbound Lead

NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	WESTBOUND VIA BYPASS	WESTBOUND VIA INBOUND	EASTBOUND VIA BYPASS	EASTBOUND VIA INBOUND
1.4	CP 125	0:00	0:00	0:27	0:28
4.8	Hudson View	0:06	0:06	0:20	0:22
8.5	CP SM (Schodack)	0:13	0:13	0:14	0:15
9.2	Castleton Bridge	0:15	0:15	0:12	0:13
11.5	CP SK	0:20	0:20	0:06	0:08
12.0	CP 12	0:22	0:22	0:05	0:07
13.7	CP SE*		0:28		0:00
12.5	CP 13	0:23		0:04	
14.4	CP 14	0:27		0:00	

* CP SE is on the Inbound Lead. Trains running between CP SK and CP SE do not pass CP 13 or CP 14.

RADIO CHANNELS IN USE

Channel	Location	Use
34	CP 125 (exclusive) to CP 14 (exclusive)	Dispatcher
50	QG 12.0 to QG 16.4 (Selkirk Yard)	Selkirk Yardmaster
58	CP 125 (exclusive) to CP 14 (exclusive)	Road
81	QG 12.0 to QG 16.4 (Selkirk Yard)	Selkirk Yard Mechanical

1. INSTRUCTIONS RELATING TO OPERATING RULES
AUTHORIZED SPEEDS -- QR MILEPOSTS

Trk	MP/Location	F
1	QR 132.2 - QR 132.6	30
2	QR 132.2 - QR 132.7	30

ADDITIONAL SPEEDS

Location	Track	F
QG 11.1 - QG 11.4	Wye	10

503.11 MAIN, SIGNALED, AND SIDING TRACKS
Unless otherwise instructed by the train dispatcher, crews must advise the dispatcher when stopped at holding points.

504.1 GENERAL SIGNAL RULES

MP/Location	Signal Rules	Note
QG 1.4 - QG 3.7	Cab Signals	Note 1
QG 3.7 - QG 9.6	CR1277-CR1295	Note 2
QG 9.6 - QG 12.0	1280-1298	
QG 12.0 - QG 13.5 (Inbound)	1280-1298	
QG 12.0 - QG 14.3 (Tk 3 & 4)	1280-1298	

Note 1: Wayside signs 296-297A, relating to NORAC Rules are shown for information only.
Note 2: Southward Train Movements only.

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS
HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:

MP	Instruction
QG 5.8 - QG 14.3	In Effect - All Tracks

LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA
None

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES
4151 WHEEL IMPACT DETECTORS

MP	Location
QG 4.6	Castleton

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QG 4.6	Castleton	WILD	Out of service until further notice
QG 5.0	Hudson View	DED	
QG 8.2	CP SM	HIWI	Note 1

Note 1: Southward 17'0" detector announcement location is QG 8.2. Eastward for Berkshire SD, 20'2" detector announcement location is QB 191.8.

4400 THROUGH TRUSS BRIDGES
Through Truss Bridges are at the following locations:

MP	Location
QG 8.5	Castleton Bridge, Hudson River

4402 LIMITING THE SIZE OF INTERMODAL TRAINS
Trains consisting of either solid loaded auto racks or solid empty auto racks may operate not to exceed 120 cars between Selkirk, NY and East Brookfield, MA.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT
Double Stack and Multi-Level Movements
Maximum double stack and multi-level heights allowed on the main track and sidings on the Castleton SD are as follows:

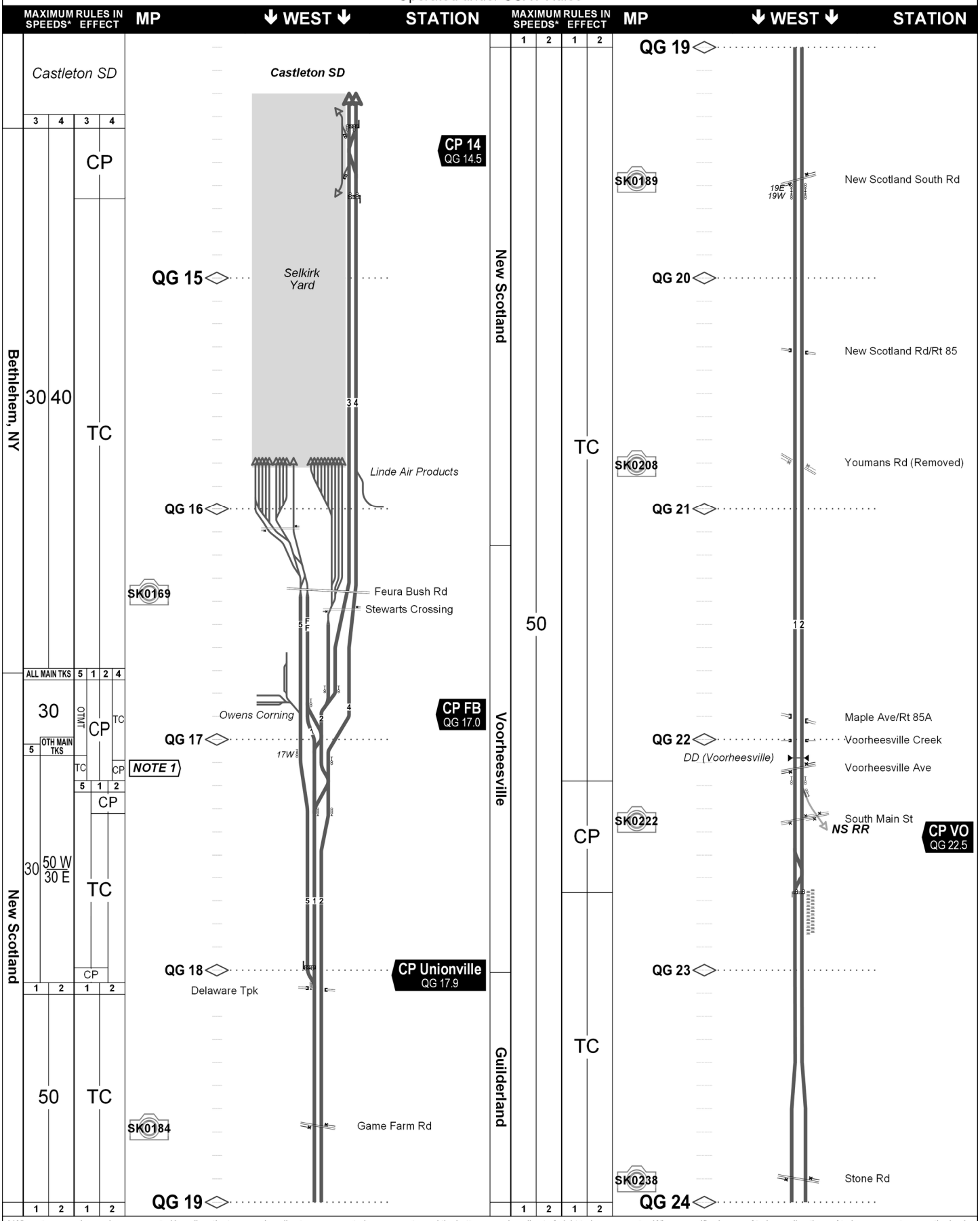
MP Locations	Double Stack	Multi-Level
QG 1.4 - QG 8.2	19' 2"	19' 2"
QG 8.2 - QG 14.3	20' 2"	20' 2"

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Selkirk Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 64 (161.070).
Operated under CSXT Rules

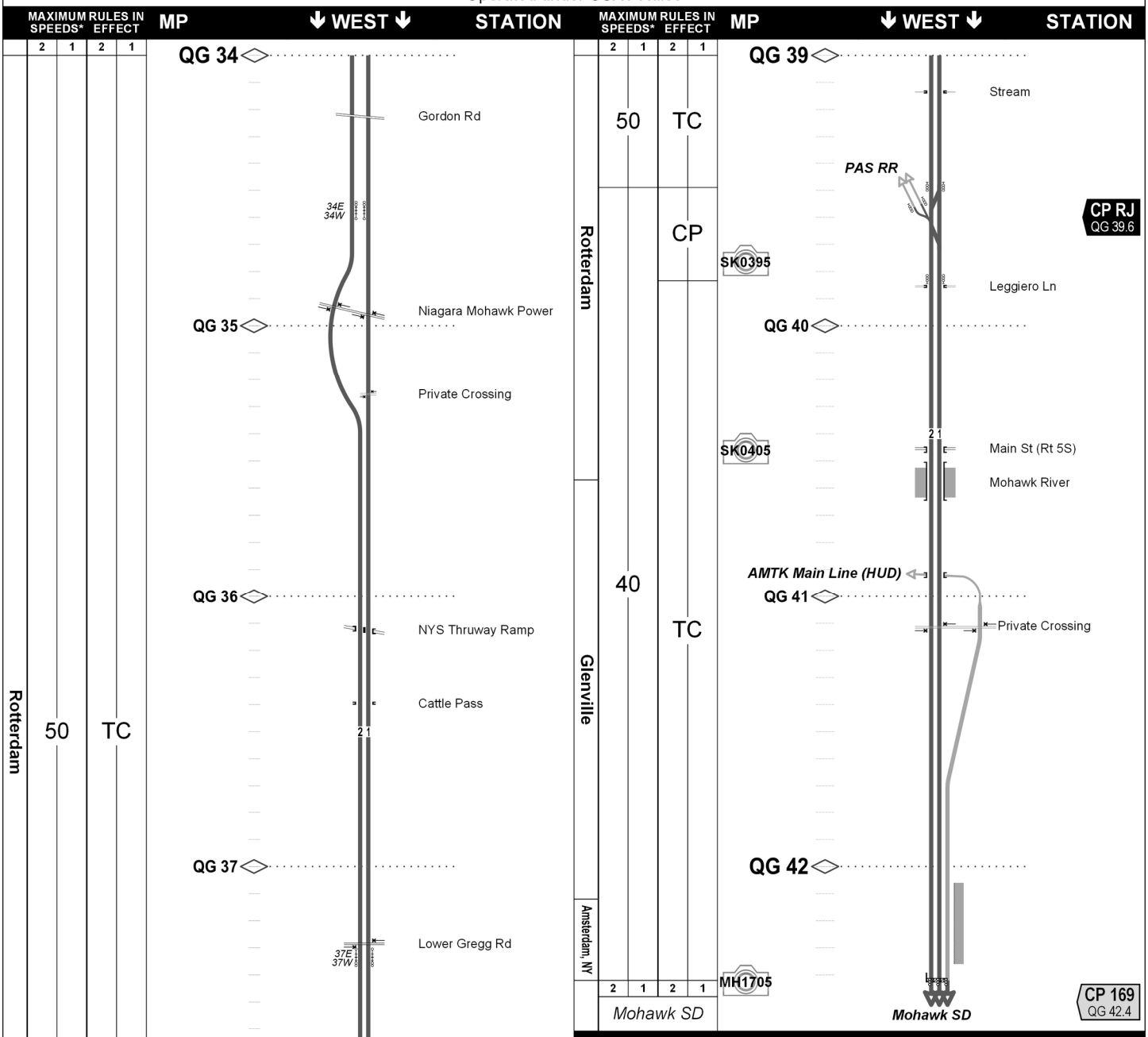


* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains or directions of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class or direction: E Eastbound, W - Westbound. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Selkirk Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 64 (161.070).
Operated under CSXT Rules



NOTES

Note 1: Track 5 westward - Trains departing Selkirk must not pass the westward intermediate signal at QG 17.0 without permission of the Train Dispatcher.

Track Identification:
FF: Fast Freight

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

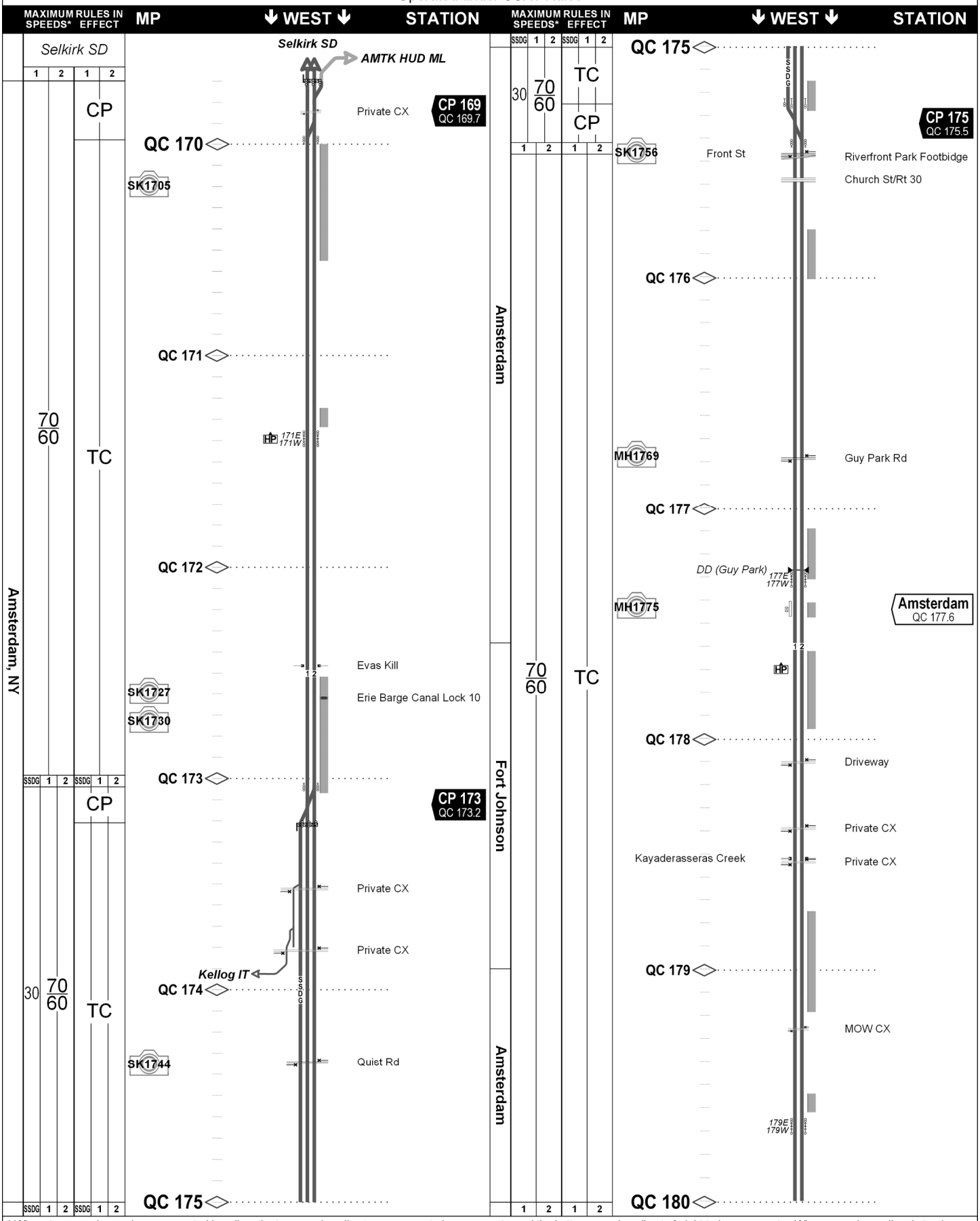
MP	STATION		ALL TRAINS		ALL TRAINS
14.4	CP 14	WESTBOUND	0:00	EASTBOUND	0:49
16.9	CP FB (Feura Bush)		0:06		0:44
18.0	CP Unionville		0:07		0:40
22.0	Voorheesville		0:14		0:31
22.5	CP VO		0:15		0:30
31.6	SP-SH		0:27		0:17
32.4	CP FG		0:28		0:16
33.5	South Schenectady		0:30		0:14
39.6	CP RJ (Rotterdam Jct)		0:41		0:05
42.4	CP 169 (Hoffmans)		0:47		0:00

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Mohawk Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 52 (160.890).
Operated under CSXT Rules

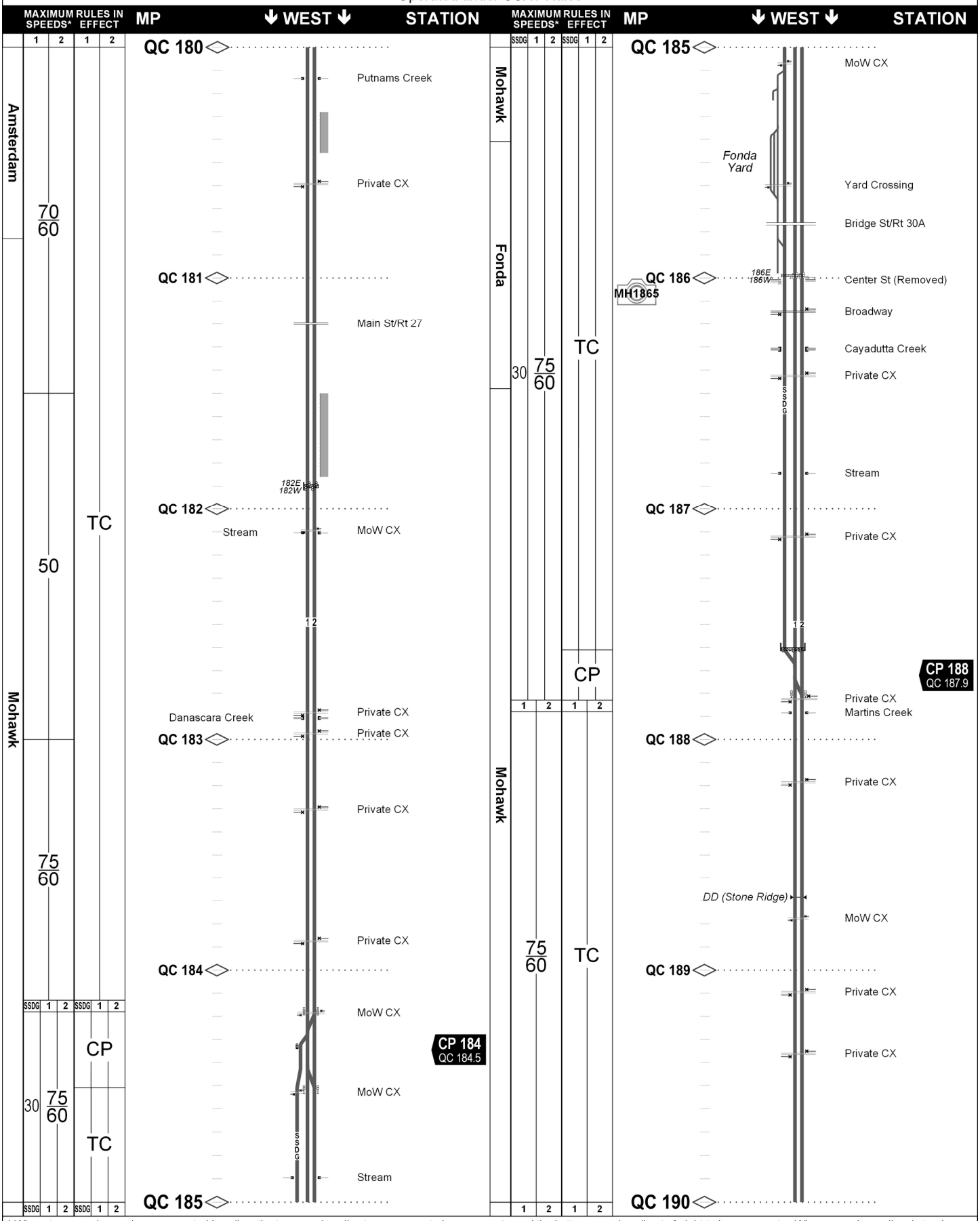


* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Mohawk Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 52 (160.890).
Operated under CSXT Rules



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Mohawk Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 52 (160.890).
Operated under CSXT Rules

NOTES

Note 1: Trackage west of QC 210.0 is not included in this timetable.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		PASS	FREIGHT		PASS	FREIGHT
169.8	CP 169 (Hoffmans)	WESTBOUND ↓	0:00	0:00	EASTBOUND* ↑	0:42	0:49
173.2	CP 173		0:04	0:04		0:38	0:45
175.3	CP 175		0:06	0:07		0:36	0:41
177.4	Amsterdam Ⓟ		0:08	0:09		0:34	0:39
184.3	CP 184		0:16	0:18		0:26	0:30
186.0	Fonda		0:17	0:20		0:25	0:28
187.7	CP 188		0:19	0:23		0:23	0:26
195.9	CP 196		0:27	0:33		0:15	0:16
198.6	CP 198 (Palatine Bridge)		0:30	0:36		0:12	0:13
200.5	Fort Plain		0:33	0:38		0:09	0:11
203.5	CP 203 (St. Johnsville)		0:36	0:41		0:06	0:07
207.1	CP 207		0:39	0:46		0:03	0:03
210.0	*Timetable Limit*		0:42	0:49		0:00	0:00

* All eastbound running times are calculated from MP QC 210.0.

RADIO CHANNELS IN USE

Channel	Location	Use
46	CP 169 (inclusive) to CP 263 (exclusive)	Road
52	CP 169 (inclusive) to CP 263 (exclusive)	Dispatcher

1. INSTRUCTIONS RELATING TO OPERATING RULES

503.11 MAIN, SIGNALED, AND SIDING TRACKS
Unless otherwise instructed by the train dispatcher, crews must advise the dispatcher when stopped at holding points.

504.1 GENERAL SIGNAL RULES
Signal aspects and indications 1280 through 1298 apply on the Mohawk SD.

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS
NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Note
QC 177.4	Guy Park	HBD-DED
QC 188.8	Stone Ridge	HBD-DED-HWD
QC 200.7	Ft Plain	HBD-DED
QC 220.0	Herkimer	HBD-DED

4400 TRAIN SPEED RESTRICTIONS
Trains designated as Express Trains with symbols (M, S, X - 090/091/092/093) carrying cars in the following series:
1. ARMN 110000 through ARMN 111499, and / or
2. CRYX 5800 Through CRYX 5899, and / or
3. Carrying loaded box cars

are authorized to operate at Intermodal speeds, not exceeding 60 MPH.

4400 THROUGH TRUSS BRIDGES
Through truss bridge is located at MP QC 209.8 at East Canada Creek.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT
Double Stack and Multi-Level Movements
Maximum double stack and multi-level heights allowed on the main track and sidings on the Mohawk SD are as follows:

MP Locations	Double Stack	Multi-Level
Entire SD	20' 2"	20' 2"

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT
Cars exceeding 17'0" are prohibited on the Kapstone Lead (MP QC 174.5).
Cars exceeding 315,000 lbs are prohibited on the Mohawk SD.
Exception: 6-Axle Tank cars, series MCPX, gross weight 414,000 lbs are permitted with a 10 MPH speed restriction over bridge at QC 203.3 (Caroga Creek).
Locomotives with cab awnings or bay windows must be retracted or removed on all locomotives in the consist where close clearance could cause damage.
6-axle locomotives are prohibited on Industrial Tracks.

8. MISCELLANEOUS

HOLD POINTS
Trains holding at these CP locations must stop at the "CC" sign or holding point designated unless instructions to proceed are received from the Dispatcher.

CP	MP/Hold Point	Instructions
CP 169	QC 171.5/Intermediate 171	Trains holding in excess of 15 mins. Passenger trains are exempt.
CP 175	QC 177.7/'CC' Sign	Passenger trains are exempt.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QC 174.0	Kellogg IT	FP
QC 174.5	Kellogg Yard	FP
QC 185.3	Fonda Yard Switch	SSDG, FP West
QC 186.0	Fonda Yard Switch	SSDG, FP East
QC 200.6	Oldick Milling	#1, FP West

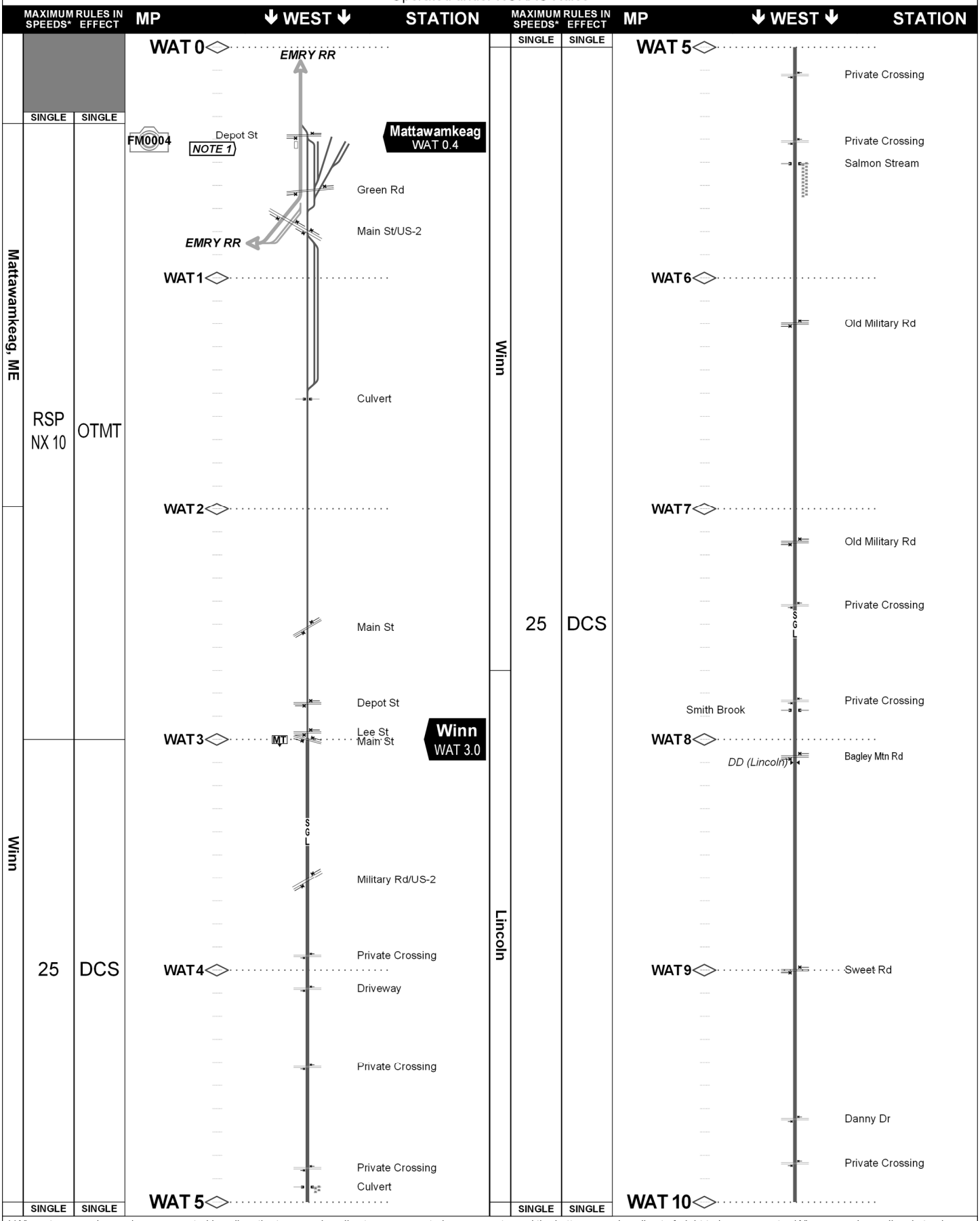
NOTES

12. POSITIVE TRAIN CONTROL
PTC is in effect on all controlled tracks on the Mohawk SD.

L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules



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L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	MP	↓ WEST ↓	STATION
Lincoln 25	DCS	WAT 10	Private Crossing	
			Private Crossing	
			Town Farm Rd	
		WAT 11	Private Crossing	
			Private Crossing	
			Military Rd/US-2	
			Private Crossing	
		WAT 12	Town Farm Rd	Middletown
			Cambolasse Stream	
			Private Crossing	
			S G L	
			Easy St	
			Fox Farm Rd	
		WAT 13		
			Haynes St	
			Lincoln Paper	
			NOTE 1	
			Depot St	Lincoln WAT 13.6
			Mill Pond	
		WAT 14	West Broadway/US-2	
			Culvert	
			Culvert	
		WAT 15		
SINGLE	SINGLE			

MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	MP	↓ WEST ↓	STATION
Lincoln 25	DCS	WAT 15		
			Penobscot Valley Ave	
		WAT 16		
Lincoln 40	DCS	WAT 17		
			S G L	
			Pollard Brook	
			Station Rd	
		WAT 18		
			Pollard Brook	
			Culvert	
		WAT 19		
			Private Crossing	
		WAT 20		
SINGLE	SINGLE			

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L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
40	DCS	WAT 20		
		WAT 21		
			Dodlin Rd	
		WAT 22		
			Airport Rd	
		WAT 23		Enfield East WAT 23.0
			Hammett Rd *Prentice & Carlisle*	
			Brook	
		WAT 24		
		WAT 25		
SINGLE	SINGLE			

Enfield

Passadumkeag

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
40	DCS	WAT 25		Passadumkeag
			Diamond Lumber (Private)	
		WAT 26		
		WAT 27		
			Culvert	
			Union St	
			Caribou Rd	
			Pleasant St	
			Passadumkeag River	
		WAT 28		
			Culvert	
25		WAT 29		
			Culvert	
		WAT 30		
SINGLE	SINGLE			

Passadumkeag

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L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
		WAT 30		
			Lancaster Brook	
		WAT 31		
			DD (Greenbush) Military Rd	
			Olamon Stream Olamon	
			Stream	
		WAT 32		
25	DCS		S G L Military Rd	
		WAT 33	Stevens Brook	
			Cardville Rd	
		WAT 34		
			Culvert	
			Hazleton Brook	
SINGLE	SINGLE	WAT 35		

Passadumkeag

Greenbush

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
		WAT 35		
			Greenbush Station Rd	
			Hazleton Brook	
		WAT 36		
		WAT 37		
25	DCS		S G L Boombridge Brook	
		WAT 38		
		WAT 39		
SINGLE	SINGLE	WAT 40		

Greenbush

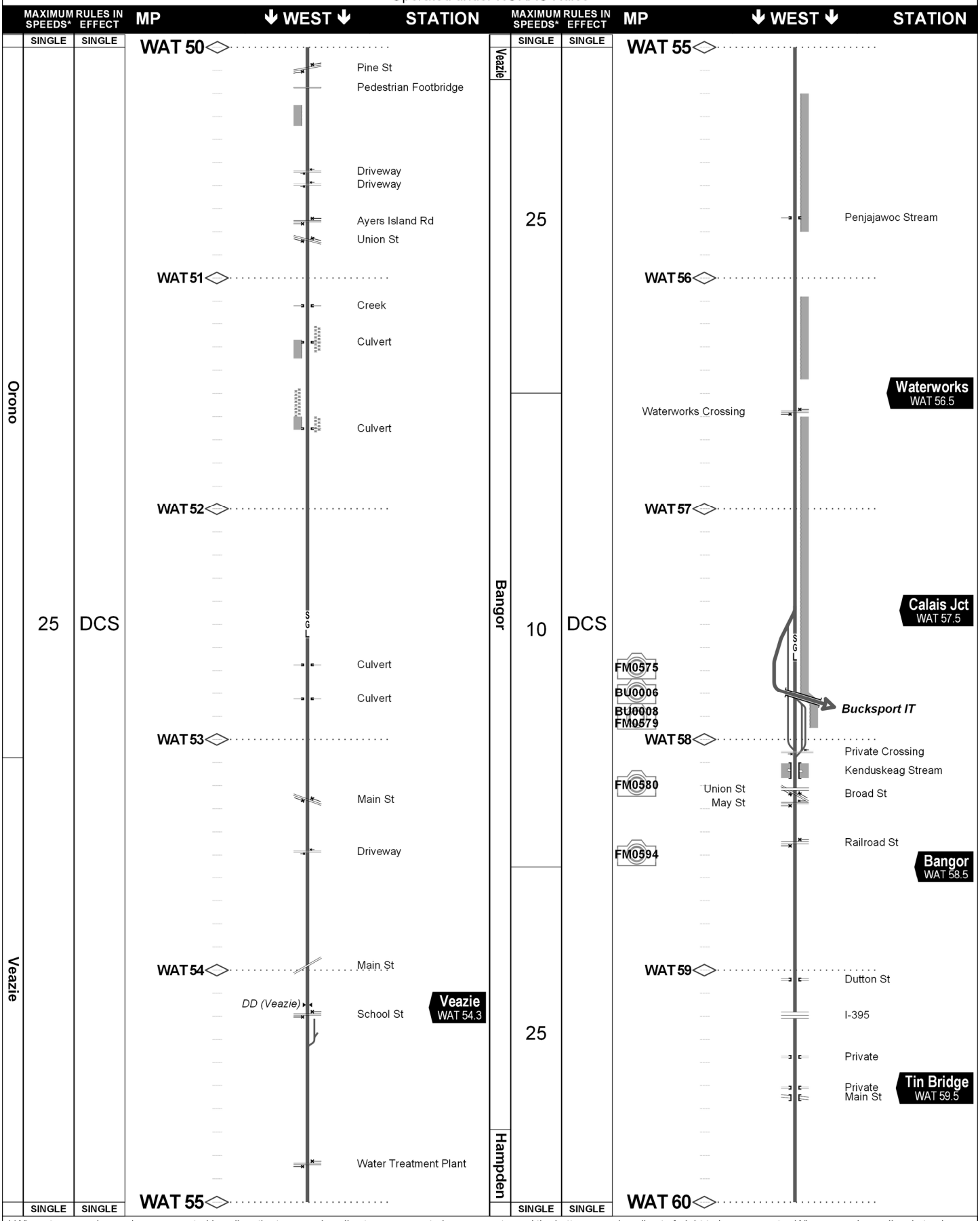
Milford

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules



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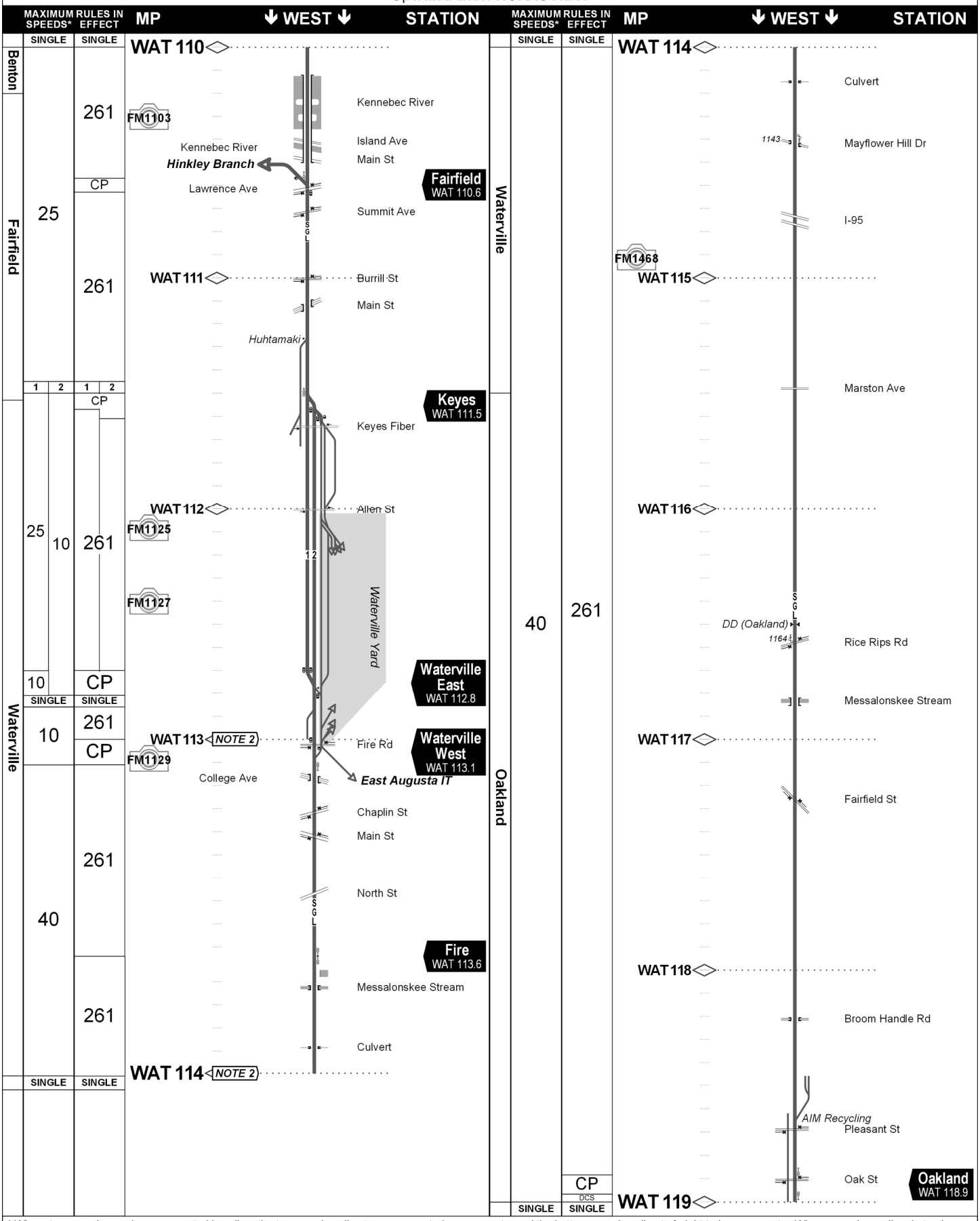
L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules



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L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 119		
			Belgrade Rd	
			Former Madison IT	Oakland West WAT 119.7
			Culvert	
		WAT 120	Cattle Pass	
			Private Crossing	
			B773 Fire Rd B-2	
		WAT 121		
			Rocky Shore Ln	
40	DCS		S G L Fire Rd B-4B	
			Sparkling Lake Ln	
		WAT 122		
			Fire Rd B-6	
			Culvert	
			Ambrose Cove Rd	
			Fire Rd 014	
			Five Fingers Rd	
			Culvert	
		WAT 123		
			Private Crossing	
			Kayak Ln	
			Twin Oaks Rd	
			Higher Ground Dr	
			Balsam Ln	
			Fire Rd 12	
SINGLE	SINGLE	WAT 124		

Oakland

Belgrade

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 124		
25			Fire Rd 09 Ash Rd	
			Thistle Hill Ln	
		WAT 125		
			Hayslett Woods Rd	
			Dustin Dr	
			Whispering Pines Ln	
			Culvert Blethen Rd	
40		WAT 126		
			Private Crossing	
	DCS		S G L	
			Culvert	
		WAT 127		
			Culvert	
			Augusta Rd	
			Depot Rd	Belgrade WAT 127.8
25		WAT 128		
			Heron Cove	
SINGLE	SINGLE	WAT 129		

Belgrade

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L UPD: 20250127

Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
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MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 129		
			Manchester Rd	
		WAT 130		
			Messalonskee Stream	
			Bartlett Rd	
		WAT 131		
25	DCS		Culvert	
			Hoyt Brook	
		WAT 132		
		WAT 133		
			Private Crossing	
SINGLE	SINGLE	WAT 134		

Belgrade
Mt Vernon Bg
Readfield

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 134		
			DD (Readfield)	
			Plains Rd	Readfield WAT 134.1
			Readfield Siding	Bean WAT 134.8
		WAT 135		
			Luce Rd	
			Culvert	Packard WAT 135.6
			Main St	
25		WAT 136		
			Pine Rest Cottage Rd	
	DCS		Thorp Shores Rd	
			Lazy Loon Rd	
		WAT 137		
			Packard Shores Rd	
			Private Crossing	
		WAT 138	Maranacook Lake	
			Maranacook	
			Fire Rd K4	
40			Private Crossing	
		WAT 139	Cottage Rd	
SINGLE	SINGLE			

Readfield
Winthrop

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Waterville Subdivision

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
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MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 139		
			Stream	
			Culvert	
		WAT 140	Culvert	
		WAT 141		
			Summer St	
			Main St	Winthrop
			Track 8	
			US-202	
		WAT 142		
			Annabessacook Rd	
			Cummings Ln	
		WAT 143		
			Hoyt Brook	
SINGLE	SINGLE	WAT 144		

Winthrop

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 144		
			Culvert	
			Culvert	
			Annabessacook Rd	Annabessacook
			Wilson Stream	
		WAT 145		
			Private Crossing	
		WAT 146		
			Stream	
			Berry Rd	
		FM1468		
		WAT 147 NOTE 1	Main St	Monmouth
			Lakeshore Dr (Private)	
			Paradise Dr	
		WAT 148		
			Culvert	
			Culvert	
SINGLE	SINGLE	WAT 149		

Monmouth

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Waterville Subdivision

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MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	MP	↓ WEST ↓	STATION
		WAT 149		
40	DCS		Culvert	
				Pike WAT 149.6
			Cressey Rd	Cressey WAT 149.7
			Rumford SD	Wood WAT 149.9
		WAT 150		
10	93		Dead River / FM1502	Leeds Jct WAT 150.3
			Leeds Jct Rd	
			Crossover "A"	
		WAT 151		
			Culvert	Roy WAT 151.1
				Greene WAT 151.3
			Private Crossing	
			SGL	
			Parker Rd (Private)	
		WAT 152		
25	DCS		Sprague Mill Rd / Maine Poly	
			Hooper Brook	
		WAT 153		
			Barrel Shop Rd	
			Sawyer Rd	
		WAT 154		

Monmouth: 40 DCS; Leeds Wales: 10 93; Greene: 25 DCS

MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	MP	↓ WEST ↓	STATION
		WAT 154		
			College Rd	
			Sullivan Rd	
		WAT 155		
			Culvert	
25	DCS			
		WAT 156		
			Culvert	
			SGL	
			Stetson Brook	
		WAT 157		
			Merrill Rd / 1573 1574	Lewiston WAT 157.2
			Culvert	
40		WAT 158		
			Culvert	
			DD (Lewiston)	Stetson Rd
			Cattle Pass	
		WAT 159		

Greene: 25 DCS; Lewiston: 40 DCS

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Waterville Subdivision

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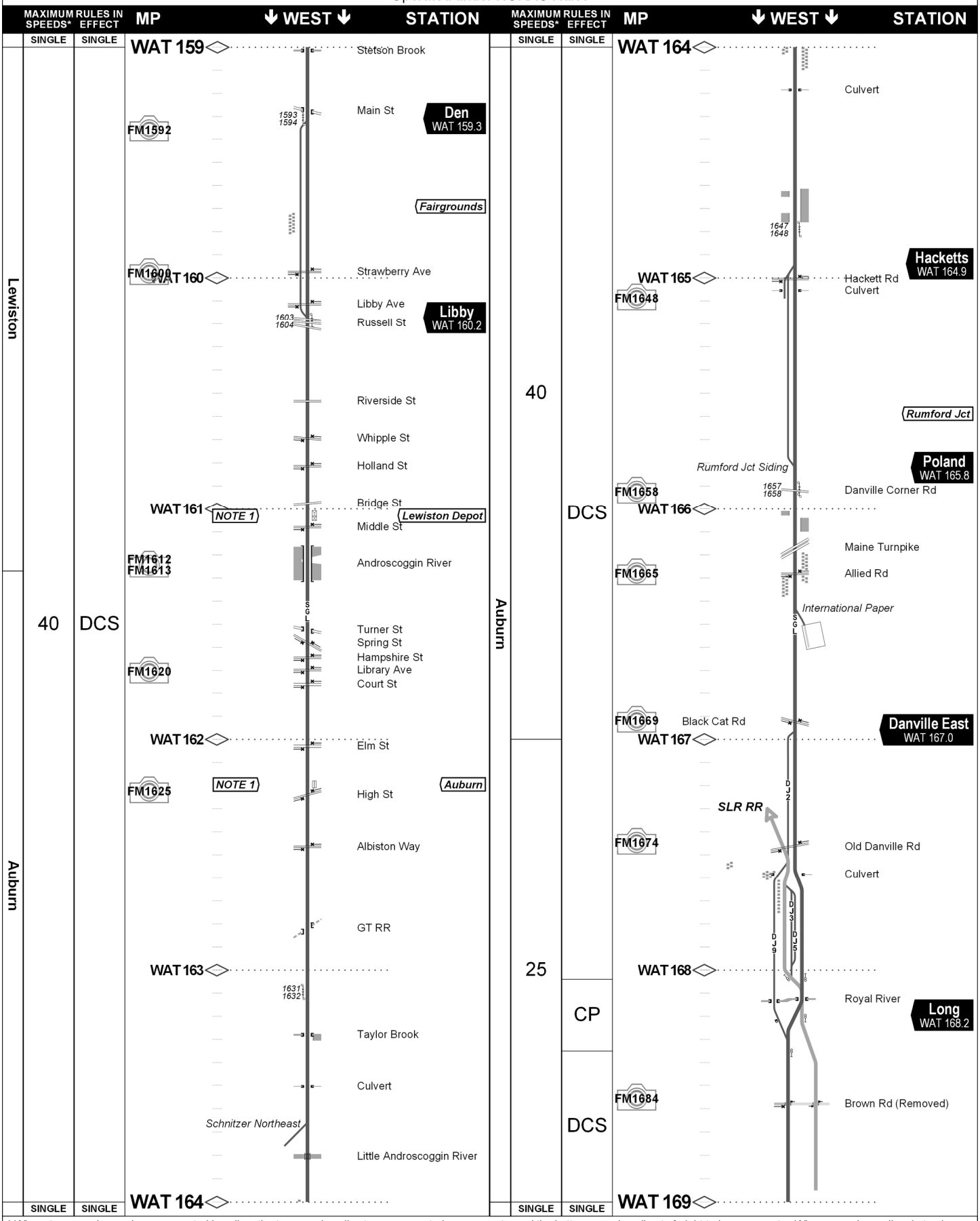

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MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 169		
25	DCS	WAT 170		
		FM1705	1707	Cobbs Bridge Rd
		WAT 171		
				Private Crossing
				Culvert
		WAT 172		
		FM1721		Intervale Rd — Blake WAT 172.2 — New Gloucester
40				Stevens Brook
		WAT 173		
				Culvert
				Stevens Brook — Penney WAT 173.6
				Culvert
SINGLE	SINGLE	WAT 174		

New Gloucester

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE	WAT 174		
				Culvert
				Penney Rd
				Culvert
		WAT 175		
				Culvert
			DD (New Gloucester)	Morse Rd
		WAT 176		
				Royal River
40	DCS			
		FM1767		Depot Rd — Gray
		WAT 177		
				Royal River
		WAT 178		
				Private Crossing
				Mill Rd
SINGLE	SINGLE	WAT 179		

New Gloucester / Gray / North Yarmouth

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Waterville Subdivision

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MAXIMUM SPEEDS*		RULES IN EFFECT		MP	↓ WEST ↓	STATION
SINGLE		SINGLE		WAT 179		
					Deer Brook	
				WAT 180		
				1800	New Gloucester Rd	
					Hayes Farm Footbridge	
				WAT 181		
40		DCS			Hallowell Rd	
					Walnut Hill	
					Toddy Brook	
					Toddy Brook Ln	
				WAT 182		
					Sligo Rd	
					Stream	
					Private Crossing	
				WAT 183		
					Private Crossing	
SGL	CSDG	SGL	CSDG			
		CP			Walnut WAT 183.3	
40	10	261				
SGL	CSDG	SGL	CSDG	WAT 184		

North Yarmouth

Ymt

MAXIMUM SPEEDS*		RULES IN EFFECT		MP	↓ WEST ↓	STATION
SGL	CSDG	SGL	CSDG	WAT 184		
40	10	261			New Gloucester Rd	
					Brunswick Branch	
SGL	CSDG	SGL	CSDG			
Portland SD					Royal WAT 184.7	
					Portland SD	

Yarmouth

NOTES

Note 1: The appearance of station building(s) in the diagram at this location indicates the existence of a historic railroad structure.

Note 2: The distance between MP 113 and MP 114 is 7657 feet.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

1. RULES IN EFFECT
SI 240: TRACKS DESIGNATED IN TIMETABLE
WAT2. AUTOMATIC BLOCK SIGNAL SYSTEM
In effect between:
- Signal 898 & Canaan
- Oakland & Signal B773 (WAT 120.62)
- Signal 1574 & Signal 1707
- Signal 1800 & Walnut

2. SPEED INFORMATION
SI 37: SPEEDS - MAXIMUM AND VARIOUS
WAT2 PERMANENT SPEED RESTRICTIONS ON MAIN TRACK
NONE
WAT3 PERMANENT SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK

Location	Track(s)	Restriction
Mattawamkeag	3, 5	5 MPH
Lincoln ALL	5 MPH	
Old Town	ALL	5 MPH
Hammond St.	ALL	5 MPH
No. Me. Jct.	ALL	5 MPH
E. Newport	4	5 MPH
Burnham Jct.	ALL	5 MPH
Detroit	ALL	5 MPH
Waterville*	ALL*	5 MPH (*Except track 3)
Oakland	ALL	5 MPH
Leeds Jct.	Siding	5 MPH
Fairgrounds	Siding	5 MPH
New Gloucester	Siding	5 MPH

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
WAT1 RADIO CHANNELS IN USE

Channel	Location	Use
34	Entire SD	Road
76	Shaw Brook - Hermon	Yard
76	Pike - Greene	Yard
76	Keyes - Fire	Yard
47	Danville Jct	SLR RR Yard
57	Danville Jct	SLR RR Road

4. TRAIN DEFECT DETECTORS
SI 72: INSPECTION OF MOVING TRAINS
WAT1 DEFECT DETECTOR LOCATIONS

Location	MP	Type	Note
Lincoln	WAT 8.1	DED-HWD-HBD	Transmits on AAR 34
Greenbush	WAT 31.39	DED-HWD-HBD	"
Veazie	WAT 54.20	DED-HWD-HBD	"
Carmel	WAT 74.4	DED-HWD-HBD	"
Pittsfield	WAT 94.1	DED-HWD-HBD	"
Oakland	WAT 116.4	DED-HWD-HBD	"
Readfield	WAT 134.1	DED-HWD-HBD	"
Lewiston	WAT 158.5	HBD-DED-HWD	"
New Gloucester	WAT 175.5	HBD-DED-HWD	"

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Waterville Subdivision

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NOTES

5. EQUIPMENT RESTRICTIONS

SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS

WAT1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Mattawamkeag - Royal	Cars exceeding 286,000 lbs	Prohibited
	Cars exceeding "Plate F"	Prohibited
Mattawamkeag - Winn	6 axle locomotives	Prohibited on all tracks except former main line, Track 3, and Track 5.
Winn - Shaw Brook		Prohibited on other than main track
Hermon - Fairfield		
Bangor: Bucksport IT OH Bridge	Cars exceeding "Plate C"	Prohibited from Tk 8
Maine Metals, WAT 163.6	6 axle locomotives	Prohibited
International Paper, WAT 166.4		

6. LOCOMOTIVE TONNAGE RATINGS

	GP40 (300/500 Series)	SD40 (600 Series)
Westward:		
Mattawamkeag - Enfield East	2400	3600
Enfield East - Bangor	2800	4200
Bangor - Northern Maine Jct	2400	3600
Northern Maine Jct - Waterville East	2800	4200
Waterville East - Royal	2500	3700
Eastward:		
Royal - Bangor	2900	4300
Bangor - Mattawamkeag	2000	3000

7. SPECIAL INSTRUCTIONS

SI 19: ENGINE WHISTLE OR HORN SIGNALS

WAT1 QUIET ZONES (QZ)

In accordance with NORAC Rule 19, Whistle signal 19(b) will not be routinely sounded at the crossings listed below:

Crossing	Mileage	City/Town
Main St	WAT 92.40	Pittsfield
Private CX	WAT 100.15	Burnham
Private CX	WAT 100.39	Burnham
Private CX	WAT 101.15	Burnham
Private CX	WAT 101.59	Clinton
Private CX	WAT 101.78	Clinton
Lawrence Ave	WAT 110.62	Fairfield
Summit St	WAT 110.72	Fairfield
Burrill St	WAT 111.01	Fairfield
Allen St	WAT 111.96	Waterville *(Other than Main Track only)*
Fire Rd	WAT 113.07	Waterville
Chaplin St	WAT 113.28	Waterville
Main St	WAT 113.35	Waterville

SI 40: ENGINE AND SPECIAL LOAD RESTRICTIONS

WAT1 ENGINE RESTRICTION - AUBURN, ME

Engines are restricted from operating inside the building at International Paper, Auburn, ME.

WAT2 ENGINE RESTRICTION - FAIRFIELD, ME

Engines are restricted from operating inside the building at Huhtamaki, Fairfield, ME.

SI 93: YARD LIMITS

WAT1 SLR YARD LIMITS

CSX trains may operate on SLR main track within yard limits at Danville Jct. CSX trains must not foul SLR main track until it is determined that there are no conflicting movements. Verbal Permission from SLR Train Dispatcher (RTC) is not required. All movements must be made at restricted speed and main track switches must be locked in normal position when not in use.

SI 99: MOVEMENTS ON FRA EXCEPTED TRACK

WAT1 FRA EXCEPTED TRACKS

Location	Tracks
Mattawamkeag	13
Waterville Yard	All EXCEPT: Tracks 3, IM1, IM2, 25, 27, 33, 39, 73, 81, 91, Yankee, Scale

SI 138: HIGHWAY CROSSING WARNING

WAT1 RUSTY RAIL CONDITIONS

Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at the following crossings:

- Detroit Ave (Atwell Rd), mileage WAT 92.06 (On Siding only)
- Main St, mileage WAT 92.40 (On Siding only)
- Bellsqueeze Rd, mileage WAT 107.57 (On No. 2 track only)
- River Rd, mileage WAT 109.90 (On No. 2 track only)

WAT2 SAMPSONS CROSSING

Crews must ensure that trains or standing drafts of cars are not left fouling or blocking the Sampson Rd/International paper crossing (mileage WAT 166.28). If necessary to block this crossing for more than five minutes, crew members must ensure train is cut to clear crossing.

NOTES

NON-CONFORMING SIGNALS

282 WAT1 ADVANCE APPROACH

See Rule Book for Aspects.
Name: Advance Approach
Indication: Proceed prepared to stop at the second signal. Trains exceeding Medium Speed must begin reduction to Meduim Speed as soon as the engine passes the Advance Approach signal.

283 WAT1	285 WAT1	286 WAT1
Name: Medium Clear	**Name:** Approach	**Name:** Slow Approach
Indication: See Rule Book	**Indication:** See Rule Book	**Indication:** See Rule Book
Locations: Keyes, Waterville East, Waterville West	**Locations:** Fairfield, Keyes, Waterville East, Waterville West	**Locations:** Waterville East

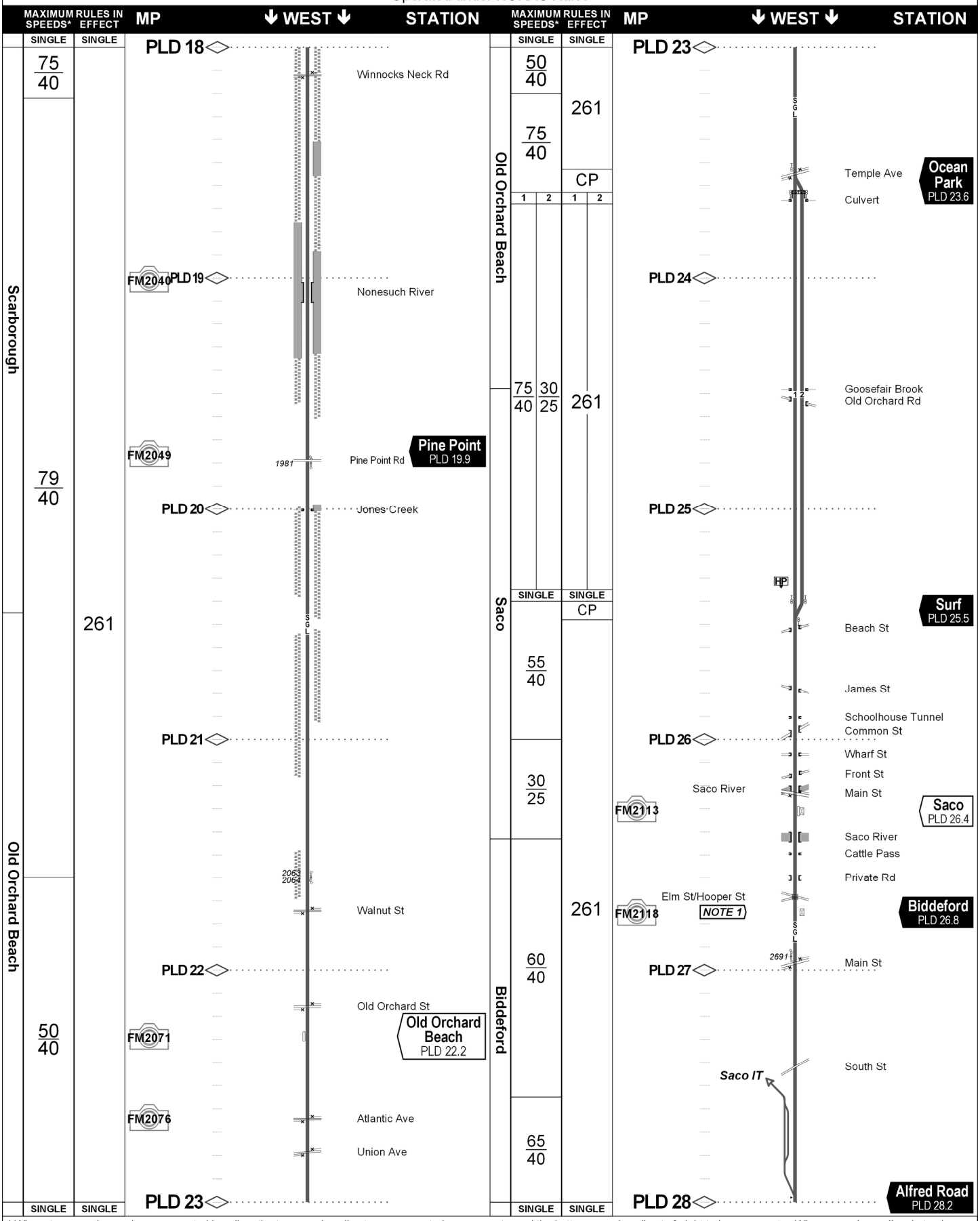
ESTIMATED RUNNING TIMES

MP	STATION	WESTBOUND ALL TRAINS	EASTBOUND ALL TRAINS
0.4	Mattawamkeag	0:00	9:20
3.0	Winn	0:22	8:58
12.0	Middletown	0:49	8:31
13.7	Lincoln	0:55	8:25
18.1	Pollard Brook	1:06	8:14
23.0	Enfield East	1:17	8:03
31.6	Olamon	1:38	7:42
40.3	Costigan	2:06	7:14
44.8	Milford	2:20	7:00
45.9	Old Town	2:24	6:56
46.9	Great Works	2:28	6:52
47.8	Fay	2:30	6:50
49.7	Webster	2:37	6:43
54.2	Veazie	2:50	6:30
56.5	Waterworks	2:58	6:22
57.4	Calais Jct	3:05	6:15
58.5	Bangor	3:13	6:07
59.5	Tin Bridge	3:17	6:03
62.5	Shaw Brook	3:26	5:54
63.0	Wheeler	3:30	5:50
63.7	Northern Maine Jct	3:36	5:44
65.5	Hermon	3:50	5:30
78.2	Etna	4:30	4:50
82.8	East Newport	4:44	4:36
85.5	Newport Jct	4:53	4:27
88.3	Detroit	5:02	4:18
90.4	Field	5:08	4:12
92.9	Pitts	5:17	4:03
99.6	Burnham Jct	5:38	3:42
107.5	Canaan	6:02	3:18
109.9	Parkers	6:11	3:09
110.6	Fairfield	6:13	3:07
111.6	Keyes	6:16	3:04
113.1	Waterville	6:22	2:58
113.9	Fire	6:24	2:56
118.9	Oakland	6:35	2:45
127.9	Belgrade	6:55	2:25
134.1	Readfield	7:14	2:06
138.2	Maranacook	7:28	1:52
141.5	Winthrop	7:34	1:46
144.5	Annabessacook	7:40	1:40
147.0	Monmouth	7:44	1:36
150.3	Leeds Jct	7:54	1:26
157.4	Lewiston	8:20	1:00
159.7	Fairgrounds	8:25	0:55
162.2	Auburn	8:30	0:50
165.8	Poland	8:37	0:43
167.0	Danville East	8:40	0:40
168.2	Long	8:43	0:37
172.2	Blake	8:56	0:24
173.6	Penney	8:59	0:21
176.8	Gray	9:05	0:15
183.3	Walnut	9:18	0:02
184.7	Royal	9:20	0:00

L UPD: 20250128

Portland Subdivision

CSXT EA Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules



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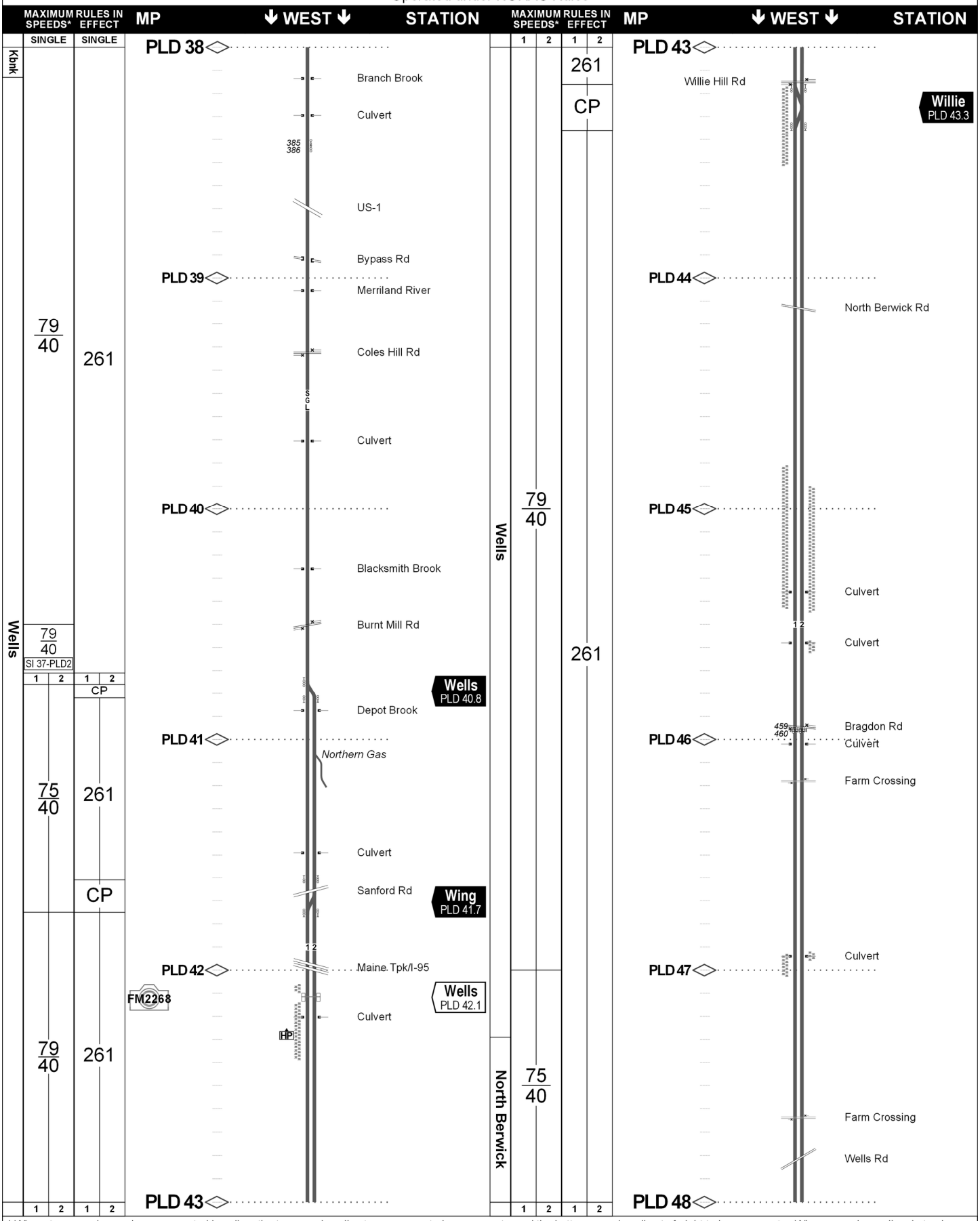

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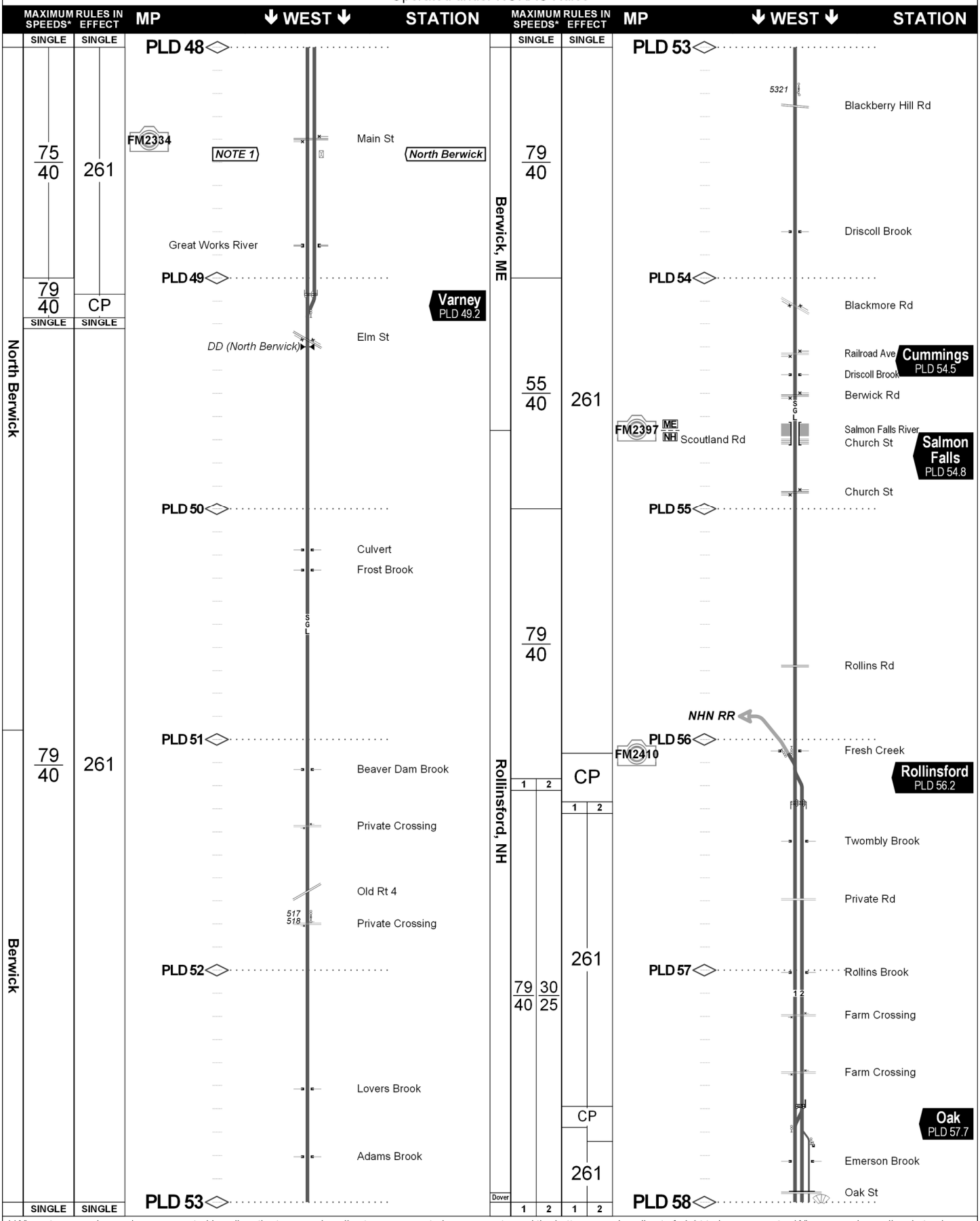

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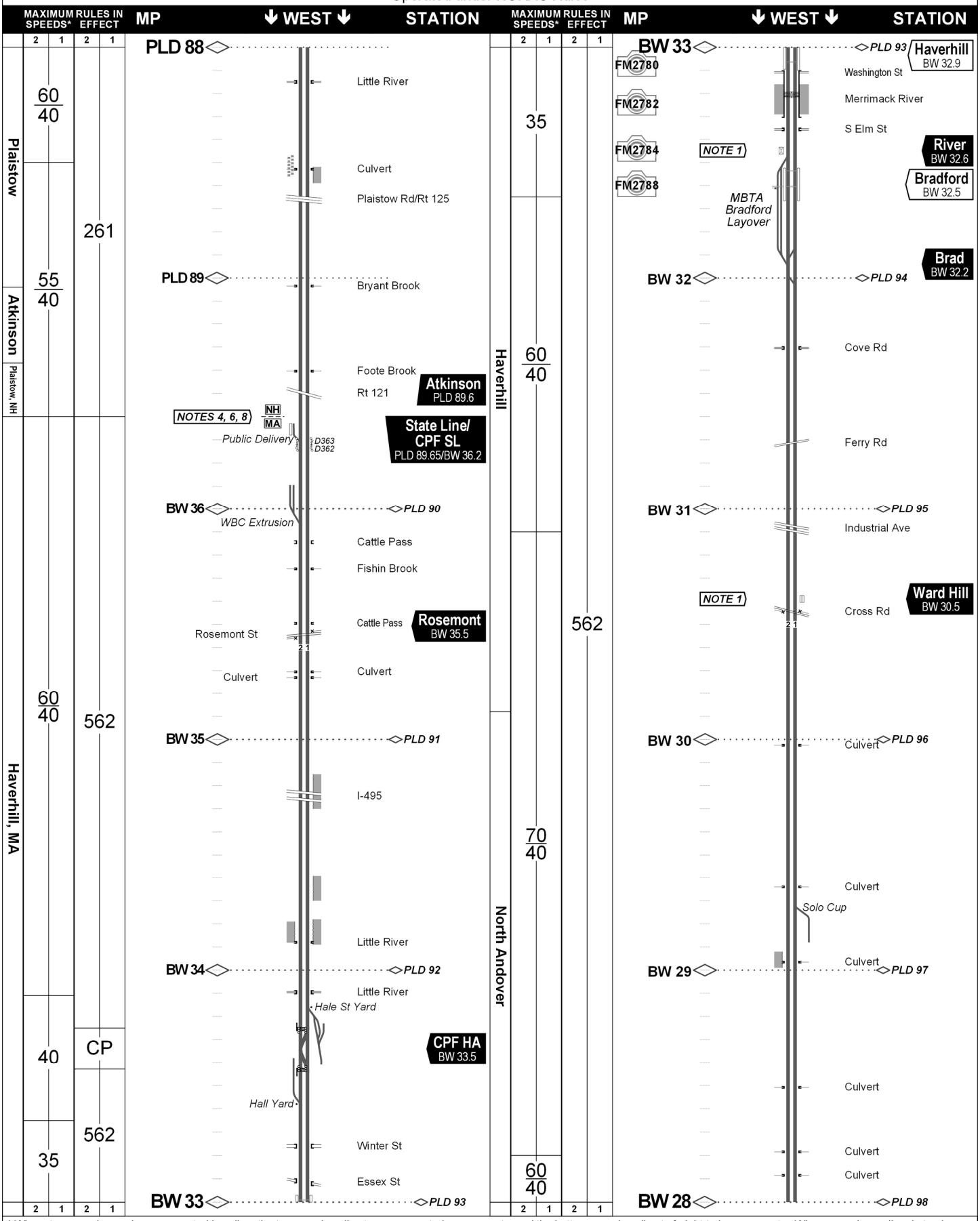

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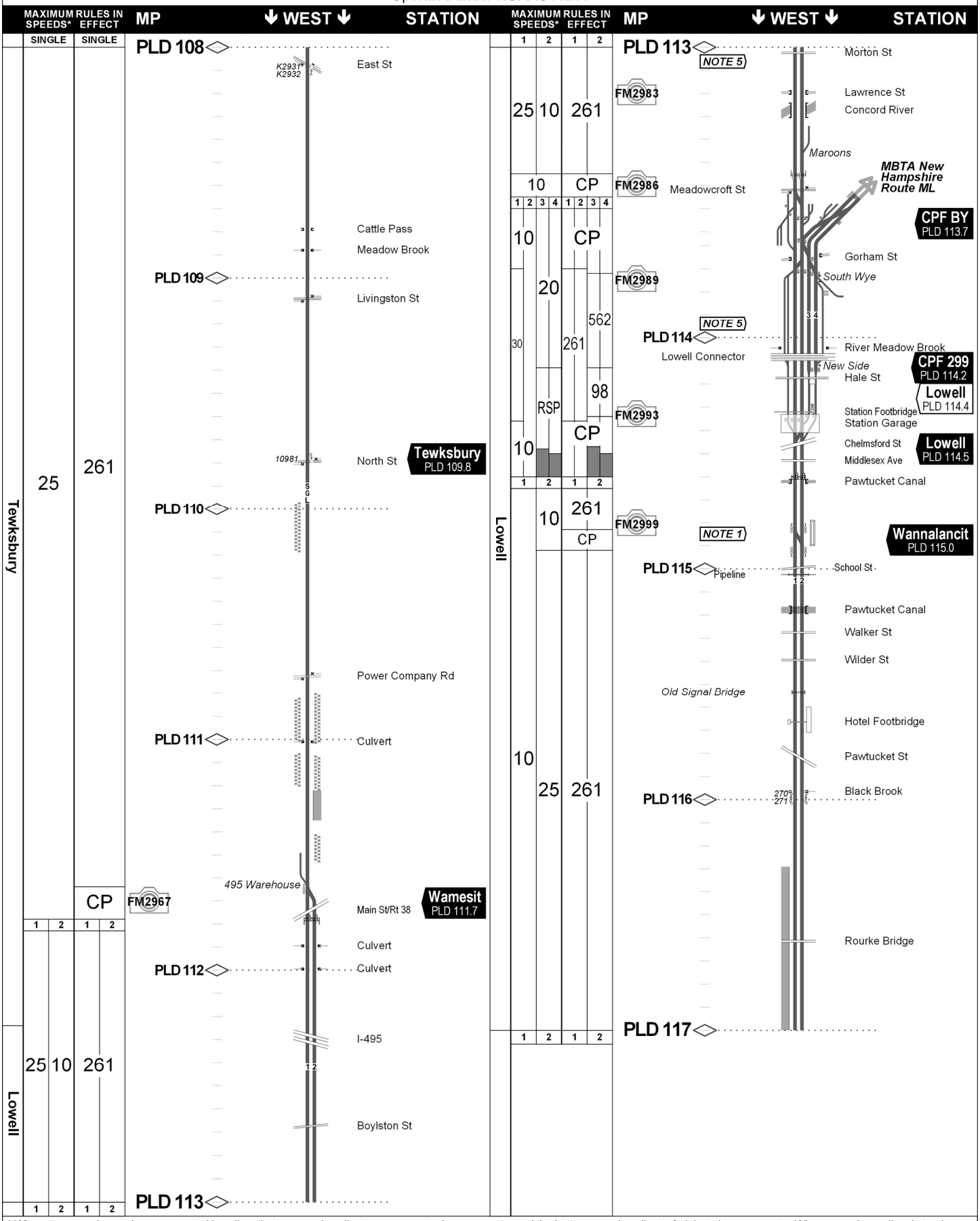

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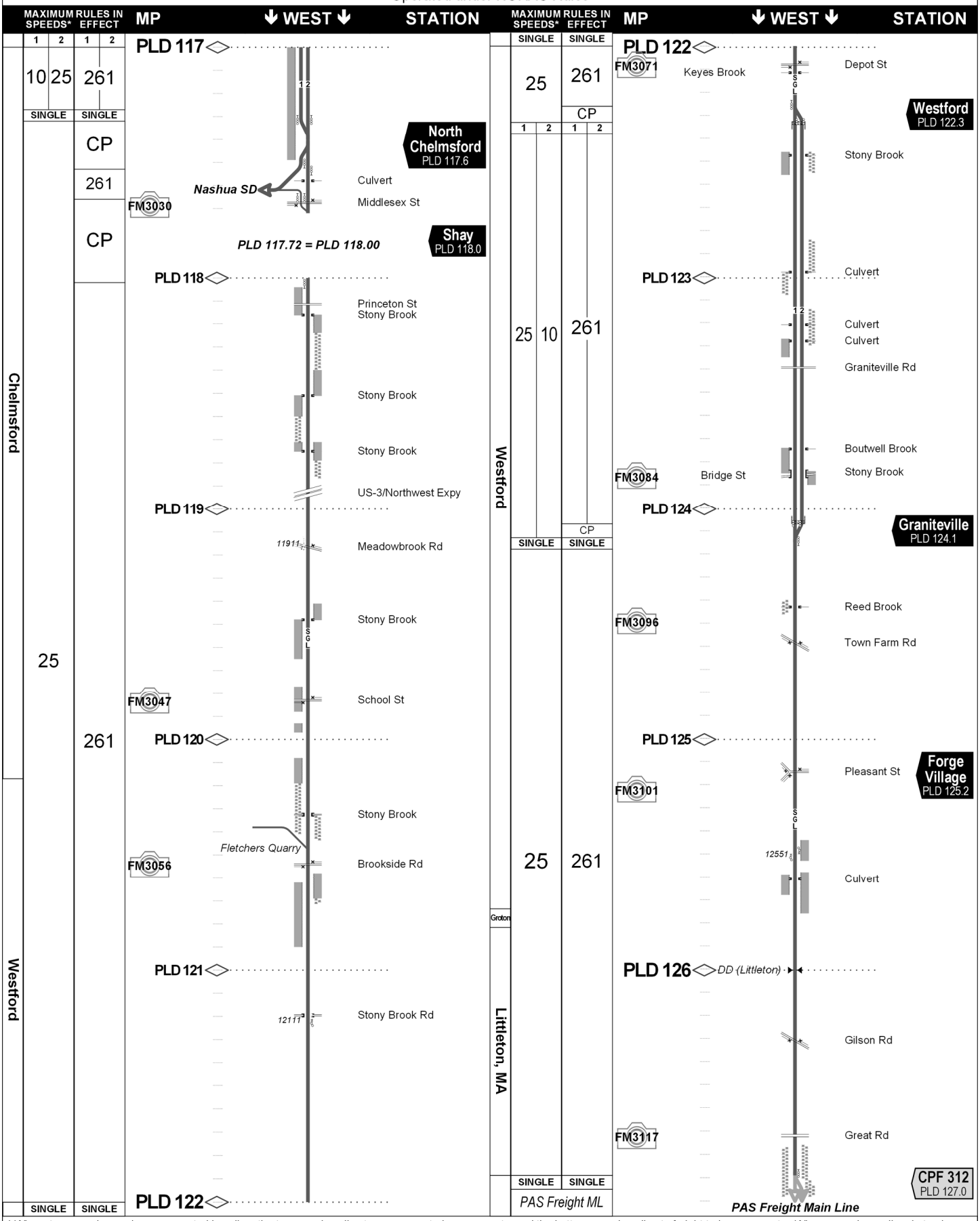

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Portland Subdivision

Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
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NOTES

ESTIMATED RUNNING TIMES

MP	STATION		WESTBOUND PASSENGER	WESTBOUND FREIGHT	EASTBOUND PASSENGER	EASTBOUND FREIGHT
0.1	Royal		0:00	0:00	3:24	4:49
2.0	Cumberland Center		0:04	0:05	3:20	4:44
3.9	Fields		0:05	0:08	3:19	4:41
5.0	West Falmouth		0:07	0:11	3:17	4:38
7.0	Falmouth		0:10	0:16	3:14	4:33
8.7	Allen		0:12	0:18	3:12	4:31
11.4	Congress		0:19	0:26	3:05	4:23
11.7	Mountain		0:20	0:29	3:04	4:20
12.0	Fore River		0:22	0:30	3:02	4:19
12.4	Oil Plant		0:23	0:31	3:01	4:18
13.4	Rigby East		0:24	0:34	3:00	4:15
15.1	Rigby West		0:26	0:37	2:58	4:12
16.3	Cooks		0:27	0:40	2:57	4:09
17.1	Scarboro Beach		0:28	0:41	2:56	4:08
17.7	Scarborough		0:29	0:42	2:55	4:07
19.8	Pine Point		0:31	0:47	2:53	4:02
22.3	Old Orchard Beach	P	0:34	0:52	2:50	3:57
23.6	Ocean Park		0:36	0:54	2:48	3:55
25.5	Surf		0:37	0:58	2:47	3:51
26.3	Saco	P	0:40	1:00	2:44	3:49
26.8	Biddeford		0:41	1:01	2:43	3:48
28.0	Alfred Road		0:42	1:04	2:42	3:45
35.9	Kennebunk		0:49	1:19	2:35	3:30
40.8	Wells		0:55	1:29	2:29	3:20
42.1	Wells Station	P	0:56	1:31	2:28	3:18
43.3	Willie		0:58	1:34	2:26	3:15
49.2	Varney		1:04	1:46	2:20	3:03
54.4	Cummings		1:08	1:55	2:16	2:54
56.2	Rollinsford		1:11	1:59	2:13	2:50
57.7	Oak		1:12	2:02	2:12	2:47
58.9	Dover	P	1:14	2:06	2:10	2:43
62.1	Madbury		1:19	2:12	2:05	2:37
64.3	Durham	P	1:20	2:16	2:04	2:33
68.8	Newmarket		1:26	2:25	1:58	2:24
70.8	Rockingham		1:28	2:30	1:56	2:19
73.0	Newfields		1:31	2:34	1:53	2:15
75.6	Exeter	P	1:35	2:40	1:49	2:09
80.5	East Kingston		1:41	2:49	1:43	2:00
85.3	Newton Jct		1:46	2:59	1:38	1:50
87.8	Plaistow		1:48	3:04	1:36	1:45
89.5	Atkinson		1:50	3:06	1:34	1:43
90.5	Rosemont		1:52	3:08	1:32	1:41
93.1	Haverhill	P	1:56	3:13	1:28	1:36
93.5	River		1:57	3:14	1:27	1:35
93.6	Bradford	P	1:58	3:15	1:26	1:34
95.4	Ward Hill		2:00	3:18	1:24	1:31
98.6	North Andover		2:04	3:25	1:20	1:24
99.5	Lawrence	P	2:05	3:28	1:19	1:21
100.4	CPF AS		2:07	3:29	1:17	1:20
101.5	CPF JK		2:08	3:31	1:16	1:18
102.1	Shawsheen		2:10	3:32	1:14	1:17
103.2	Andover	P	2:11	3:35	1:13	1:14
104.3	CPF Vale		2:12	3:37	1:12	1:12
105.5	Ballardvale	P	2:14	3:40	1:10	1:10
106.1	CPF LJ		2:15	3:41	1:09	1:09
109.8	Tewksbury		2:26	3:52	0:58	0:58
111.7	Wamesit		2:32	3:58	0:52	0:52
113.8	CPF BY		2:40	4:06	0:44	0:44
114.3	Lowell	P	2:43	4:08	0:41	0:41
114.9	Wannalancit		2:47	4:12	0:37	0:37
117.4	North Chelmsford		2:55	4:20	0:29	0:29
122.3	Westford		3:10	4:35	0:14	0:14
124.1	Graniteville		3:16	4:41	0:08	0:08
125.2	Forge Village		3:19	4:44	0:05	0:05
126.9	CPF 312		3:24	4:49	0:00	0:00

Note 1: The appearance of building(s) in the diagram at this location indicates the existence of a historic railroad structure.

Note 2: Between CPF SL and CPF LJ the mileage from Boston is used for operational purposes. The mileage from Royal is shown for information only. Mileposts between CPF SL and CPF LJ are prefixed by BW.

Note 3: The distance between PLD 0 and PLD 1 is 6864 feet.

Note 4: The distance between PLD 11 and PLD 12 is 7832 feet. The distance between PLD 12 and PLD 13 is 3744 feet.

Note 5: The distance between PLD 114 and PLD 115 is 6652 feet.

Note 6: The CSXT EA dispatcher is in charge of the Portland Subdivision between Royal and Plaistow (inclusive). The CSXT EB dispatcher is in charge of the Portland Subdivision between Plaistow and CPF 312.

NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

2. SPEED INFORMATION

SI 37: SPEEDS - MAXIMUM AND VARIOUS

PLD2 PERMANENT SPEED RESTRICTIONS ON MAIN TRACK

Location	Track(s)	Restriction
Wells	#2	Eastward trains on No. 2 Track at Wells East must not exceed maximum authorized speed for No. 2 Track until leading end of movement occupies Burnt Mill Rd. (PLD 40.53)

PLD3 PERMANENT SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK

Location	Track(s)	Restriction
Bishop St Siding	ALL	5 MPH
Deering Jct.	ALL	5 MPH
Yard 8	ALL	5 MPH
Yard 6	ALL	5 MPH
Rigby Yard	Excepted Tracks	5 MPH
Lawrence	ALL*	5 MPH (*Except 17 east, & R1)
Lowell	Turnouts, Rip Track	5 MPH

PLD4 EQUILATERAL TURNOUTS

When approaching equilateral turnouts, the normal route is to the right, and the diverging route is to the left. This instruction applies at the following locations: Royal (Movements to/from the Brunswick Branch), Fields.

3. RADIO COMMUNICATIONS

SI 706: RADIO LOCATION AND MONITORING

WAT1 RADIO CHANNELS IN USE

Channel	Location	Use
34	Royal - Rigby East	Road
70	Rigby East - CPF 312	Head End
94	Rigby East - CPF 312	Road
86	Rigby East - CPF 312	Yard
76	Rigby East - Cooks	Yard
14	CPF LJ	Keolis Boston Valley Dispatcher
32	CPF BY	Keolis Boston West Dispatcher

4. TRAIN DEFECT DETECTORS

SI 72: INSPECTION OF MOVING TRAINS

PLD1 DEFECT DETECTOR LOCATIONS

Location	MP	Type	Note
Portland	PLD 10.6	HBD-DED-HWD	Transmits on AAR 34
Biddeford	PLD 28.5	HBD-DED-HWD	Transmits on AAR 70
Berwick	PLD 51.8	HBD-DED-HWD	"
Newmarket	PLD 68.3	HBD-DED-HWD	"
Newton	PLD 83.7	HBD-DED-HWD-HIWI	"
Andover	BW 22.2	HBD	"
Tewksbury	PLD 109.1	HBD-DED-HWD	"
Littleton	PLD 126.0	HBD-DED-HWD-HIWI	"

5. EQUIPMENT RESTRICTIONS

SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS

PLD1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Royal - CPF 312	Cars exceeding 286,000 lbs	Prohibited
Royal - CPF 312	Cars exceeding "Plate F"	Prohibited*
Bradford: Elm St. UG Br No. 32.62	MBTA 700, 800, 900, 1700, 1800 series coaches, Amtrak coach 10031	10 MPH
No. 2 track between CPF AS and CPF FR	All, except passenger trains and light engine movements	Prohibited
Lowell MBTA Station Track No. 3 & 4	Freight Trains	Prohibited
Saco Industrial Track	6 axle locomotives	Prohibited
Danvers Industrial Track		
Bishop St Siding		
*Multi-level auto racks and double-stack container cars not exceeding 19' 3" may be moved between CPF 312 and MP PLD 119 only.		

6. LOCOMOTIVE TONNAGE RATINGS

	GP40 (300/500 Series)	SD40 (600 Series)
Westward:		
Royal - Rigby	2800	4200
Rigby - CPF 312	3400	5100
Eastward:		
CPF 312 - CPF LJ	4800	7200
CPF LJ - Rigby	3400	5100
Rigby - Royal	2800	4200

Portland Subdivision

CSXT EB Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

NOTES

7. SPECIAL INSTRUCTIONS

SI 19: ENGINE WHISTLE OR HORN SIGNALS

PLD1 QUIET ZONES (QZ)

In accordance with NORAC Rule 19, Whistle signal 19(b) will not be routinely sounded at the crossings listed below:

Crossing	Mileage	City/Town
Greely Rd	PLD 0.20	Falmouth
Tuttle Rd	PLD 0.96	Falmouth
Main St (Route 9)	PLD 1.98	Falmouth
Woodville Rd	PLD 3.09	Falmouth
Private Farm Crossing	PLD 3.78	Falmouth
Fields Rd	PLD 3.99	Falmouth
Falmouth Rd	PLD 4.93	Falmouth
Lambert St	PLD 6.36	Falmouth
Riverside St	PLD 6.87	Portland
Allen Ave	PLD 8.72	Portland
Read St	PLD 9.18	Portland
Walton Rd	PLD 9.51	Portland
Forest Ave	PLD 10.01	Portland
Saunders St	PLD 10.07	Portland
Woodfords St	PLD 10.15	Portland
Revere St	PLD 10.21	Portland
Lincoln St	PLD 10.28	Portland
Coyle St	PLD 10.33	Portland
Ashmont St	PLD 10.39	Portland
Prospect St	PLD 10.43	Portland
Brighton Ave	PLD 10.68	Portland
Congress St	PLD 11.37	Portland
County Way	PLD 11.59	Portland
Whispering Fern Way	PLD 32.35	Arundel
Pearson St	BW 22.70	Andover
Essex St	BW 22.69	Andover
Cemetery Crossing	BW 22.10	Andover
Andover St	BW 20.40	Andover
Tewksbury St	BW 20.40	Andover
Lowell Jct. Rd	BW 19.64	Andover

PLD2 ENGINE WHISTLE – RIGBY YARD

Whistle signal 19(a) will be sounded by all trains operating on the Main Track between Rigby East and Cooks. Eastward trains will sound whistle while passing MP PLD 15. Westward trains will sound whistle at Broadway Street UG Br (just east of Rigby East). This instruction does not apply to trains engaged in switching operations.

SI 20: ENGINE BELL

PLD1 RIGBY YARD

All trains operating on Main Track between MP PLD 13 and Cooks must ring bell continuously. This instruction will not apply to trains engaged in switching operations.

PLD2 ANDOVER

All trains operating between Route 28 OH Br (MP BW 22.99) and the Curve at MP BW 22.6 must ring bell continuously. This instruction will not apply to trains stopped at Andover Station.

SI 42: HOLD BACK INSTRUCTIONS

PLD1 SACO

Engine hold signs are located 450 feet east of Surf. Westward trains holding at Surf must stop at the engine hold sign until receiving a proceed signal indication at Surf or instruction from Train Dispatcher

PLD2 WELLS

Engine hold signs are located 800 feet west of the Wells Amtrak station. Eastward trains holding at Wing and westward trains holding at Willie must stop with all engines west of the engine hold sign.

PLD3 CPF HA

Engine hold signs are located at mileage BW 34.10. When MBTA Commuter trains operate east of CPF HA for the purpose of changing ends and operating west, the engine must be located at the engine hold sign. If a train is to remain east of CPF HA, engine must be located at the engine hold sign.
All other Westward trains must not pass the engine hold sign until receiving either verbal permission from Train Dispatcher or a proceed signal indication at CPF HA.

PLD4 NORTH ANDOVER

Engine hold signs are located at MP BW 27.80. Westward trains consisting of more than 10 cars operating on a Restricting cab signal must stop at the engine hold sign and contact the Train Dispatcher for permission to proceed.

PLD5 ANDOVER STREET

Eastward trains operating on a restricting cab signal to CPF AS must not pass the 1000 foot board located 1000 feet west of Andover St. until receiving either a proceed indication at CPF AS or verbal permission from the Train Dispatcher. Crews on eastward trains working at Lawrence Yard must ensure that the train is left far enough west of the 1000 foot board so that the engines, when returning to train, will be west of the 1000 foot board.

PLD6 LAWRENCE YARD

Crews working at the west end of Lawrence Yard must avoid leaving engines idling adjacent to the residences just east of the overhead walkway and adjacent to the JK Switch for long periods of time.

PLD7 CPF LJ

Eastward trains operating on an Approach indication (Rule 285) at the distant signal to CPF LJ must not block the private crossing located approximately 700 feet west of CPF LJ until receiving instructions from Train Dispatcher.

NOTES

PLD8 LOWELL

Cars must not be left between the hold signs at MP PLD 115.24 and the West Limit of Wannalancit.

SI 99: MOVEMENTS ON FRA EXCEPTED TRACK

PLD1 FRA EXCEPTED TRACKS

Location	Tracks
Portland Yard 8	166
Portland Yard 6	All
Rigby Yard (East Yard)	Track 21 (East Wye), 25 (Eastern Main Sdg), former Eastern Main (east of ramp track sw), 61, C/O 2, 67, 69 (69 lead is not excepted), 75, Shop lead, 77-87, ,227, 229
Rigby Yard (West Yard)	Track 16
Lowell	All tracks except Turnout, New Side, No. 1 Bleachery Extension

SI 121: INTERVENING TRACKS AT STATION PLATFORMS

PLD2 BRADFORD STATION PEDESTRIAN WALKWAY

Trains making station stops at Bradford must not block the east pedestrian walkway, to facilitate the use of ADA-compliant lifts that have been placed at the station.

SI 500: OCCUPYING OR FOULING ABS TERRITORY

PLD1 MBTA COMMUTER TRAINS

MBTA Commuter trains, the schedules of which terminate at Haverhill station, must not operate east of BW 36 until verbal permission to do so has been received from CSXT EB Train Dispatcher.

SI 501: REVERSE MOVEMENT WITHIN THE LIMITS OF THE SAME BLOCK

PLD1 REVERSE MOVEMENTS AT PORTLAND PASSENGER STATION

Amtrak passenger trains making a scheduled stop at Portland passenger station may make a reverse movement west toward Control Point Mountain, without additional verbal authority from the Train Dispatcher, provided ABS signal 163 displays an aspect that does not require:
a. Stopping at the next signal, or
b. Operating at Restricted Speed.

All other provisions of Rule 501 apply.

NON-CONFORMING SIGNALS

282 PLD1 ADVANCE APPROACH

See Rule Book for Aspects.
Name: Advance Approach
Indication: Proceed prepared to stop at the second signal. Trains exceeding Medium Speed must begin reduction to Meduim Speed as soon as the engine passes the Advance Approach signal.

283 PLD1	288 PLD1
Name: Medium Clear	**Name:** Slow Approach
Indication: See Rule Book	**Indication:** See Rule Book
Locations: Lowell	**Locations:** Lowell

8. MISCELLANEOUS INSTRUCTIONS

RIGBY YARD – SWITCHING INDICATOR

A switching indicator signal is in service on the south side of the switching lead (track 2) just west of the Route 1 OH Br. This signal displays the following aspects:
Yellow: Indicates that the eastward home signal at Rigby East is displaying a proceed indication.
White: Indicates that the eastward home signal at Rigby East is displaying Stop Indication.
Before authorizing westward movements onto No.2 track at Rigby East, the Train Dispatcher must confer with Yard Manager to ensure switching is not in progress. When no Yard Manager is on duty, eastward movements must contact the Train Dispatcher before passing switching indicator signal.

RIGBY YARD – YARD AIR HOSES

Yard air hoses must be kept next to the yard air plant compressor house located near west end of track 217 unless otherwise instructed by the yard manager.

RIGBY YARD – RADIO REPEATER

Radio repeater in service for the following channels:
- MEC Yard (076)
- B&M Yard (086)

Messages transmitted on the repeater frequencies (08/76 or 22/86) will be re-broadcast on the corresponding yard Channel (either 076 or 086, respectively).

TEWKSBURY –LINDE

Due to curvature of the Linde customer track, a single locomotive or an idler car must be used when switching. Jumbo tank cars with 8 wheel trucks must be handled one at a time on this track.

LOWELL RECREW LOCATION

Trains must not be re-crewed on the south side of the tracks between Lawrence Street UG Br and the Concord River OH Br. Trains being re-crewed in this area must be accessed from the north side of the tracks via Lawrence Street.

BOSTON AREA TRACKS

All Boston area tracks are excepted tracks except the 4th iron at Yard 8. On-ground warning must be provided at all crossings. Trains must operate at Restricted Speed not exceeding 5 MPH on all Boston area tracks including Wilmington Cement, Castle Hill Yard, Former Lowell Industrial, and Former Wakefield Industrial.

L UPD: 20250201

Carman Subdivision

CSXT NC Dispatcher. Road Channel AAR 46 (160.800). Dispatcher Channel AAR 52 (160.890).
Operated under CSXT Rules

MAXIMUM SPEEDS*		RULES IN EFFECT	MP	↓ WEST ↓	STATION	NOTES

AMTK Main Line - HUD

SINGLE | SINGLE

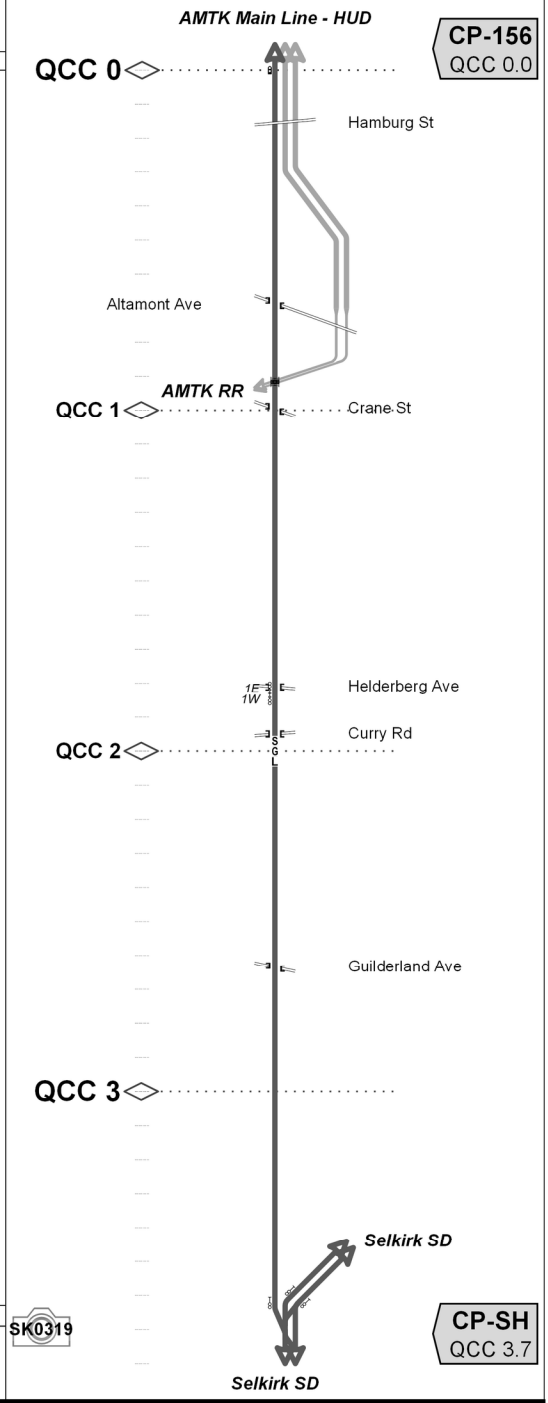
Schenectady, NY

Rotterdam, NY

25 | TC

SINGLE | SINGLE

Selkirk SD



1. INSTRUCTIONS RELATING TO OPERATING RULES
503.11 MAIN, SIGNALED, AND SIDING TRACKS
Unless otherwise instructed by the train dispatcher, crews must advise the dispatcher when stopped at holding points.

504.1 GENERAL SIGNAL RULES
Signal aspects and indications 1280 through 1298 apply on the Carman SD. Wayside signs 296-297A, relating to NORAC Operating Rules are shown for information only.

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS
HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:
High Threat Urban Area limits are in effect on all tracks between QCC 0.0 and QCC 3.7.

LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA
None

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES
4400 THROUGH TRUSS BRIDGES
Through truss bridges are at the following locations:

MP	Location
QCC 0.8	Amtrak

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT
Double Stack and Multi-Level Movements
Maximum double stack and multi-level heights allowed on the main track and sidings on the Carman SD are as follows:

MP Locations	Double Stack	Multi-Level
Entire SD	20'2"	20'2"

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT
Cars exceeding 286,000 lbs are prohibited on the Carman SD.

Locomotives with cab awnings or bay windows must be retracted or removed on all locomotives in the consist where close clearance could cause damage.

NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		ALL TRAINS		ALL TRAINS
0.0	CP-156	↓WB	0:00	↑EB	0:10
3.7	CP-SH		0:10		0:00

RADIO CHANNELS IN USE

Channel	Location	Use
46	CP-156 (exclusive) to CP-SH (exclusive)	Road
52	CP-156 (exclusive) to CP-SH (exclusive)	Dispatcher

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250128

Worcester Subdivision

CSXT EA Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
PAS Worcester Main Line				
SINGLE	SINGLE			
10	OTMT			
40	DCS			
SINGLE	SINGLE			

Harvard, MA

Lancaster

PAS Worcester Main Line

WN0254 — Fuel Company — Harvard WOR 0.5

WOR 1 — MT — South Ayer WOR 1.0 — Rt 2

WOR 2

Culvert

WN0232 — Still River Depot Rd — Still River WOR 2.8

WOR 3 — Nashua River

Culvert

WOR 4

WOR 5

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
40	DCS			
SINGLE	SINGLE			

Lancaster

Clinton

WOR 5

Culvert

Pine Hill Rd

Culvert

Rt 117

WOR 6 — Neck Rd

Packard St

Neck Rd

NOTE 1 — Culvert — Center Bridge Rd — Lancaster

Nashua River

WOR 7

Bolton Rd

Kilbourn St

NOTE 1 — Mill St — South Lancaster

WOR 8

Main St

Goodridge Brook

Clinton East WOR 8.5

WOR 9 — WN0170 — Brook St

Sterling St — WN0168 — Clinton West WOR 9.1

NOTE 1 — Fitchburg Br — Clinton

New Harbor Rd

WOR 10

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250128

Worcester Subdivision

CSXT EA Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	MP	↓ WEST ↓	STATION
		WOR 10		
				South Meadow Pond
			DD (Clinton)	
		WN0154		S Meadow Rd
40		WOR 11		
				Forest Service Crossing
				Culvert
		WOR 12		
				Chace Hill Rd
				Culvert
	DCS			Squareshire Rd
		WOR 13		
				Newell Hill Rd
25				
				Gates Rd
				Waushacum Brook
		WOR 14	NOTE 1	Sterling Jct
				Worcester Rd/Rt 12
				Prescott St
				Waushacum Brook
		WOR 15		

Clinton | Sterling | West Boylston

MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	MP	↓ WEST ↓	STATION
		WOR 15		
				Wachusett Reservoir
				Beman St/Rt 140
		WOR 16		
		WN0098 WN0100		
				Wachusett Reservoir
		WN0097		
		WOR 17		
			NOTE 1	West Boylston Depot
				Sterling St/Rt 140
				West Boylston Brook
25	DCS			
				Gates Brook
		WOR 18		
		WN0078		Culvert Temple St
				West Boylston WOR 18.2
				Muddy Brook
				Private Crossing
		WOR 19		
				Culvert
				Hartwell St
				Culvert
		WN0060		Shrewsbury St
		WOR 20		

West Boylston

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250128

Worcester Subdivision

CSXT EA Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION	NOTES
SINGLE	SINGLE	WOR 20			
West Boylston				Poor Farm Brook	
25	DCS			Cart Path	
		WOR 21		Cart Path	
				Culvert	
			DD (Worcester)	Culvert	
		WN0046	MT	Burncoat St	Burncoat WOR 21.4
				West Boylston St West Mountain St	
Worcester, MA				Greendale Siding	
		WOR 22			
		WN0040			
10	OTMT			Brook St	
		WN0029		New Bond St	
SINGLE	SINGLE	WOR 23			
PW Gardner Branch		BG0029	PWRR		Barber Jct WOR 23.0
			PW Gardner Branch		

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
WOR1 RADIO CHANNELS IN USE

Channel	Location	Use
70	Entire SD	Head End
94	Entire SD	Road
86	Ayer Hill Yard	Yard

4. TRAIN DEFECT DETECTORS
SI 72: INSPECTION OF MOVING TRAINS
WOR1 DEFECT DETECTOR LOCATIONS

Mileage	Type	Notes
WOR 10.6	HBD-HWD-HIWI-DED	Transmits on AAR 70
WOR 21.2	HBD-HWD-DED	"

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
WOR1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire SD	Cars exceeding 286,000 lbs.	Prohibited
Entire SD	Cars exceeding "Plate F"	Prohibited

6. LOCOMOTIVE TONNAGE RATINGS

	GP40 (300/500 Series)	SD40 (600 Series)
Westward:		
Ayer - Clinton	2700	4000
Clinton - Worcester	2200	3300
Eastward:		
Ayer - Worcester	2500	3700

7. SPECIAL INSTRUCTIONS
SI 20: ENGINE BELL
WOR1 AYER
All train and engine movements must sound bell while operating on the East Wye at Ayer.

SI 99: MOVEMENTS ON FRA EXCEPTED TRACK
WOR1 FRA EXCEPTED TRACKS

Location	Tracks
NONE	

8. MISCELLANEOUS INSTRUCTIONS
STOPPED/IDLING TRAINS
Between MP WOR 12 and MP WOR 20, no part of a train may be stopped or left idling except in an emergency.

NOTES

Note 1: The appearance of building(s) at this location in the diagram indicates the existence of a historic railroad structure.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		ALL TRAINS		ALL TRAINS
0.6	Harvard	↓	0:00	↑	1:08
1.0	South Ayer		0:04		1:04
2.8	Still River	WESTBOUND	0:07	EASTBOUND	1:01
6.8	Lancaster		0:16		0:52
7.9	South Lancaster		0:18		0:50
8.5	Clinton East		0:19		0:49
9.3	Clinton		0:20		0:48
14.0	Sterling Jct		0:32		0:36
15.4	Wachusett Reservoir		0:36		0:32
18.2	West Boylston		0:46		0:22
21.3	Burncoat	↓	0:55	↑	0:13
23.0	Barber Jct		1:08		0:00

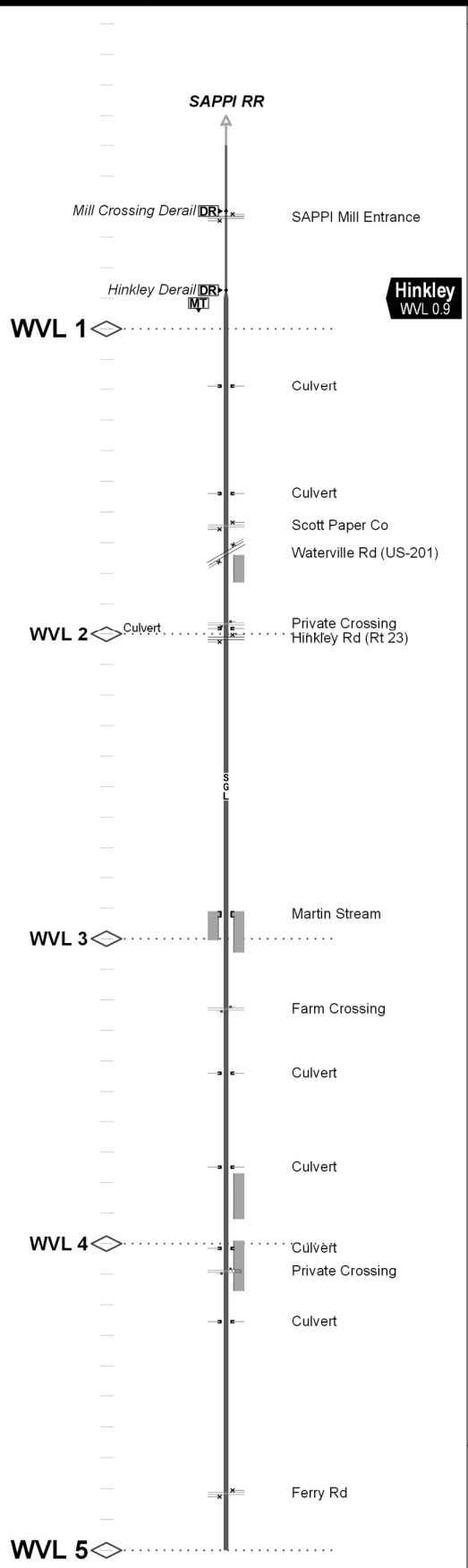
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

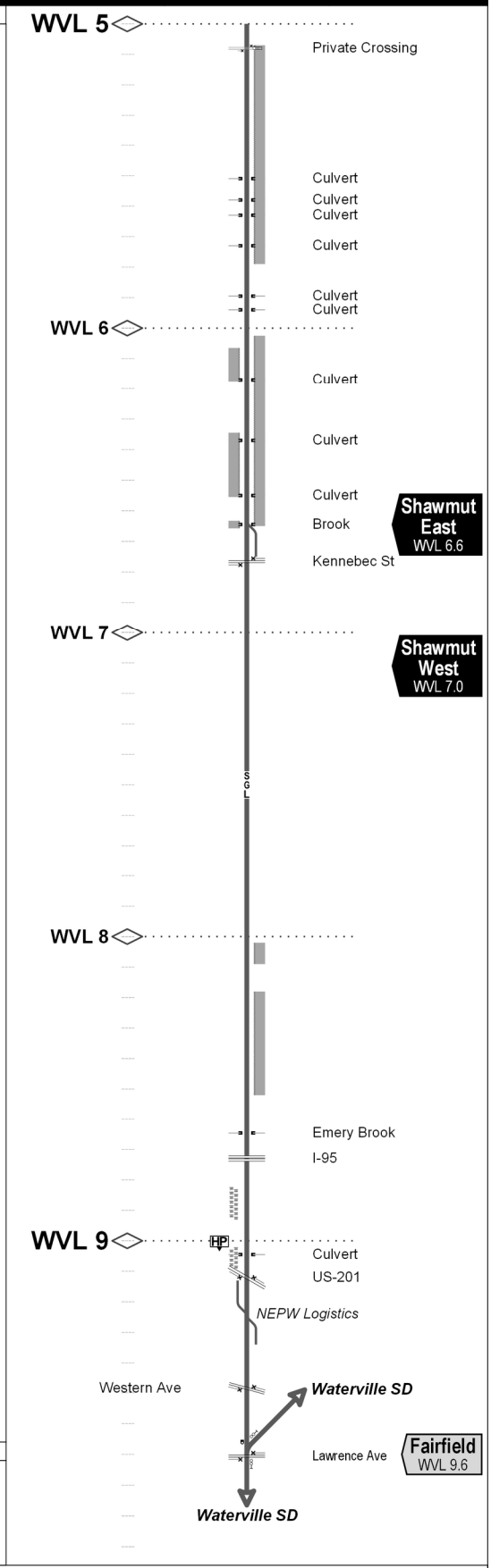
Hinkley Branch

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

	MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
	SINGLE	SINGLE			
Skowhegan, ME	RSP NX10	98			
Fairfield	10	DCS			
	SINGLE	SINGLE			



	MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
	SINGLE	SINGLE			
Fairfield, ME	10	DCS			
	SINGLE	SINGLE			
	Waterville SD				



* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250319

Portsmouth Branch

CSXT EB Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
RSP NX10	98		END OF TRACK	
			Sprague Terminal	Newington
			Culvert	
			Patterson Ln	
			Sprague Terminal (Private)	
		PMT 1		
			Sea-3	
			Shafmaster (Private)	
			Paul Brook	
			SubCom	Simplex Industrial Rd Culvert
			PSNH Private Crossing	
			Culvert	
			Gosling Rd	Piscataqua
		PMT 2		
			Overhead Conveyors	
			Schiller Private Crossing	
			Public Service Siding	
			SGL	
			Kearsarge Way	
			I-95	
		PMT 3		
			Michael Succi Dr	
			Piscataqua Cove Sarah Long Bridge (US-1 Bypass)	Navy Yard Lead
			Port Authority	
			Market St	
			Green St	
			Maplewood Ave	Portsmouth
		PMT 4	PM0098 Portsmouth Yard	
			Bartlett St	
			MT	Emery PMT 4.9
10	DCS	PMT 5	US-1 Bypass	
SINGLE	SINGLE			

Newington, NH

Portsmouth

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
10	DCS	PMT 5		
			Barberry Ln	
			Foley Ave	
			Cattle Pass	
			Culvert	
			Culvert	
			Highliner Foods	
		PMT 6		
			Footbridge Greenland Rd (Rt 33)	
			Culvert	
		PMT 7		
			I-95 (Blue Star Tpk)	
			Culvert	
			Greenland Rd (Rt 33)	
			SGL	
			Brook	
		NOTE 1	Portsmouth Ave	Greenland PMT 7.9
			Packer Brook	
		PMT 8		
			Culvert	
			Culvert	
			Packer Brook	
			Culvert	
			Tide Mill Rd	
			Winnicut River	
		PMT 9		
			Shore Dr	
			Shaw Brook	
			Farm Crossing	
			Foss Brook	
			Culvert	
			Farm Crossing	
			Cattle Pass	
			Bayside Rd	
		PMT 10	Culvert	
SINGLE	SINGLE			

Portsmouth

Greenland

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Rumford Branch

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
SINGLE	SINGLE	RUM 40		
			Culvert	
			Farm Crossing	
			Culvert	
			Spears Stream	
				Dixfield West RUM 40.9
		RUM 41	Pulpwood Loadout	
			Private Crossing Main St	Dixfield East RUM 41.2
			Culvert	
			Culvert	
10	DCS	RUM 42		
			Culvert	
			Culvert	
			Culvert	
			Culvert	
		RUM 43	Culvert	
			Alder Brook	
			Culvert	
			Culvert	
		RUM 44	Culvert	Rumford RUM 44.0
			Culvert	
RSP NX5	98		Riverside Dr	
			Rumford Yard	
SINGLE	SINGLE	RUM 45		

Peru

Rumford

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
SINGLE	SINGLE	RUM 45	ND Paper (Private)	Rumford Mill RUM 45.0
			RU0453	
			Veterans St	
			Pipe Bridge	
			Mill Crossing	
RSP NX5	98		Pipe Bridge	
			Pipe Bridge	
			Paper Mill	
SINGLE	SINGLE	RUM 46	END OF TRACK	

Rumford, ME

NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	↓ EASTBOUND ALL TRAINS	↑ WESTBOUND ALL TRAINS
0.7	Leeds Jct	0:00	5:48
1.1	Star	0:03	5:45
8.0	Centraltown West	0:52	4:55
10.8	North Leeds	1:13	4:35
12.5	Stricklands West	1:25	4:22
21.2	Livermore Falls	2:29	3:19
23.8	Rileys West	2:47	3:01
25.1	Rileys East	2:57	2:51
36.1	Worthleys East	4:17	1:31
40.9	Dixfield West	4:52	0:56
41.2	Dixfield East	4:53	0:55
44.0	Rumford	5:14	0:34
45.0	Rumford Mill	5:48	0:00

2. SPEED INFORMATION
SI 37: SPEEDS - MAXIMUM AND VARIOUS
RUM3 PERMANENT SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK

Location	Track(s)	Restriction
Rumford	All	5 MPH
Rileys	All	5 MPH

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
RUM1 RADIO CHANNELS IN USE

Channel	Location	Use
34	Entire Branch	Road
76	Rumford	Yard

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
RUM1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Branch	6 axle locomotives	Prohibited
Entire Branch	Cars exceeding 286,000 lbs.	Prohibited
Entire Branch	Cars exceeding "Plate F"	Prohibited

6. LOCOMOTIVE TONNAGE RATINGS

	GP40 (300&500 Series)	SD40 (600 Series)
Westward:		
Rumford to Livermore	2800	N/A
Livermore to Leeds Jct.	2700	N/A
Eastward:		
Leeds Jct. to Livermore	2400	N/A
Livermore to Rileys	2000	N/A
Rileys to Rumford	2500	N/A

7. SPECIAL INSTRUCTIONS
SI 99: MOVEMENTS ON FRA EXCEPTED TRACK
RUM1 FRA EXCEPTED TRACKS

Location	Tracks
Livermore Falls Yard	All

8. MISCELLANEOUS INSTRUCTIONS
SWITCHING AT RUMFORD
All switching movements on Rumford Mill Property must be made with air line charged.
Before entering Rumford yard, CSX crews must contact the Rumford Mill Switcher on the MEC Yard channel (MEC 076-076), or via the Nine Dragons Traffic Annex.

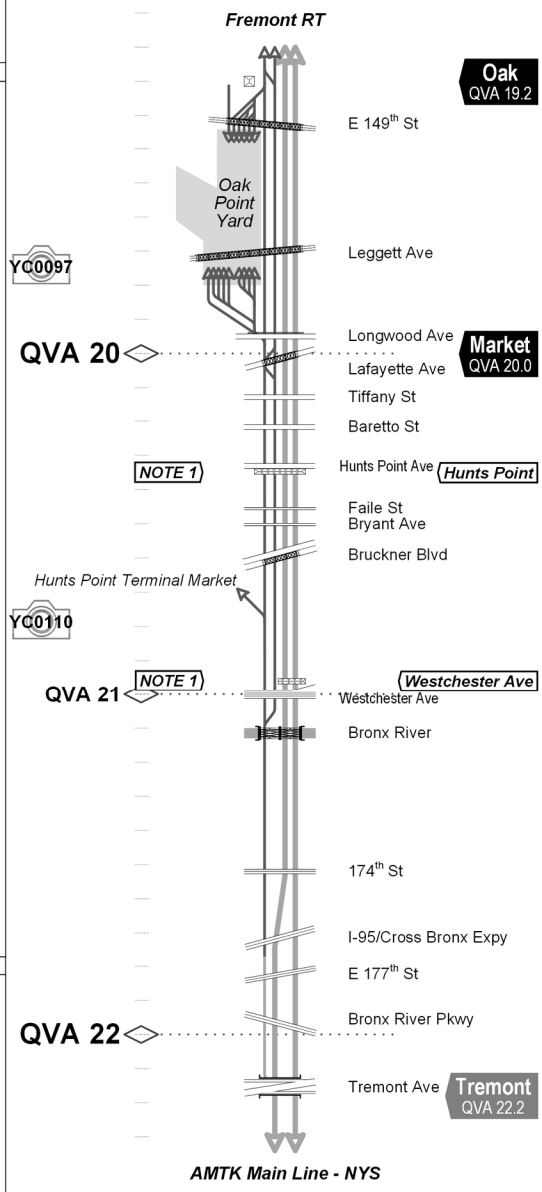
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250203

Market Running Track

CSXT Oak Point Yardmaster. Road Channel AAR 46 (160.800). Yardmaster Channel AAR 59 (160.995).
Operated under CSXT Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
Fremont RT				
SINGLE	SINGLE			
Bronx, NY				
10				
	TWC-D			
SINGLE	SINGLE			
AMTK Main Line - NYS				



NOTES

Note 1: The appearance of station building(s) at this location in the diagram does not indicate the existence of passenger service, but only the existence of a historic station building.

Note 2: P&W RR has overhead trackage rights between Oak and QVA 22.1 to interchange traffic with NYAR RR only.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		ALL TRAINS		ALL TRAINS
19.2	Oak	EAST	0:00	WEST	0:24
20.0	Market (Oak Point Yard)		0:07		0:17
22.1	Tremont (Future)		0:24		0:00

RADIO CHANNELS IN USE

Channel	Location	Use
46	Oak to QVA 22.1	Road
59	Oak to QVA 22.1	Oak Point Yardmaster
60	Oak to QVA 22.1	Amtrak Emergency
411	Oak Point Yard	Oak Point Yardmaster

SINGLE SINGLE

NOTES

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS
HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:

MP	Instruction
QVA 19.2 - QVA 22.1	In Effect - All Tracks

LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA
None

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES
4400 THROUGH TRUSS BRIDGES
Through truss bridges are at the following locations:

MP	Location
QVA 21.4	Bronx River

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT
Double Stack and Multi-Level Movements
Maximum double stack and multi-level heights allowed on the main track and sidings on the Market Running Track are as follows:

MP Locations	Double Stack	Multi-Level
Entire Track	Prohibited	Prohibited

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT
Cars exceeding 286,000 lbs are prohibited on the Market Running Track.
6-axle locomotives are prohibited from occupying the following tracks:
- 3/10 bridge
- 5/10
- 1, 2, 3, & 6 Receiving Yard
- Borden Storage

6-axle locomotives are prohibited on Industrial Tracks.

8. MISCELLANEOUS
GENERAL MISCELLANEOUS
Trains in Emergency adjacent to Amtrak must call Emergency on AAR 60/60 (161.010).
Trackage in the Hunts Point Terminal Market beyond the Krasdale Foods driveway is out of service.

10. TERMINAL INSTRUCTIONS
NEW YORK TERMINAL, BRONX, NY
QVA 19.0 Oak Point Yard, Receiving Yard - While operating in the Receiving Yard of Oak Point Yard, Bronx, NY, do not exceed 5 MPH while moving a long car or cars (80 feet or longer) in the train.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

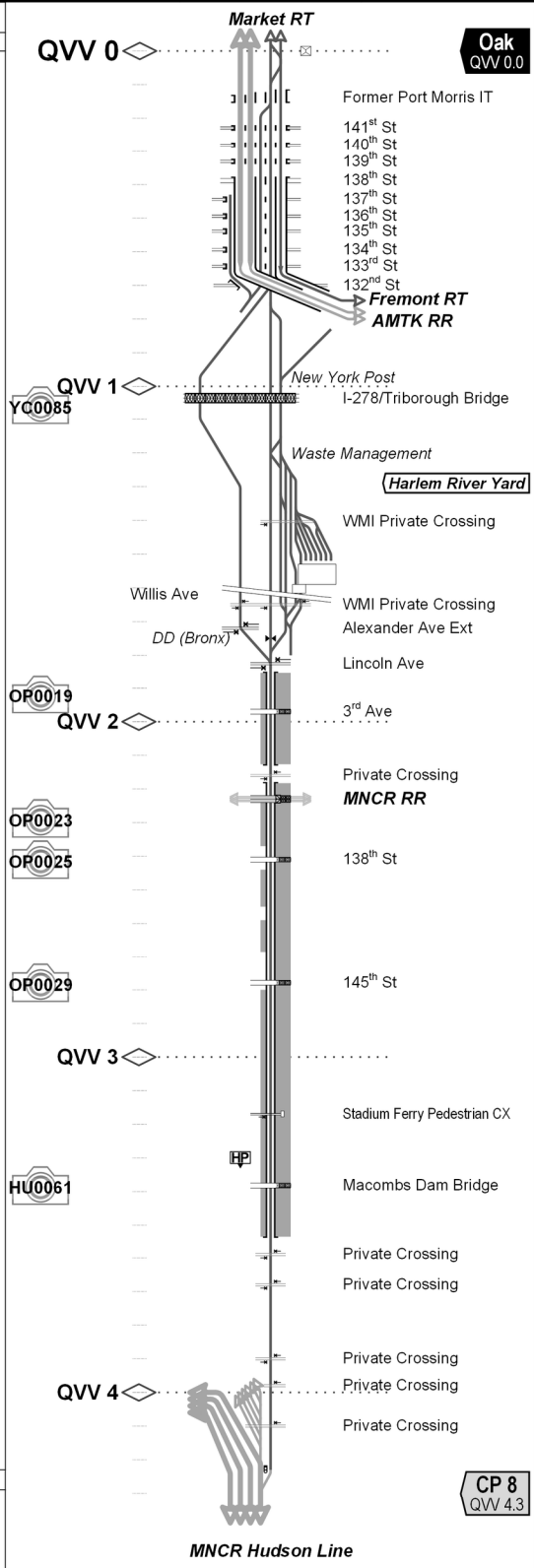
L UPD: 20250201

Oak Point Link Running Track

CSXT Oak Point Yardmaster. Road Channel AAR 46 (160.800). Yardmaster Channel AAR 59 (160.995).
Operated under CSXT Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ NORTH ↓	STATION
Market RT				
SINGLE	SINGLE			
10	TWC-D			
SINGLE	SINGLE			
MNCR Hudson Line				

Bronx, NY



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES					
MP	STATION		ALL TRAINS		ALL TRAINS
0.0	Oak	NB ↓	0:00	SB ↑	0:30
1.3	Harlem River Yard		0:09		0:20
4.2	CP-8 (MNCR)		0:30		0:00

RADIO CHANNELS IN USE

Channel	Location	Use
46	Oak to CP-8 (exclusive)	Road
56	CP-8	Metro North RTC
59	Oak to CP-8 (exclusive)	Oak Point Yardmaster
60	Oak to QVV 0.7	Amtrak Emergency

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS
HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:

MP	Instructions
QVV 0.0 - QVV 4.8	In Effect - All Tracks

LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA
None

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES
4151 WHEEL IMPACT DETECTORS

MP	Location	Type
QVV 1.7	Bronx	WID

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Note
QVV 1.7	Bronx	DED

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT
Double Stack and Multi-Level Movements
Maximum double stack and multi-level heights allowed on the main track and sidings on the Oak Point Link Running Track are as follows:

MP Locations	Double Stack	Multi-Level
Entire Track	Prohibited	Prohibited

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT
Cars exceeding 286,000 lbs are prohibited on the Oak Point Link Running Track.

8. MISCELLANEOUS
HOLD POINTS
Control Point: CP 8
MP/Hold Point: QVV 3.3/Macombs Dam Bridge
Instructions: Northward trains must stop at this location unless instructions to proceed are received from the Metro North "RTC".

GENERAL MISCELLANEOUS
Trains in Emergency adjacent to Amtrak must call Emergency on AAR 60/60 (161.010).

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Billerica Industrial Track

CSXT EB Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAIN TRACK

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
SINGLE	SINGLE			
RSP NX5	98	0	North Billerica	
			Canal	
			Rogers St	
			High St	
		1		
			Shops Lead / Salem Rd	
SINGLE	SINGLE		END OF TRACK	

Billerica, MA

MBTA New Hampshire ML

BC0012

SHOPS LEAD

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
Billerica IT				
SINGLE	SINGLE			
RSP NX5	98	0	Billerica IT	
			Waste Management	
			Portland Group	
			Globe Warehouse / Coop Reserve Supply	
			Storage Track	
			Iron Horse Park	
		1	Private Crossing	
			Private Crossing	
			MBTA Materials Yard	
			Shop 1.5	
SINGLE	SINGLE			
MBTA NH ML			MBTA New Hampshire ML	

Billerica, MA

BC0008

NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES - MAIN TRACK					
MP	STATION		ALL TRAINS		ALL TRAINS
0.0	North Billerica	EB ↓	0:00	↑ WB	0:19
1.4	End of Track		0:19		0:00

ESTIMATED RUNNING TIMES - SHOPS LEAD					
MP	STATION		ALL TRAINS		ALL TRAINS
0.0	Shop Lead Connection	EB ↓	0:00	↑ WB	0:20
1.5	Shop		0:20		0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
BRC1 RADIO CHANNELS IN USE

Channel	Location	Use
94	Entire Track	Head End
70	Entire Track	Road
32	North Billerica/Shop Interlocking	Keolis Boston West Dispatcher

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
BRC1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	Cars exceeding Plate F	Prohibited
Entire Track	6 axle Locomotives	Prohibited

7. SPECIAL INSTRUCTIONS
SI 99: MOVEMENTS ON FRA EXCEPTED TRACK
BRC1 FRA EXCEPTED TRACKS

Location	Tracks
Entire Track	All except Eaglebrook Track

SI 138: HIGHWAY CROSSING WARNING
BRC1 RUSTY RAIL CONDITIONS
Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at the following crossings:
All crossings equipped with Automatic Highway Warning Devices on the Billerica IT.

NOTES

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

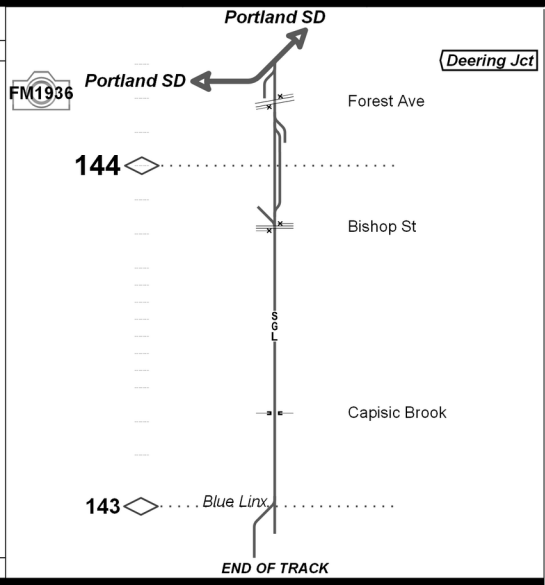
L UPD: 20250201

Bishop St Lead

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION	NOTES
Portland SD					
SINGLE	SINGLE				
RSP NX5	98				
SINGLE	SINGLE				

Portland, ME



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES					
MP	STATION		ALL TRAINS		ALL TRAINS
142.9	End of Track	EB ↑	0:00	↑ WB	0:19
144.3	Deering Jct	↓	0:19		0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
BSL1 RADIO CHANNELS IN USE

Channel	Location	Use
34	Entire Track	Road

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
BSL1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	Cars exceeding Plate F	Prohibited
Entire Track	6 axle Locomotives	Prohibited

7. SPECIAL INSTRUCTIONS
SI 19: ENGINE WHISTLE OR HORN SIGNALS
BSL1 QUIET ZONES (QZ)
In accordance with NORAC Rule 19, whistle signal 19(b) will not be routinely sounded at the crossings listed below:

Crossing	Mileage	City/Town
Forest Ave	144.19	Portland

SI 99: MOVEMENTS ON FRA EXCEPTED TRACK
BSL1 FRA EXCEPTED TRACKS

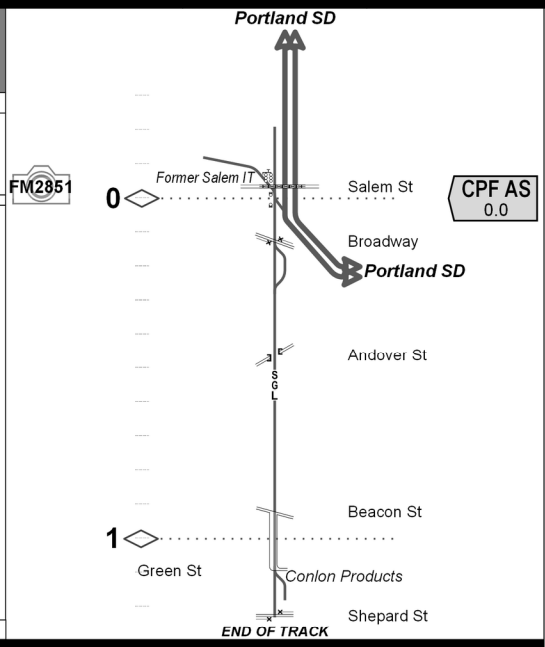
Location	Tracks
Entire Track	All

Lowell Hill Industrial Track

CSXT EB Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION	NOTES
SINGLE	SINGLE				
RSP NX5	98				
	CP				
	98				
SINGLE	SINGLE				

Lawrence, MA



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES					
MP	STATION		ALL TRAINS		ALL TRAINS
0.0	CPF AS	WB ↓	0:00	↑ EB	0:17
1.2	End of Track	↓	0:17		0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
LHI1 RADIO CHANNELS IN USE

Channel	Location	Use
94	Entire Track	Head End
70	Entire Track	Road
86	Lawrence Yard	Yard

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
LHI1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	Cars exceeding Plate F	Prohibited
Entire Track	6 axle Locomotives	Prohibited

7. SPECIAL INSTRUCTIONS
SI 138: HIGHWAY CROSSING WARNING
LHI1 RUSTY RAIL CONDITIONS
Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at all crossings on the Lowell Hill IT.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Bucksport Industrial Track

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION	MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
Waterville SD					SINGLE	SINGLE	WVB 5		
SINGLE	SINGLE				10			Culvert	Birch Hill Rd
10	98		Waterville SD	Calais Jct WVB 0.4				Culverts	
		FM0575						Culvert	
		BU0006	Waterville SD					Culvert	
				Penobscot River				Sobins	
		BU0008		State St				River Rd	
		WVB 1		Main St			WVB 6		Farm
			Jordan St	Center St					Culvert
				Parker St (Brewer Jct)					Farm
				Wilson St					Culvert
				Maple St					Honders Way
				Culvert					Culvert
									Center Dr
		WVB 2		East-West Industrial Park			WVB 7		
				I-395					
				Culvert					
				Culvert					
				Grove St					
				Pendleton St					Culvert
				Tibbetts St					Farm
				Century St					Culvert
			Culvert	Kings Ct					
				Derusha Ct			WVB 8		
		WVB 3							
				S Brewer Dr (South Brewer)					
				Culvert					Culverts
			Elm St	Sedgeunkedunk Stream					
				Stone St					Culvert
				S Main St					
				Culvert					Culvert
				Culvert					Culvert
				Culvert				River Rd	Mill Creek
			Culvert	Culvert					Culvert
				Culvert					Culvert
		WVB 4					WVB 9		
				Farm Crossing					
				Culvert					Culvert
				Culvert					
				Culvert					Blake Rd
			Culvert	Snow's Corner Rd					
				Culvert					Culvert
									Culvert
								Settlers Way	
									Culvert
SINGLE	SINGLE	WVB 5			SINGLE	SINGLE	WVB 10		

Bangor, ME — Brewer — Orrington

Orrington: SINGLE 10; RSP NX10 — SINGLE 98

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Bucksport Industrial Track

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS* SINGLE	MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	RULES IN EFFECT SINGLE	MP	↓ EAST ↓	STATION
Or'n				WVB 10		
					Culvert	
					Jamieson Rd	
					Culvert	
					Culvert	
					Culvert	
					Culvert	
					Culvert	
					Culvert	
				WVB 11		
					Culvert	
					Culvert	
				WVB 12		
					Culvert	
Bucksport	RSP NX10	98			S G L	
					Farm	
					Cemetery Rd	
					Culvert	
				WVB 13	Farm	
					Culvert	
					Farm	
				WVB 14		
					Farm	
				WVB 15		
SINGLE		SINGLE				

MAXIMUM SPEEDS* SINGLE	MAXIMUM SPEEDS* SINGLE	RULES IN EFFECT SINGLE	RULES IN EFFECT SINGLE	MP	↓ EAST ↓	STATION
				WVB 15	Farm	
					Cattle Pass	
					River Rd	
	RSP NX10			WVB 16	S G L	
					Willins Orchard Rd	
					Culvert	
					Culvert	
					McKinnon Rd	
Bucksport, ME				WVB 17 Flanders Way		Bucksport WVB 17.0
					Culvert	
					Driveway	
					River Rd	
			98		Private Crossing	
				WVB 18		
	RSP NX5				Bucksport Mill North Gate	
					Bucksport Mill Main Gate	
				WVB 19	Steamboat Wharf Ln	
					END OF TRACK	
SINGLE		SINGLE				

NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

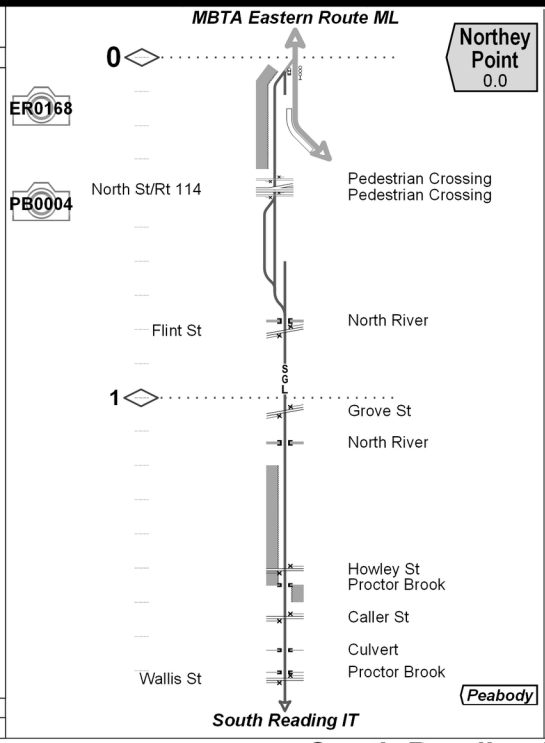
L UPD: 20250201

Danvers Industrial Track

CSXT EB Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓ STATION
MBTA Eastern Route ML			
SINGLE	SINGLE		
RSP NX5	98		
SINGLE	SINGLE		
South Reading IT			

Salem, MA / Peabody, MA



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES					
MP	STATION	↓WB	ALL TRAINS	↑EB	ALL TRAINS
0.0	Northey Point		0:00		0:26
1.9	Peabody		0:26		0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
DVI1 RADIO CHANNELS IN USE

Channel	Location	Use
94	Entire Track	Head End
70	Entire Track	Road
14	Northey Point	Keolis Boston East Dispatcher

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
DVI1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	Cars exceeding Plate E	Prohibited
Entire Track	6 axle Locomotives	Prohibited

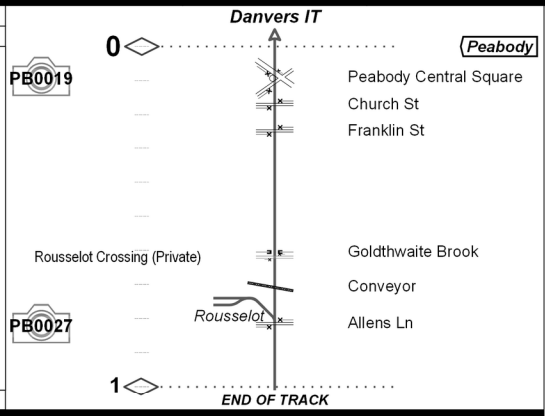
7. SPECIAL INSTRUCTIONS
SI 138: HIGHWAY CROSSING WARNING
DVI1 RUSTY RAIL CONDITIONS
Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at all crossings on the Danvers IT.

South Reading Industrial Track

CSXT EB Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓ STATION
Danvers IT			
SINGLE	SINGLE		
RSP NX5	98		
SINGLE	SINGLE		

Peabody, MA



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES					
MP	STATION	↓WB	ALL TRAINS	↑EB	ALL TRAINS
0.0	Peabody		0:00		0:14
1.0	End of Track		0:14		0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
SRI1 RADIO CHANNELS IN USE

Channel	Location	Use
94	Entire Track	Head End
70	Entire Track	Road

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
SRI1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	Cars exceeding Plate E	Prohibited
Entire Track	6 axle Locomotives	Prohibited

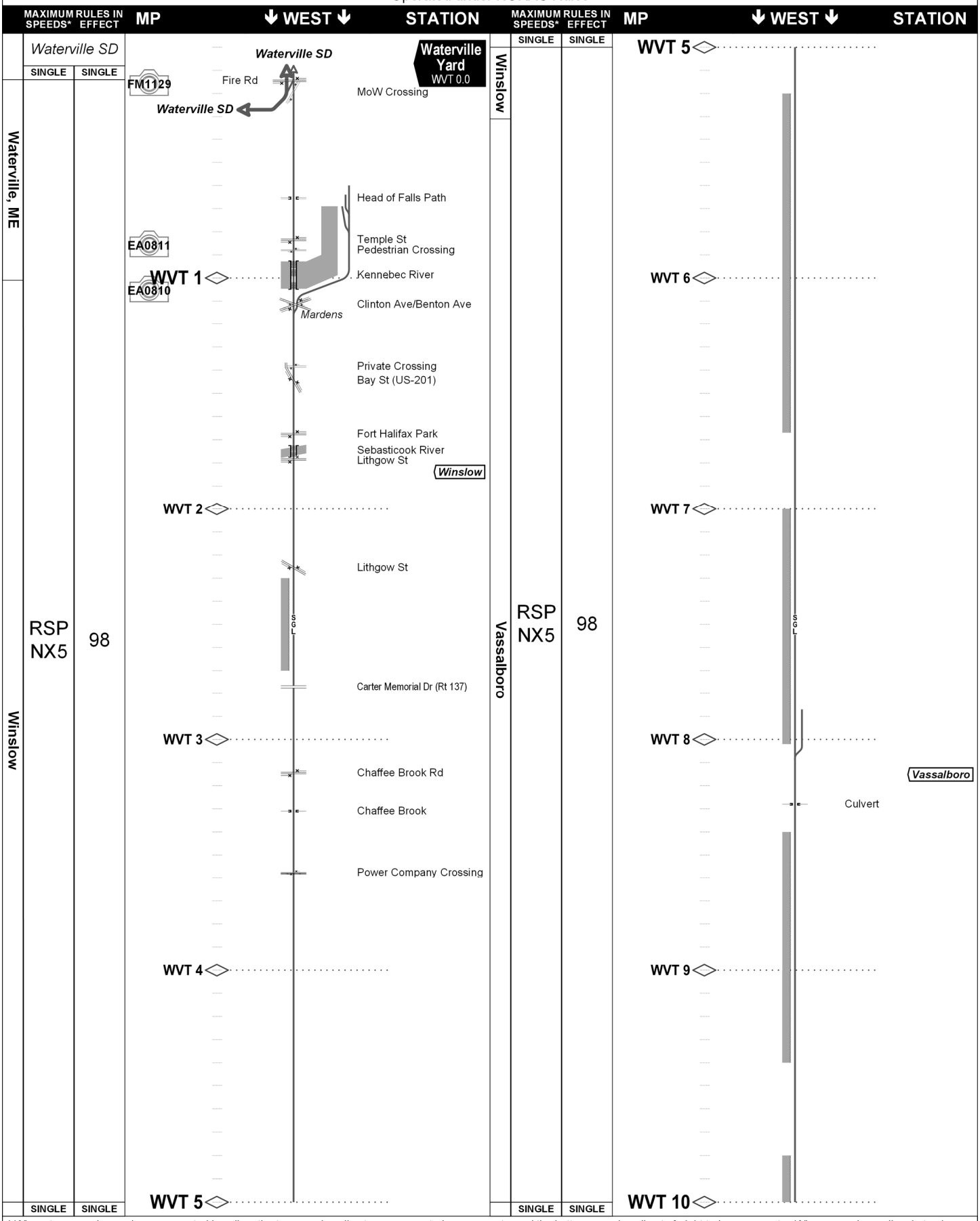
7. SPECIAL INSTRUCTIONS
SI 138: HIGHWAY CROSSING WARNING
SRI1 RUSTY RAIL CONDITIONS
Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at all crossings on the South Reading IT.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

East Augusta Industrial Track

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules



* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

East Augusta Industrial Track

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
RSP NX5	98	WVT 10		
		WVT 11		
		WVT 12		Riverside
			Sevenmile Brook	
		WVT 13		
		WVT 14		
			Culvert	
		WVT 15	Culvert	
SINGLE	SINGLE			

Vassalboro

Augusta

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION
SINGLE	SINGLE			
RSP NX5	98	WVT 15		
			Private Crossing	
			Gold Star Feed & Grain	
			Dalton Rd	
			Cives Steel	
		WVT 16	Lipman Rd	
			Culvert	
			Private Crossing	
		WVT 17		
			Riggs Branch	
		WVT 18	Rt 3	
			Drum Barker Rd	
			Whitney Brook	
			Maple St	
		WVT 19	END OF TRACK	
SINGLE	SINGLE			

Augusta, ME

East Augusta WVT 18.9

NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

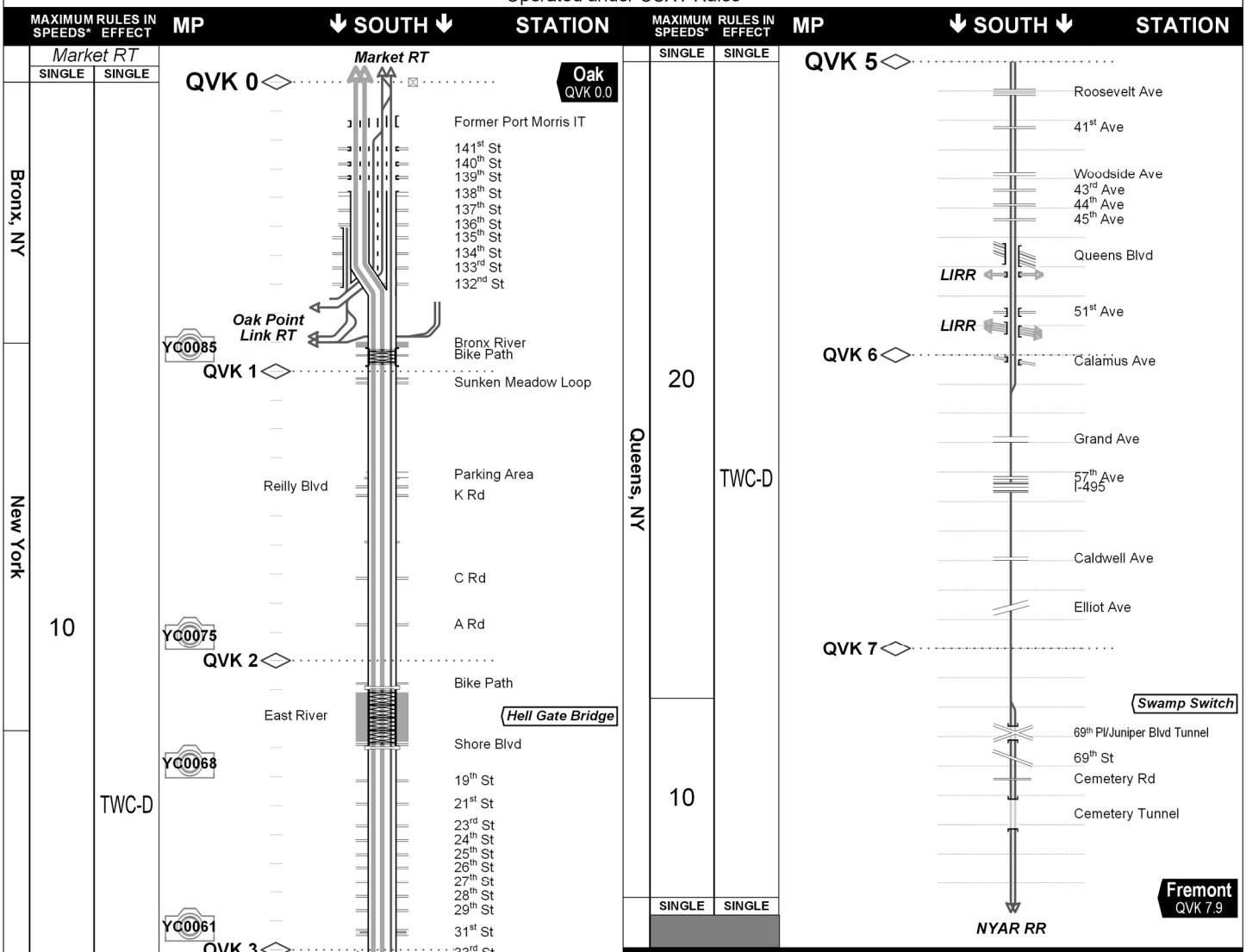
MP	STATION	▼ WEST	ALL TRAINS	▲ EAST	ALL TRAINS
0.1	Waterville Yard		0:00		4:33
1.9	Winslow		0:24		4:09
8.1	Vassalboro		1:55		2:38
11.9	Riverside		2:50		1:43
15.7	Cives Steel		3:45		0:48
18.9	East Augusta		4:33		0:00

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250218

Fremont Industrial Track

CSXT Oak Point Yardmaster. Road Channel AAR 46 (160.800). Yardmaster Channel AAR 59 (160.995).
Operated under CSXT Rules



NOTES

Note 1: P&W RR has overhead trackage rights between Oak and Fremont to interchange traffic with NYAR RR only.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		ALL TRAINS		ALL TRAINS
0.0	OAK (Oak Point Yard)	SOUTH	0:00	NORTH	0:49
2.2	Hell Gate Bridge		0:18		0:31
3.9	Bowery Bay Jct		0:31		0:18
7.2	Swamp Switch		0:44		0:05
7.9	FREMONT (NYAR RR)		0:49		0:00

RADIO CHANNELS IN USE

Channel	Location	Use
46	Oak to Fremont	Road
59	Oak to Fremont	Oak Point Yardmaster
60	Oak to QVK 3.9 (Emergencies)	Amtrak Emergency
96	Fremont	NYAR Fresh Pond Dispatcher

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS
HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:

MP	Instructions
QVK 0.0 - QVK 7.8	In Effect - All Tracks

LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA
None

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

Fremont Industrial Track

CSXT Oak Point Yardmaster. Road Channel AAR 46 (160.800). Yardmaster Channel AAR 59 (160.995).
Operated under CSXT Rules

NOTES

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4400 THROUGH TRUSS BRIDGES

Through truss bridges are at the following locations:

MP	Location
QVK 0.9	Bronx River
QVK 2.2	East River

4400 TUNNELS

Tunnels are at the following locations:

MP	Location
QVK 4.9	37th Ave
QVK 7.3	Juniper Blvd
QVK 7.5	Lutheran Cemetery

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

Maximum double stack and multi-level heights allowed on the main track and sidings on the Fremont Running Track are as follows:

MP Locations	Double Stack	Multi-Level
Entire Track	Prohibited	Prohibited

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Cars exceeding 286,000 lbs are prohibited on the Fremont Running Track.

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

Trains in Emergency adjacent to Amtrak must call Emergency on AAR 60/60 (161.010).

SI 10: TERMINAL INSTRUCTIONS

TERMINAL/YARD REQUIRED COMMUNICATION

Trains yarding in NYA must contact the Fresh Pond Dispatcher on AAR 96/96 (161.550).

NOTES

L UPD: 20250201

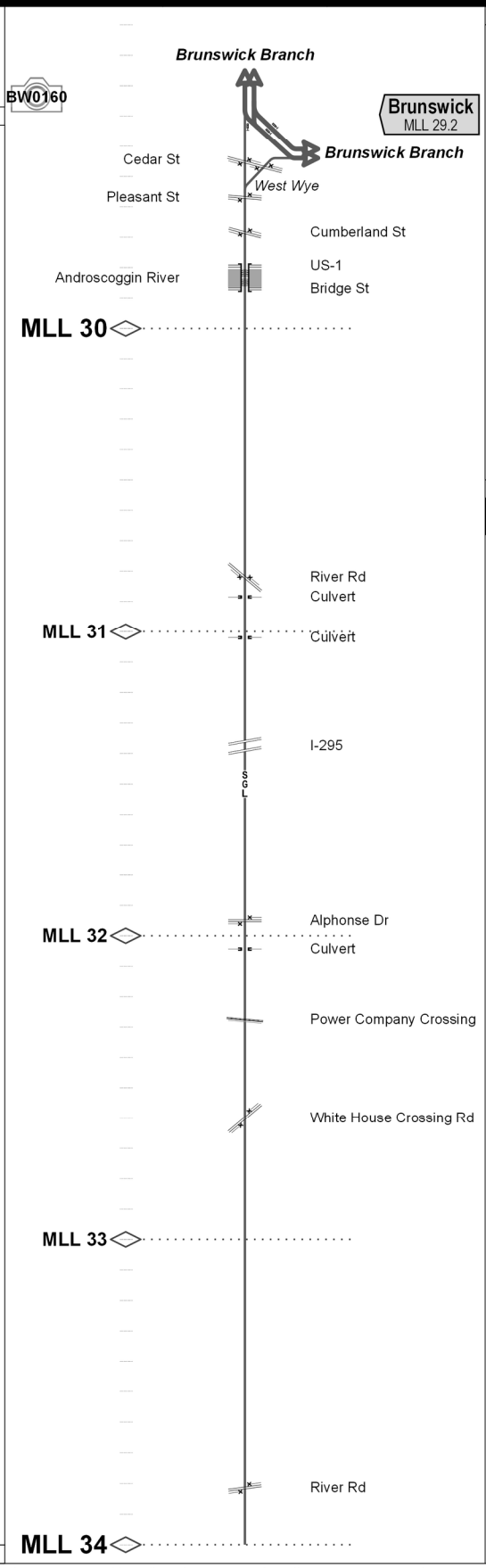
Lewiston Industrial Track

CSXT EB Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
			Brunswick Branch	
SINGLE	SINGLE			
RSP	98			
SINGLE	SINGLE			

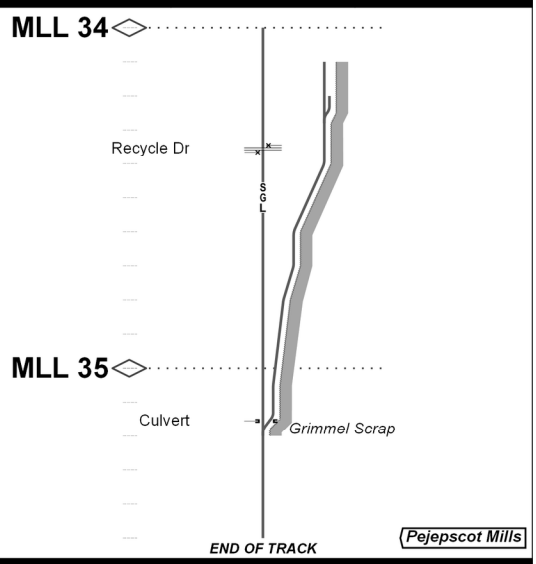
Brunswick, ME

Topsham



MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION
SINGLE	SINGLE			
RSP	98			
SINGLE	SINGLE			

Topsham, ME



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES					
MP	STATION		ALL TRAINS		ALL TRAINS
29.2	Brunswick	EB ↓	0:00	↑ WB	1:25
35.2	Pejepscot Mills		1:25		0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
MLL1 RADIO CHANNELS IN USE

Channel	Location	Use
34	Entire Track	Road

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
MLL1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	Cars exceeding Plate F	Prohibited
Brunswick Wye Tracks	6 axle Locomotives	Prohibited

7. SPECIAL INSTRUCTIONS
SI 99: MOVEMENTS ON FRA EXCEPTED TRACK
MLL1 FRA EXCEPTED TRACKS

Location	Tracks
Entire Track	All

SI 138: HIGHWAY CROSSING WARNING
MDF1 RUSTY RAIL CONDITIONS
Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at the following crossings:

- Cedar St (MLL 29.45)
- Pleasant St (MLL 29.56)
- River Rd (MLL 33.81)

Stop posts have been installed at Cumberland St., MLL 29.68. SI 138-S3 applies at this crossing.

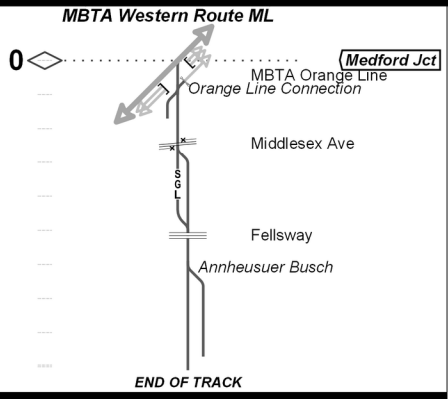
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Medford Industrial Track

CSXT EB Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION	NOTES
MBTA Western Route ML					
SINGLE	SINGLE				
RSP NX5	98	Medford, MA			
SINGLE	SINGLE				



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	WB ↓ ALL TRAINS	EB ↑ ALL TRAINS
0.0	Medford Jct	0:00	0:13
0.9	End of Track	0:13	0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
MDF1 RADIO CHANNELS IN USE

Channel	Location	Use
94	Entire Track	Head End
70	Entire Track	Road
14	Medford Jct	Keolis Boston East Dispatcher

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
MDF1 EQUIPMENT RESTRICTIONS

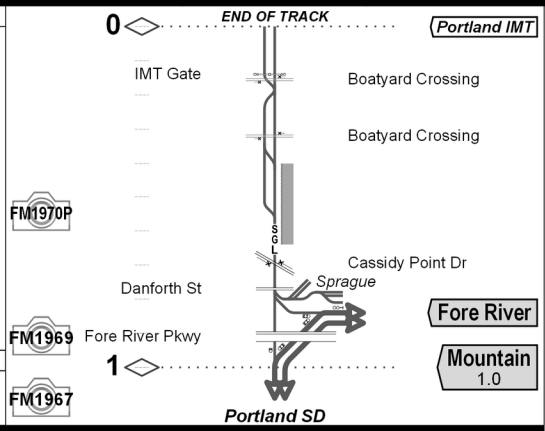
Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	Cars exceeding Plate F	Prohibited
Entire Track	6 axle Locomotives	Prohibited

7. SPECIAL INSTRUCTIONS
SI 138: HIGHWAY CROSSING WARNING
MDF1 RUSTY RAIL CONDITIONS
Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at all crossings on the Medford IT.

Portland Yard 8

CSXT EA Dispatcher. Road Channel AAR 34 (160.620).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION	NOTES
SINGLE	SINGLE				
5	98	Portland, ME			
SINGLE	SINGLE				
Portland SD					



NOTES

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	WB ↓ ALL TRAINS	EB ↑ ALL TRAINS
0.0	Portland IMT	0:00	0:14
1.0	CPF 196	0:14	0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
PYD1 RADIO CHANNELS IN USE

Channel	Location	Use
34	Entire Track	Road
76	Entire Track	Yard

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
PYD1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250201

Saco Industrial Track

CSXT EA Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION	NOTES

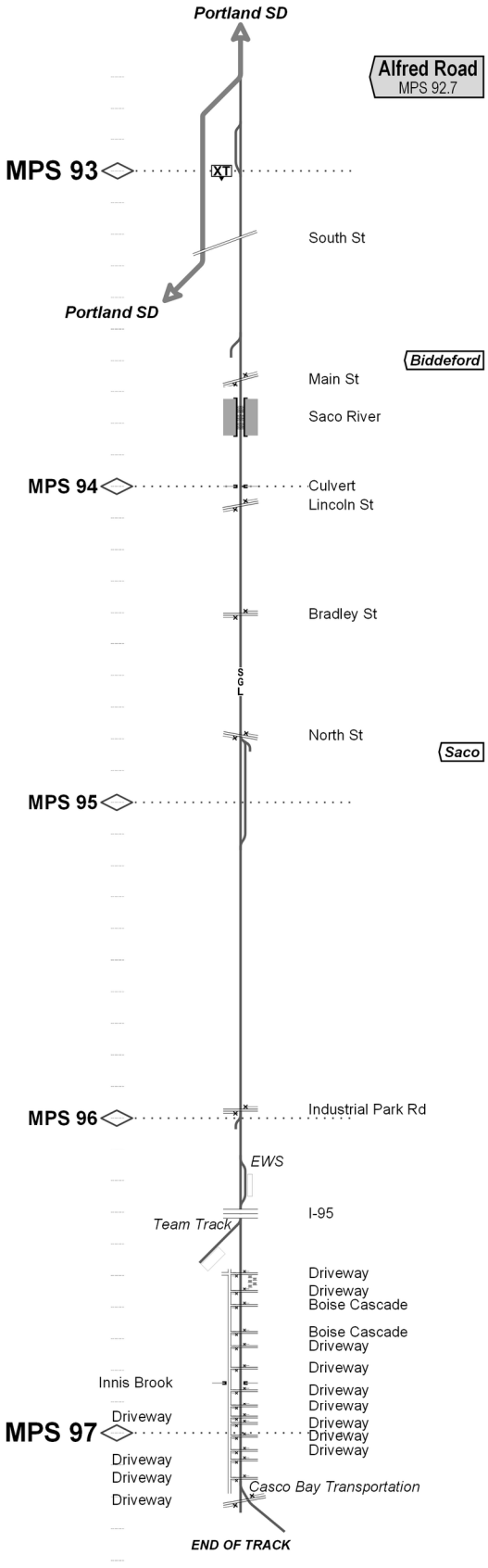
Portland SD

SINGLE | SINGLE

Biddeford, ME

Saco, ME

RSP NX5 | 98



SINGLE | SINGLE

ESTIMATED RUNNING TIMES					
MP	STATION	EAST ↓	ALL TRAINS	WEST ↑	ALL TRAINS
92.7	Alfred Road		0:00		1:07
93.6	Biddeford		0:13		0:53
95.8	Saco		0:31		0:35
97.2	End of Track		1:07		0:00

3. RADIO COMMUNICATIONS
SI 706: RADIO LOCATION AND MONITORING
MPS1 RADIO CHANNELS IN USE

Channel	Location	Use
94	Entire Track	Head End
70	Entire Track	Road

5. EQUIPMENT RESTRICTIONS
SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
MPS1 EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Track	Cars exceeding 286,000 lbs	Prohibited
Entire Track	6 axle Locomotives	Prohibited

7. SPECIAL INSTRUCTIONS
SI 99: MOVEMENTS ON FRA EXCEPTED TRACK
MPS1 FRA EXCEPTED TRACKS

Location	Tracks
MPS 93 to End of Track	All

SI 138: HIGHWAY CROSSING WARNING
MPS1 RUSTY RAIL CONDITIONS
Trains must stop and employee must provide on ground warning in accordance with NORAC rule 138, paragraph C, item 1 at the following crossings:

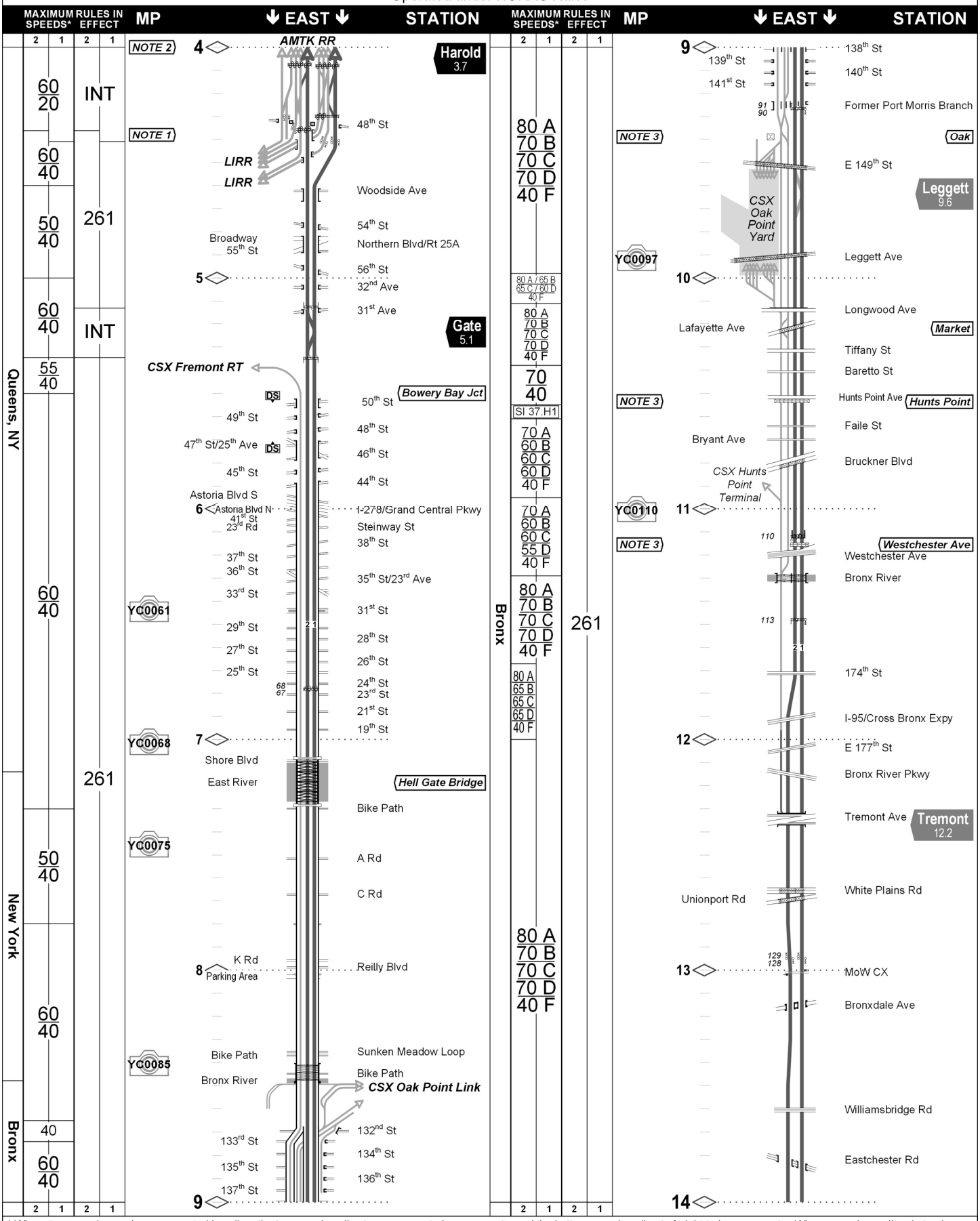
Crossing	Mileage	City/Town
Main St	MPS 93.7	Biddeford
Lincoln St	MPS 94.1	Saco
Bradley St	MPS 94.4	Saco
North St	MPS 94.8	Saco
Industrial Park Rd	MPS 95.9	Saco

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250207

AMTK Main Line - NYS (New York to CP 216)

Road Channel AAR 60 (161.010).
Operated under NORAC Rules

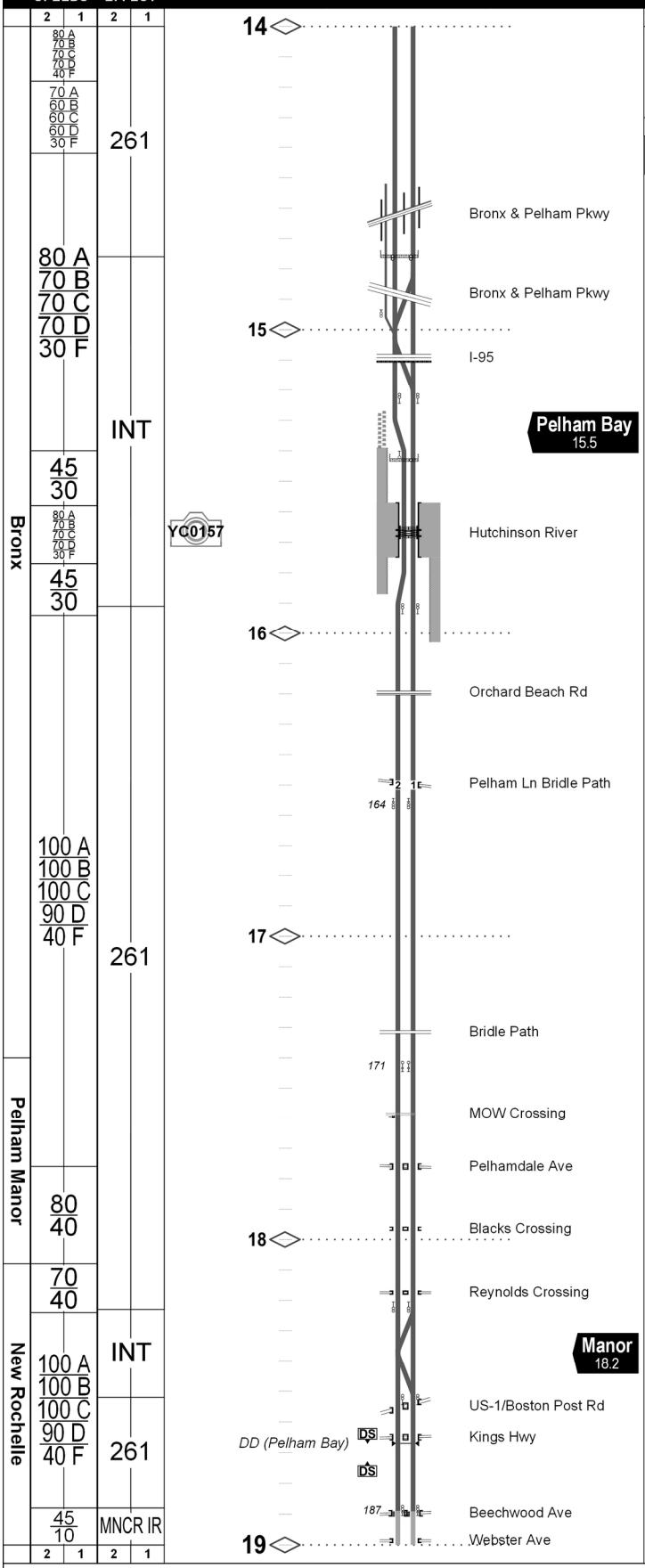


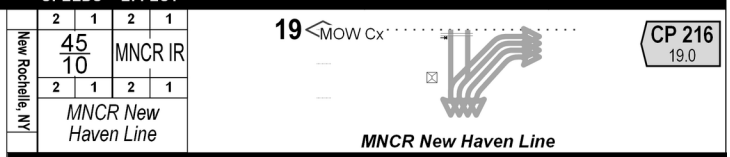
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250207

AMTK Main Line - NYS (New York to CP 216)

Road Channel AAR 60 (161.010).
Operated under NORAC Rules





NOTES

Note 1: Operations by Other Railroads

RR	From	To	Rights
CSXT	WAS Harold	CP 216	Overhead Moves Only
PW	WAS Harold	CP 216	Overhead Moves Only

Note 2: Trackage west of MP 4.0 is not included in this Timetable.

Note 3: The appearance of building(s) at this location in the diagram indicates the existence of a historic railroad structure.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	EASTBOUND P-A	P-B	P-C	P-D	FRT	WESTBOUND P-A	P-B	P-C	P-D	FRT
0.0	New York - Penn Sta* (P)	0:00	0:00	0:00	0:00	0:00	0:24	0:25	0:25	0:25	0:48
3.8	Harold	0:06	0:06	0:06	0:06	0:15	0:18	0:19	0:19	0:19	0:33
5.2	Gate	0:08	0:08	0:08	0:08	0:19	0:16	0:17	0:17	0:17	0:29
7.2	Hell Gate Bridge	0:11	0:11	0:11	0:11	0:23	0:13	0:14	0:14	0:14	0:25
9.6	Leggett (future)	0:14	0:14	0:14	0:14	0:28	0:10	0:11	0:11	0:11	0:20
12.2	Tremont (future)	0:17	0:18	0:18	0:18	0:35	0:07	0:07	0:07	0:07	0:18
15.4	Pelham Bay	0:20	0:22	0:22	0:22	0:39	0:04	0:04	0:04	0:05	0:09
18.4	Manor	0:23	0:24	0:24	0:24	0:44	0:02	0:02	0:02	0:02	0:04
19.0	CP 216	0:24	0:25	0:25	0:25	0:46	0:01	0:01	0:01	0:01	0:02
19.5	New Rochelle+ (P)	0:25	0:26	0:26	0:26	0:48	0:00	0:00	0:00	0:00	0:00

* Station is not included in this timetable, but is shown for estimating running times.
+ Station is on a different route in this timetable.

RADIO CHANNELS IN USE

Channel	Location	Use
60	Harold (inclusive) to CP 216 (exclusive)	Road
29	CP 216	MNCR Road
59	Gate to MP 12.2	CSX Emergency

SI 37: SPEEDS - MAXIMUM AND VARIOUS

H1. PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS

Train Type A refers to High Speed Trainsets (HST) with tilt system active.
Train Type B refers to (1) HST's with tilt system disabled; and (2) trains consisting exclusively of HHP-8, AEM-7, ACS-64, P40BH, P42BH, P32AC-DM, or P32-BWH, SC44 engines, and Amfleet, Horizon, Viewliner II, Capitoliner Control/ Conference cars, or US DOT Test Car DOTX 216.
Train Type C refers to passenger trains that do not meet the criteria for types A, B, or D.
Train Type D refers to (1) CDOT MBB passenger cars 501-532 and Cab Cars 1505-1520, (2) passenger trains with mail, baggage or express cars in consist, that meet the Train Type D criteria defined in SI 37-S8.

PASSENGER TRAIN MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Train Type A

Between/At	TK2	TK1
Harold & First Cv west of MP 5	60	60
First Cv W of MP 5	50	50
Cv W of MP 5 & First Cv E of Gate	60	60
First Cv east of Gate	55	55
Cv E of Gate & First Cv E of MP 7	60	60
First Cv east of MP 7	50	50
First Cv east of MP 7 & Second Cv east of MP 8	60	60
Second Cv east of MP 8	40	40
Second Cv east of MP 8 & & MP 9	60	60
MP 9 & First Cv west of MP 10	80	80
First Cv west of MP 10	70	70
First Cv west of MP 10 & First Cv east of MP 10	80	80
First Cv east of MP 10	70	70
First Cv east of MP 10 & Second Cv east of MP 10	80	80
Second Cv east of MP 10	70	70
Second Cv east of MP 10 & Cv at MP 11	80	80
Cv at MP 11	70	70
Cv at MP 11 & First Cv east of MP 14	80	80
First Cv east of MP 14	70	70
First Cv east of MP 14 & Cv west of Pelham Bay Br.	80	80
Cv west of Pelham Bay Br.	45	45
Cv west of Pelham Bay Br. & Cv east of Pelham Bay Br.	80	80
Cv east of Pelham Bay Br.	45	45
Cv east of Pelham Bay Br. & First UG bridge east of MP 17	100	100
First 2 UG bridges east of MP 17	80	80
Cv at MP 18	70	70
Cv at MP 18 & CP 216	100	100
Movements to and from MNR at CP 216	45	45

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

AMTK Main Line - NYS (New York to CP 216)

Amtrak Section A Dispatcher. Road Channel AAR 60 (161.010).
Operated under NORAC Rules

NOTES

Train Type B

Between/At	TK2	TK1
Harold & First Cv west of MP 5	60	60
First Cv W of MP 5	50	50
Cv W of MP 5 & First Cv E of Gate	60	60
First Cv east of Gate	55	55
Cv E of Gate & First Cv E of MP 7	60	60
First Cv east of MP 7	50	50
First Cv east of MP 7 & Second Cv east of MP 8	60	60
Second Cv east of MP 8	40	40
Second Cv east of MP 8 & & MP 9	60	60
MP 9 & First Cv west of MP 10	70	70
First Cv west of MP 10	65	65
First Cv west of MP 10 & Second Cv east of MP 10	70	70
Second Cv east of MP 10	60	60
Second Cv east of MP 10 & Cv at MP 11	70	70
Cv at MP 11	60	60
Cv at MP 11 & First Cv west of MP 12	70	70
First Cv west of MP 12	65	70
First Cv west of MP 12 & First Cv east of MP 14	70	70
First Cv east of MP 14	60	60
First Cv east of MP 14 & Cv west of Pelham Bay Br.	70	70
Cv west of Pelham Bay Br.	45	45
Cv west of Pelham Bay Br. & Cv east of Pelham Bay Br.	70	70
Cv east of Pelham Bay Br.	45	45
Cv east of Pelham Bay Br. & First UG bridge east of MP 17	100	100
First 2 UG bridges east of MP 17	80	80
Cv at MP 18	70	70
Cv at MP 18 & CP 216	100	100
Movements to and from MNR at CP 216	45	45

Train Type C

Between/At	TK2	TK1
Harold & First Cv west of MP 5	60	60
First Cv W of MP 5	50	50
Cv W of MP 5 & First Cv E of Gate	60	60
First Cv east of Gate	55	55
Cv E of Gate & First Cv E of MP 7	60	60
First Cv east of MP 7	50	50
First Cv east of MP 7 & Second Cv east of MP 8	60	60
Second Cv east of MP 8	40	40
Second Cv east of MP 8 & & MP 9	60	60
MP 9 & First Cv west of MP 10	70	70
First Cv west of MP 10	65	65
First Cv west of MP 10 & Second Cv east of MP 10	70	70
Second Cv east of MP 10	60	60
Second Cv east of MP 10 & Cv at MP 11	70	70
Cv at MP 11	60	60
Cv at MP 11 & First Cv west of MP 12	70	70
First Cv west of MP 12	65	70
First Cv west of MP 12 & First Cv east of MP 14	70	70
First Cv east of MP 14	60	60
First Cv east of MP 14 & Cv west of Pelham Bay Br.	70	70
Cv west of Pelham Bay Br.	45	45
Cv west of Pelham Bay Br. & Cv east of Pelham Bay Br.	70	70
Cv east of Pelham Bay Br.	45	45
Cv east of Pelham Bay Br. & First UG bridge east of MP 17	100	100
First 2 UG bridges east of MP 17	80	80
Cv at MP 18	70	70
Cv at MP 18 & CP 216	100	100
Movements to and from MNR at CP 216	45	45

Train Type D

Between/At	TK2	TK1
Harold & First Cv west of MP 5	60	60
First Cv W of MP 5	50	50
Cv W of MP 5 & First Cv E of Gate	60	60
First Cv east of Gate	55	55
Cv E of Gate & First Cv E of MP 7	60	60
First Cv east of MP 7	50	50
First Cv east of MP 7 & Second Cv east of MP 8	60	60
Second Cv east of MP 8	40	40
Second Cv east of MP 8 & & MP 9	60	60
MP 9 & First Cv west of MP 10	70	70
First Cv west of MP 10	60	60
First Cv west of MP 10 & Second Cv east of MP 10	70	70
Second Cv east of MP 10	60	60
Second Cv east of MP 10 & Cv at MP 11	70	70
Cv at MP 11	55	55
Cv at MP 11 & First Cv west of MP 12	70	70
First Cv west of MP 12	65	70
First Cv west of MP 12 & First Cv east of MP 14	70	70
First Cv east of MP 14	60	60
First Cv east of MP 14 & Cv west of Pelham Bay Br.	70	70
Cv west of Pelham Bay Br.	45	45
Cv west of Pelham Bay Br. & Cv east of Pelham Bay Br.	70	70
Cv east of Pelham Bay Br.	45	45
Cv east of Pelham Bay Br. & First UG bridge east of MP 17	90	90
First 2 UG bridges east of MP 17	80	80
Cv at MP 18	70	70
Cv at MP 18 & CP 216	90	90
Movements to and from MNR at CP 216	45	45

FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Between/At	TK2	TK1
Harold & First Cv east of MP 14	40	40
First Cv east of MP 14 & Cv east of Pelham Bay Br.	30	30
Cv east of Pelham Bay Br. & CP 216	40	40
Movements to and from MNR at CP 216	10	10

NOTES

SI 40: ENGINE AND SPECIAL LOAD RESTRICTIONS

H1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum height of engines and equipment that may be operated.

Location	2	1	5	Other
Harold Interlocking Limits	3	3	---	3
WAS Harold & MP 10	3	3	5	---
MP 10 & MP 12.2	2	3	5	---
MP 12.2 & EAS Pelham Bay	4	3	---	---
EAS Pelham Bay & CP 216	4	4	---	---

Notes:
CSX & NS Engines are prohibited between Hudson and Harold.
Capitoliner Control Car 9637 is prohibited on the NYS Line.
Equipment Dimension Codes (engines & cars):
3 - Plate B not exceeding 15' 1" in height
4 - Plate C not exceeding 15' 6" in height
5 - Plate E not exceeding 16' 2" in height

SI 41: OTHER LOAD AND EQUIPMENT RESTRICTIONS

H1. CARS EXCEEDING 263,000 POUNDS

Providence & Worcester Railroad (P&W) trains containing cars with gross weight not exceeding 286,000 pounds may operate:

- on all tracks between Pelham Bay and CP 216
- on Track 2 between Pelham Bay and MP 12.2

Note: Cars operating on all other segments of the NYS Line are limited to 263,000 pounds, per SI 41-S2.

SI 42: HOLD BACK INSTRUCTIONS

H1. HEIGHT RESTRICTIONS

Any equipment exceeding 14 feet 8 inches maximum height above the top of the rail is prohibited from operating in New York Penn Station, the North and East River Tunnels, and the Empire Tunnel.

SI 72: INSPECTION OF MOVING TRAINS

H1. TRAIN INSPECTION DETECTORS

MP	Location	Type	Note
18.4	Pelham Bay	HBD	*Operates in West direction only. Transmits on 060-060 only when a defect has been detected.*

SI 98: MOVEMENT ON A TRACK NOT GOVERNED BY ABS, DCS OR INTERLOCKING RULES

H1. OTHER THAN MAIN TRACKS AT PELHAM BAY INTERLOCKING

Track No. 5 between a sign posted at MP 11.96 and MP 12.2, is designated as Other than Main Track.
IMCS Operations: Prior to performing any work, the RWIC must communicate with the Section A Dispatcher & South Kearny Yardmaster.
Freight Operations: Prior to occupying Amtrak territory at the sign posted at MP 11.96, Freight Trains must communicate with the Section A Dispatcher to receive authority to occupy Amtrak controlled territory.

SI 240: GENERAL SIGNAL RULES

H1. SIGNAL RULES and CURRENT OF TRAFFIC

261: On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.
ACSES Rules: PTC Rules 580-590 and all ACSES Special Instructions are in effect for movements in both directions.
MNCR IR: Division Post between AMTK and MNCR is the EAS CP 216. MNCR interlocking rules apply within the limits of CP 216.

SI 277: GENERAL SIGNAL REQUIREMENTS

T3. HAROLD INTERLOCKING - EAST

1. A white arrow is in service on the eastward Interlocking Signal No. 12E (On LIRR Port Washington No. 1 Track 2114 feet east of MP 3.7.)
2. A white arrow is in service on the eastward Interlocking Signal No. 65E (On the Long Island Freight Track 2124 feet east of MP 3.7.)
3. Illuminated arrow indicates that the route is lined to the Port Washington Branch.
4. All Amtrak trains scheduled for the NYS Line must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.
5. The home signal (SIG 25E) governing eastward movement on Track B/C at Harold Interlocking is located to the left.
6. The home signal (SIG 20E) governing eastward movement on Track A at Harold Interlocking is located to the left.

T4. HAROLD INTERLOCKING - WEST

1. A white arrow is in service on the westward Interlocking Signal No. 22W (On LIRR Port Washington No. 1 Track 2114 feet east of MP 3.7.)
2. A white arrow is in service on the westward Interlocking Signal No. 55W (On the Long Island Freight Track 2124 feet east of MP 3.7.)
3. Illuminated arrow indicates that the route is lined to East Side Access Tunnel.
4. All Amtrak trains must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.

SI 580: TRAINS EQUIPPED WITH PTC APPARATUS

H1. ACSES TERRITORY

PTC Rules 580 through 590 and all ACSES related Special Instructions (see SI 580-S1) are in effect on Tracks 1 and 2 between the western limits of Gate Interlocking and the western limits of CP 216 for all Amtrak trains.
1. The controlling engine of all Amtrak trains operating in this territory must be equipped with on-board ACSES apparatus that is cut in and operative, except when failure occurs en route, or when hauled by an engine exempted in Special Instruction 580-S2.
2. Non-Amtrak Trains: Trains operated by railroads other than Amtrak are not required to be equipped with ACSES apparatus while operating in this territory.

AMTK Main Line - NYS (New York to CP 216)

Amtrak Section A Dispatcher. Road Channel AAR 60 (161.010).
Operated under NORAC Rules

NOTES

SI 714: TELEPHONE USE

H1. ADJACENT FOREIGN RAILROAD - EMERGENCY COMMUNICATIONS

When a train emergency occurs on Amtrak's property, the Engineer or Conductor of the train in emergency must transmit an emergency broadcast on the appropriate foreign railroad radio channel listed below when operating at locations adjacent to their trackage. Following this emergency broadcast, the Engineer or Conductor must immediately return to the appropriate Amtrak radio channel.

AMTK Dispatcher	Foreign RR	Foreign Disp	Channel
Section A (Gate - Pelham Bay)	CSX	South Kearny YdMstr	059/059

SI 900: DISPATCHER TERRITORY

H1. DISPATCHERS ASSIGNED TERRITORIES

Dispatcher	Territory
PSCC	Harold (inclusive) to Gate (inclusive)
Section A	Gate (exclusive) to CP 216 (exclusive)

NOTES

L UPD: 20250203

AMTK Main Line - NHB (New Haven to Boston)

Road Channel AAR 54 (160.920).
Operated under NORAC Rules

MAXIMUM SPEEDS*			RULES IN EFFECT			MP	↓ EAST ↓	STATION	NOTES
2	1	3	2	1	3				
60 / 30			261			227	Southwest Corridor Park		
30 A / 30 B / 25 C / 25 D / 15 F							MBTA Worcester Main		
							Dartmouth St		
							Clarendon St / Columbus Ave	Back Bay 227.6	
						NH2276			
ALL TKS			ALL TKS				Berkeley St		
							2 1 3 5 7		
							Arlington St / Tremont St		
							Herald St		
30 A / 30 B / 25 C / 25 D / 15 F							Shawmut Ave	Cove 228.0	
							Washington St		
							Harrison Ave		
						228			
			INT				Albany St / I-93/Southeast Expy		
							Southeast Expy Ramps		
							Southeast Expy Ramps / Southeast Expy Ramp		
15 / 10							Southeast Expy Ramp		
							Dorchester Br / Middleboro Main		
						NH2286		Tower 1 228.5	
10							Garage Ramp		
						NH2287	Parking Garage		
								Boston 228.7	
						NOTE 1			
ALL TKS			ALL TKS				END OF TRACK		

Boston, MA

NOTES

Note 1: The appearance of building(s) in the diagram at this location indicates the existence of a historic railroad structure.

Note 2: Trackage between milepost 77 and milepost 192 is not included in this timetable.

Note 3: Freight Operations by Other Railroads

RR	From	To	Rights
CSXT	MNCR Division Post	Mill River	Local Freight
CSXT	Hebronville	Boston	Local Freight
PW	MNCR Division Post	Mill River	Overhead Moves
PW	Mill River	Lawn	Local Freight

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		P-A	P-B	P-C	P-D	FRT		P-A	P-B	P-C	P-D	FRT
72.2	New Haven (P)	EASTBOUND ↓	0:00	0:00	0:00	0:00	0:00	WESTBOUND ↑	2:02	2:12	2:28	2:36	4:40
72.4	CP 273		0:01	0:01	0:01	0:01	0:02		2:01	2:10	2:27	2:35	4:38
72.7	State St/CP 274 (P)		0:02	0:02	0:02	0:02	0:03		2:00	2:09	2:26	2:34	4:37
73.6	Mill River		0:03	0:03	0:03	0:03	0:07		1:58	2:08	2:25	2:32	4:32
75.2	Shore Line Jct		0:04	0:05	0:05	0:05	0:14		1:57	2:06	2:23	2:30	4:26
77.0	Timetable Limit		0:06	0:06	0:07	0:07	0:18		1:55	2:05	2:20	2:28	4:21
192.0	Timetable Limit		1:36	1:46	1:57	2:01	3:35		0:25	0:25	0:30	0:35	1:04
193.3	Hebronville		1:37	1:47	1:58	2:02	3:37		0:24	0:24	0:29	0:34	1:02
196.1	Thatcher		1:39	1:48	2:01	2:04	3:41		0:23	0:23	0:27	0:31	0:59
196.7	Attleboro (P)		1:40	1:49	2:02	2:05	3:42		0:23	0:23	0:26	0:30	0:58
198.0	Holden		1:41	1:50	2:03	2:06	3:44		0:22	0:22	0:25	0:29	0:56
203.8	Mansfield (P)		1:43	1:52	2:05	2:10	3:52		0:18	0:19	0:23	0:25	0:48
210.5	Sharon (P)		1:46	1:56	2:10	2:16	4:02		0:15	0:15	0:17	0:19	0:38
213.7	Canton Jct (P)		1:48	1:57	2:13	2:18	4:06		0:13	0:14	0:15	0:17	0:34
217.0	Route 128 (P)		1:50	1:59	2:15	2:21	4:11		0:12	0:12	0:13	0:14	0:28
219.1	Readville (P)		1:51	2:01	2:16	2:23	4:17		0:11	0:11	0:12	0:13	0:23
220.3	Hyde Park (P)		1:52	2:02	2:17	2:24	4:19		0:09	0:09	0:11	0:12	0:20
223.6	Forest Hills (P)		1:54	2:04	2:19	2:27	4:25		0:07	0:07	0:08	0:08	0:15
226.4	Ruggles (P)		1:55	2:06	2:21	2:29	4:31		0:06	0:06	0:06	0:06	0:08
227.5	Back Bay (P)		1:56	2:07	2:23	2:30	4:33		0:05	0:05	0:05	0:05	0:06
228.0	Cove		1:58	2:08	2:25	2:31	4:36		0:03	0:03	0:03	0:04	0:04
228.3	Tower 1		1:59	2:09	2:26	2:34	4:38		0:02	0:02	0:02	0:02	0:02
228.6	Boston South Sta (P)		2:02	2:12	2:28	2:36	4:40		0:00	0:00	0:00	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
54	MNCR Division Post to Boston	Road
15	MNCR Division Post	MNCR New Haven Line
21	Boro	MCRL RR Road
21	Mansfield	MCRL RR Road
92	Junction	MBTA RR Road
92	Transfer to Read	MBTA RR Road
92	Forest to Plains	MBTA RR Road
87	Forest to Cove	MBTA Orange Line Emergency
87	Back Bay to Southampton St	MBTA Red Line Emergency

SI F: PASSENGER TRAIN EMERGENCY SITUATIONS

B1. TUNNEL/WALL EMERGENCY EXITS

Emergency exits are in service at the following locations on the No. 2 Track side of the Main Line - New Haven to Boston, between Forest Hills and Back Bay: MP 223.87, 224.04, 224.23, 224.45, 224.61, 224.76, 224.96, 225.11, 225.30, 225.54, 225.77, 225.93, 226.04, 226.20, 226.96, 227.15 and 227.31.

SI 20: ENGINE BELL

B1. TOWER 1

The engine bell must be sounded continuously when operating within Tower 1 limits.

SI 34: PASSENGER TRAIN OPERATION

B1. TRAIN APPROACH MESSAGE SYSTEM (TAMS)

Train Approach Message System (TAMS) is in service at the following stations: Mansfield, Sharon, Canton Jct., Route 128, Readville, Hyde Park, Forest Hills and Ruggles.

If TAMS is not functioning properly at any of these stations, the Dispatcher must:

1. Issue a 110 MPH speed restriction on the affected track(s), with limits designated to protect the affected station(s).
2. Issue verbal or Form D line 13 instructions requiring trains not scheduled to stop at the affected station(s) to blow one long sound of the engine horn when approaching each affected station on a track adjacent to a station platform.

Exception: The 110 MPH speed restriction and horn requirement will not be necessary when on-ground personnel are provided to protect the station(s) where a TAMS failure has occurred. These persons must monitor train movements through the CETC office and radio communication with trains. They must notify passengers to remain behind the yellow line when a train is approaching.

SI 36: PASSENGER AND FREIGHT TRAIN OPERATION

B3. BACK BAY TUNNEL

Engines and control cars must not exceed the sixth throttle position while operating through the Back Bay Tunnel.

B4. BACK BAY - LOCATIONS FOR TRAINS STOPPING

Diesel Engines: Must not be stopped under Bridge 228.41, Harrison Ave.
Eastward Trains: Must stop locomotive(s) east of the low station ceiling.
Westward Trains: Must spot train with locomotive(s) entirely west of the escalator.

B5. SOUTH STATION: DIESEL OPERATION

All trains arriving South Station must not be stopped with diesel locomotive(s) under overhead bus terminal, unless otherwise instructed by the Terminal Train Dispatcher. For reference, car markers have been installed on all platforms.
Trains arriving South Station on Tracks 8, 9, and 10 may pull down to the end of track. Vent fans for Tracks 8, 9, and 10 are installed and in service.
NOTE: This instruction does not apply to double drafts. When necessary for double draft to be brought into the station it must not remain longer than necessary.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: A – Passenger Type A, B – Passenger Type B, C – Passenger Type C, D – Passenger Type D, F – All Freight. Where speeds on all main tracks are the same, only one set of speeds will be shown.

AMTK Main Line - NHB (New Haven to Boston)

Road Channel AAR 54 (160.920).
Operated under NORAC Rules

NOTES

SI 41: OTHER LOAD AND EQUIPMENT RESTRICTIONS

B2. CARS EXCEEDING 263,000 POUNDS

Providence and Worcester Railroad (P&W) trains containing cars with a gross weight not exceeding 286,000 pounds may operate on all tracks between New Haven and Lawn (MP 188.6), except cars exceeding 263,000 pounds are prohibited over Undergrade Bridge MP 146.39 at Bradford, RI. Note: Cars operating on all other segments of the NHB Line are limited to 263,000 pounds, per SI 41-S2.

CSX/Mass Coastal Railroad trains containing cars with a gross weight not exceeding 286,000 pounds may operate over the following line segments:

• Between Mansfield and Attleboro

Except cars exceeding 263,000 pounds are prohibited over UG Bridge at MP 204.4 (N. Main St East of Mansfield)

SI 47: ELECTRICAL OPERATION

B1. ELECTRIC ENGINES: MAXIMUM NUMBER OF RAISED PANTOGRAPHS

When more than 2 consecutively coupled AEM-7 locomotives are moved in a train or lite engine consist, pantographs must not be raised on more than 2 locomotives.

SI 72 INSPECTION OF MOVING TRAINS

B1. TRAIN INSPECTION DETECTORS

Type	MP	Direction	Trk(s)	Recorder Location	Notes
RA HB/DED	189.8	East & West	1, 2 & 7	Pawtucket	1

Note 1: SI 72-S1 applies.

B2. WHEEL IMPACT DETECTORS

Wheel impact detectors are installed at the following locations. See SI 72-S8.

MP	Location	Tracks	Notes
201.5	Mansfield	1, 2	1

Note 1: Wheel Impact Load Detector on Track 2 equipped with Radio Alarm. See SI 72-S8.

SI 104 HAND OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS

B1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock. Permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Location	Track	Switch
MP 193.9	No. 4	East Jct Yard
MP 194.3	No. 4	East Jct Branch
MP 197.9	No. 4	Forte Fiber
MP 202.5	No. 1	Zayre
MP 204.2	No. 1	Blaines Chemical
MP 204.2	No. 2	Merken's Chocolate
MP 216.2	No. 1	west end Rte 128 Ind Park
MP 217.1	No. 1	east end Rte 128 Ind Park

SI 119 HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS

B1. EXCESSIVE DIMENSION CARS

All cars exceeding Plate C are to be considered excessive dimension cars on the NHB Line. Train crews handling such cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

SI 240 TRACKS DESIGNATED IN TIMETABLE

B1. SIGNAL RULES and CURRENT OF TRAFFIC

251: On tracks where Rule 251 is in effect, the letter in parentheses ( ) denotes the current of traffic: E=East, W=West, N=North, S=South. ABS Rules and CSS Rules 550 through 561 are in effect for movements with the current of traffic. Non-Signaled DCS Rules are in effect for movements against the current of traffic.

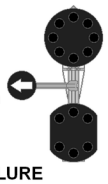
261: On Trks where Rule 261 is in effect, ABS Rules & CSS Rules 550-561 are in effect for movements in both directions.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.

ACSES Rules: PTC Rules 580-590 and all ACSES Special Instructions are in effect for movements in both directions between Division Post (MNR) and Cove inclusive.

SI 277: GENERAL SIGNAL REQUIREMENTS

B1. MILL RIVER INTERLOCKING



A white arrow is in service on the eastward home signals on Nos. 1, 2, & 4 Trks at Mill River. Illuminated arrow indicates that the route is lined to the Springfield Mainline.

Amtrak trains scheduled for the NHB Line must stop their train as soon as safe train handling will permit if the arrow signal is illuminated, and contact the Shoreline Dispatcher immediately for instructions.

SI 555. CRITERIA FOR DETERMINING CAB SIGNAL APPARATUS FAILURE

B1. FREIGHT TRAINS WITH INOPERATIVE CAB SIGNALS

Freight trains with inoperative cab signals must not exceed 30 MPH while operating under Rule 554 or 556. In territory where Rule 562 is in effect, freight trains with inoperative cab signals must not exceed 30 MPH while operating between the distant signal and the home signal to each interlocking, whether operating under Rule 280a (Clear to Next Interlocking signal), or Rule 563 (Form D Authorization for Movement in Rule 562 Territory).

SI 580 TRAINS EQUIPPED WITH PTC APPARATUS

B1. ACSES TERRITORY

PTC Rules 580 through 590 and all ACSES related Special Instructions are in effect on all main tracks and controlled sidings between Mill River and the eastern limits of Cove interlocking as per SI 240-B1. The controlling engine of all trains operating in this territory must be equipped with on-board ACSES apparatus that is cut in and operative, except when destined to or from the Worcester Main Line or failure occurs en route.

Positive stop at Cove enforced eastbound on all tracks except tracks 5 and 7.

Positive stop is not in service westbound at Cove.

NOTES

SI 714 TELEPHONE USE

B1. ADJACENT FOREIGN RAILROAD CONTACT INFORMATION—EMERGENCY COMMUNICATIONS.

When a train emergency occurs on Amtrak's property, the Engineer or Conductor of the train in emergency must transmit an emergency broadcast on the appropriate foreign railroad radio channel listed below (if available) when operating at locations adjacent to their trackage in the manner of the following example:

"Emergency, Emergency, Emergency. Train TV-24 engine 6605 is in emergency moving east on Amtrak's No. 2 track at MP 78."

Following this emergency broadcast, the Engineer or Conductor must immediately return to the appropriate Amtrak radio channel. Once notified of a train in emergency, the Dispatcher (or Operator) must contact the appropriate foreign railroad Dispatcher on the commercial landline number listed to ensure protection is provided for the emergency condition. Once the emergency condition no longer exists, the foreign railroad Dispatcher must again be notified so protection can be lifted.

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Channel
Corridor Dspr (Btwn Forest & Cove) MBTA	Orange Line	087-087
Dorchester Dspr (Btwn Back Bay & Southampton Yd) MBTA	Red Line	087-087

SI 900 RECEIVING INSTRUCTIONS

B1. DISPATCHERS: ASSIGNED TERRITORIES

DISPATCHER	TERRITORY	DAYS/TIMES
Shore Line	Division Post to Conn (exc)	Sunday 11pm to Friday 11pm (See Notes for modifications)
Main Line	Cranston (inc) to Junction (exc) Kingston (inc) to Junction (exc)	Monday to Friday, 7am to 3pm Monday to Friday, 3pm to 11pm
Corridor	Junction (inc) to Cove (exc)	Sunday 11pm to Friday 11pm (See Notes for modifications)
Terminal	Cove (inc) to Boston. (See Weekend Modification).	Sunday 11pm to Friday 11pm (See Notes for modifications)
Daily Weeknight (Third Trick) Modifications		
Main Line	Cranston (inc) to Junction (exc)	Sunday to Friday 11pm to 7am
Weekend Modifications		
Shoreline	Division Post to Mystic (inc)	Friday 11pm to Sunday 11pm*
Main Line	Mystic (exc) to Junction (exc)	Friday 11pm to Sunday 11pm*
Corridor	Junction (inc) to Cove (exc)	Friday 11pm to Sunday 11pm*
Dorchester	Cove (inc) to Boston	Friday 11pm to Sunday 11pm*
Terminal	(Territory controlled by Dorchester Dspr).	Friday 11pm to Sunday 11pm*

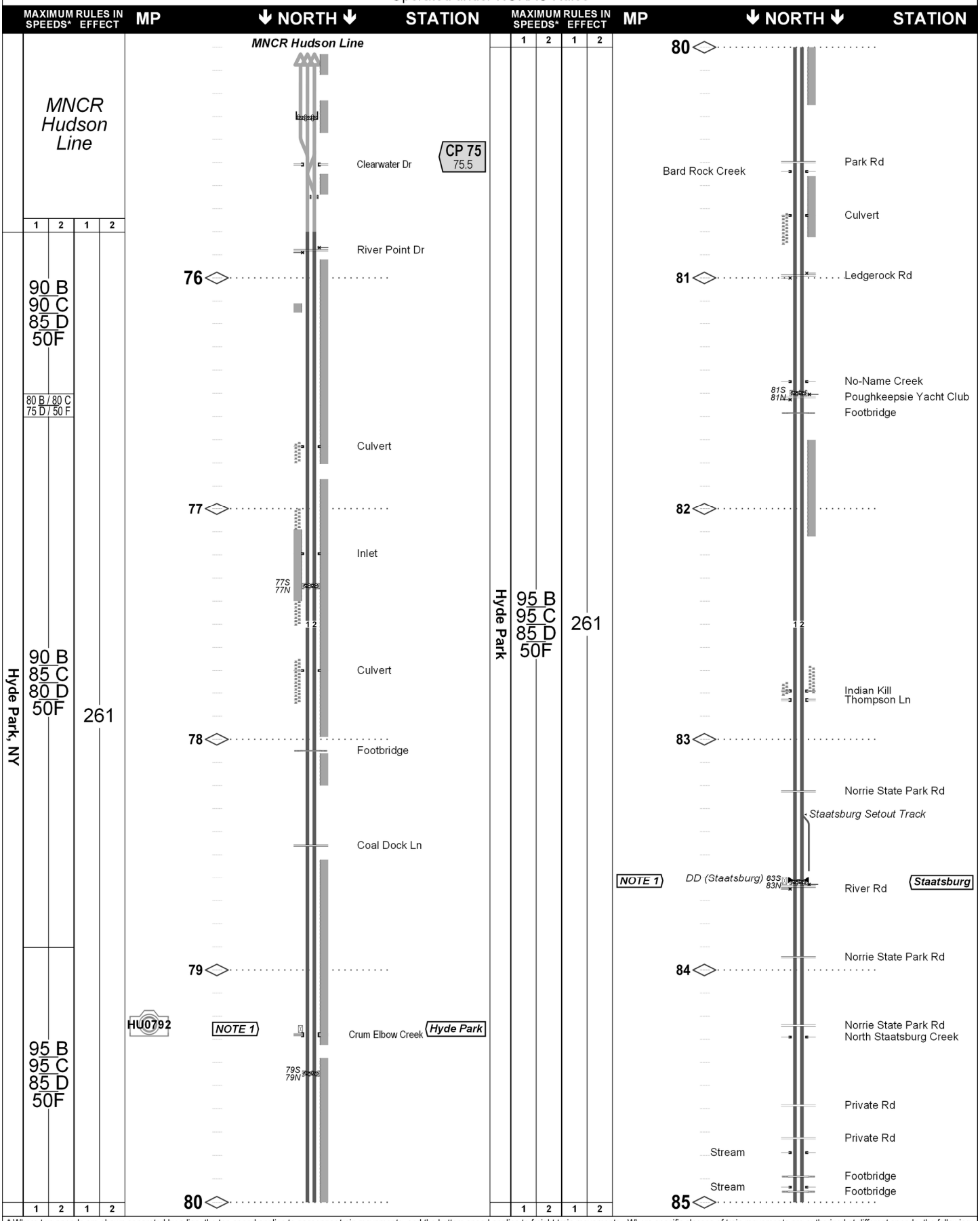
*Note: During periods of construction, the New London and/or South County Dispatchers may work on weekends. Trains and personnel working between Cranston and Conn between 11pm Fridays and 11pm Sundays should contact the dispatching office to verify the Dispatcher's assigned territory.

L UPD: 20250204

AMTK Main Line - HUD (Poughkeepsie to Hoffmans)

Hudson Line Dispatcher. Road Channel AAR 41 (160.725).

Operated under NORAC Rules

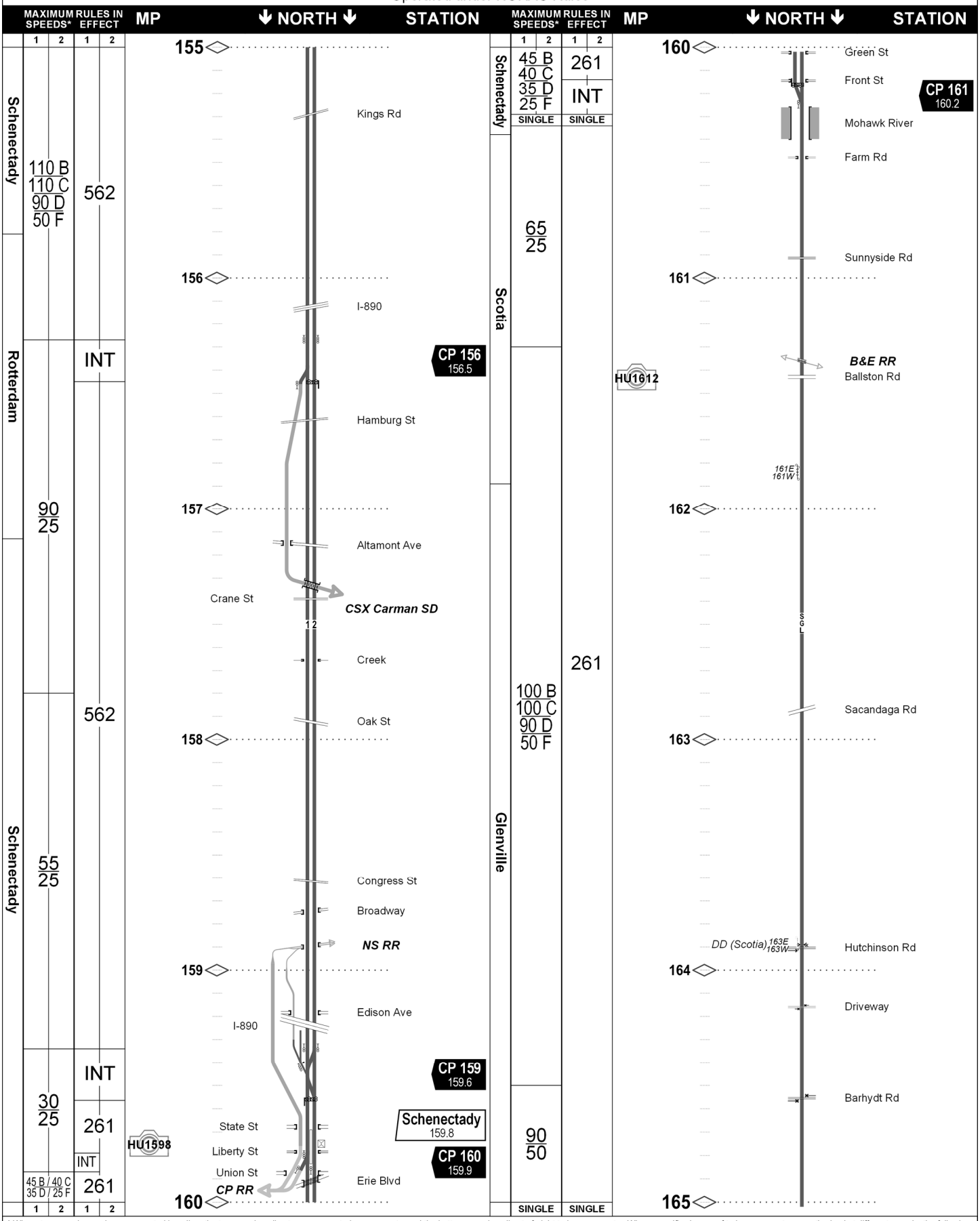


* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: B - Passenger Type B, C - Passenger Type C, D - Passenger Type D, F - All Freight. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250204

AMTK Main Line - HUD (Poughkeepsie to Hoffmans)

Hudson Line Dispatcher. Road Channel AAR 41 (160.725).
Operated under NORAC Rules



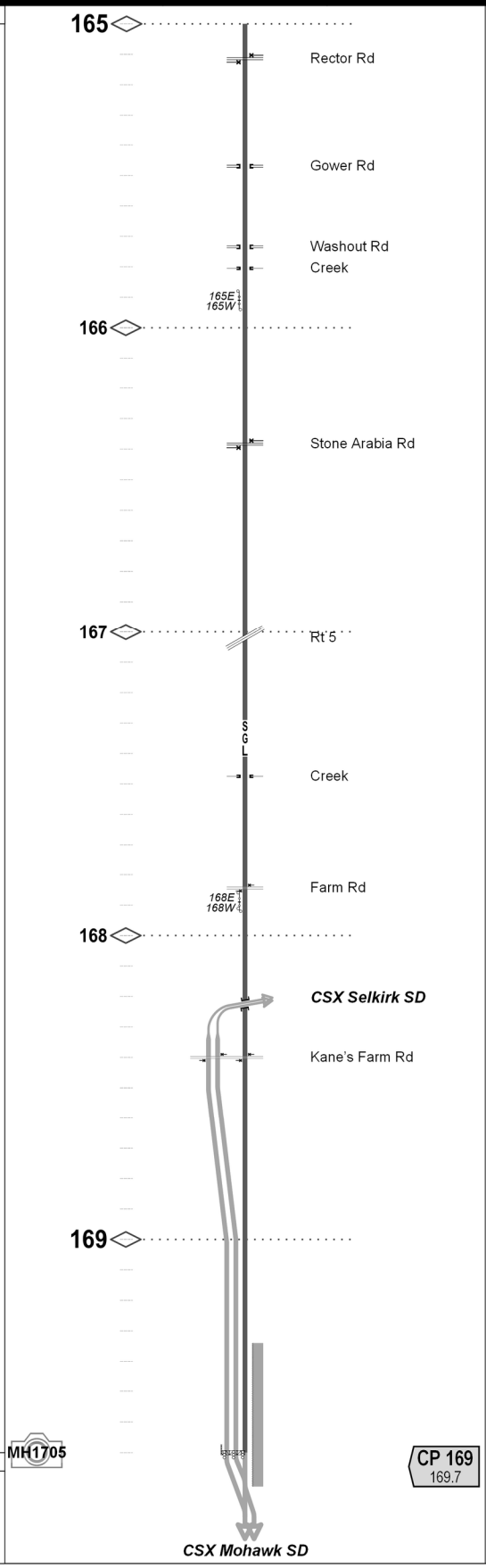
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: B - Passenger Type B, C - Passenger Type C, D - Passenger Type D, F - All Freight. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250204

AMTK Main Line - HUD (Poughkeepsie to Hoffmans)

Hudson Line Dispatcher. Road Channel AAR 41 (160.725).
Operated under NORAC Rules

MAXIMUM SPEEDS*		RULES IN EFFECT	MP	↓ NORTH ↓	STATION	NOTES
SINGLE		SINGLE				



Note 1: The appearance of station building(s) at this location in the diagram does not indicate the existence of passenger service, but only the existence of a historic station building.

Note 2: Control Point in effect for southbound trains only.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	NORTHBOUND PAS-B	NORTHBOUND PAS-C	NORTHBOUND PAS-D	NORTHBOUND FRT	SOUTHBOUND PAS-B	SOUTHBOUND PAS-C	SOUTHBOUND PAS-D	SOUTHBOUND FRT
75.5	CP 75	0:00	0:00	0:00	0:00	1:20	1:20	1:30	2:39
79.2	Hyde Park	0:03	0:03	0:04	0:05	1:17	1:17	1:25	2:34
83.6	Staatsburg	0:06	0:06	0:07	0:12	1:13	1:13	1:22	2:27
89.1	Rhinecliff	0:11	0:11	0:12	0:19	1:09	1:09	1:18	2:19
89.8	CP 89	0:12	0:12	0:13	0:20	1:08	1:08	1:17	2:18
94.2	CP 94	0:15	0:15	0:17	0:27	1:04	1:04	1:12	2:12
99.1	Tivoli	0:19	0:19	0:20	0:35	1:00	1:00	1:09	2:04
103.9	CP 103	0:23	0:24	0:25	0:41	0:57	0:56	1:04	1:57
114.5	Hudson (P)	0:31	0:33	0:35	0:57	0:48	0:47	0:55	1:42
115.4	CP 115	0:33	0:34	0:36	0:59	0:47	0:46	0:53	1:40
121.4	Newton Hook	0:38	0:38	0:40	1:08	0:41	0:41	0:49	1:31
123.7	CP 123	0:40	0:40	0:42	1:11	0:39	0:39	0:47	1:28
125.6	CP 126	0:41	0:41	0:45	1:13	0:38	0:38	0:45	1:25
138.6	CP 138	0:50	0:50	0:55	1:33	0:29	0:29	0:35	1:06
141.5	CP 141	0:51	0:52	0:57	1:39	0:28	0:28	0:33	1:00
142.1	Albany-Rensselaer (P)	0:52	0:52	0:59	1:42	0:27	0:27	0:30	0:57
142.5	CP 144	0:53	0:53	1:01	1:45	0:26	0:26	0:28	0:53
143.0	CP LAB	0:55	0:55	1:02	1:48	0:25	0:25	0:27	0:50
143.5	CP 145	0:57	0:57	1:04	1:51	0:23	0:23	0:25	0:48
145.0	Rock Cut	0:59	0:59	1:07	1:56	0:20	0:20	0:23	0:42
146.7	CP 146	1:01	1:01	1:09	1:58	0:18	0:18	0:20	0:40
149.6	CP 149	1:03	1:03	1:11	2:03	0:16	0:16	0:18	0:36
156.3	CP 156	1:08	1:08	1:17	2:13	0:12	0:12	0:13	0:26
159.8	Schenectady (P)	1:11	1:12	1:21	2:23	0:08	0:07	0:08	0:16
160.2	CP 161	1:12	1:13	1:22	2:24	0:07	0:06	0:07	0:15
169.7	CP 169	1:20	1:20	1:30	2:39	0:00	0:00	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
41	MP 75.8 to CP 169 (exclusive)	Road
64	Hudson (CSX Claverack Industrial Track & Yard)	CSX Top End Yardmaster
64	CP 141 to CP LAB (CSX Industry and Siding Tracks)	CSX Top End Yardmaster
23	Rensselaer Maintenance Facility	Mechanical Dept
64	CP 146 (CSX West Albany Yard)	CSX Top End Yardmaster
21	CP 160	CP Dispatcher

SI 37: SPEEDS-MAXIMUM AND VARIOUS
37-U1. PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS
Train Type A refers to High Speed Trainsets (HST) with tilt system active.
Train Type B refers to (1) HST's with tilt system disabled; and (2) trains consisting exclusively of ACS-64, P40BH, P42BH, P32AC-DM, P32-BWH or SC-44 engines, and Amfleet, Horizon and Capitoliner Control cars, Viewliner II Cars, or US DOT Test Car DOTX 216.
Train Type C refers to passenger trains that do not meet the criteria for types A, B, or D.
Train Type D refers to passenger trains with mail, baggage or express cars in consist, that meet the Train Type D criteria defined in SI 37-S8.
NOTE: Train Type "D" trains must not exceed 60 MPH when operating with inoperative cab signals.

SI 40: ENGINE AND SPECIAL LOAD RESTRICTIONS
40-U1. ENGINE AND EQUIPMENT RESTRICTIONS
The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated.
Notes shown in parentheses in the location column are defined at the end of the table.

Between	1	2	Other
Poughkeepsie & CP 125 (d)	7	7	--
CP 125 & CP 156 (d)	6	6	--
CP LAB & MP 143.1 (LAB Moveable Bridge) (e)	6	6	--
CP 156 & Hoffmans	5	5	5

Notes:
(d) Cars exceeding 286,000 lbs. are prohibited.
(e) Cars exceeding 263,000 lbs. are prohibited.
Equipment Dimension Codes (engines & cars):
5 - Plate E not exceeding 16' 2" in height
6 - Plate F, and TOFC/COFC not exceeding 17' 2" in height
7 - Auto racks not exceeding 19' 0" in height

SI 72: INSPECTION OF MOVING TRAINS
72-U1. TRAIN INSPECTION DETECTORS

MP	Type	Tracks	Notes
83.7	RA HBD-DED	1 & 2	1
99.2	RA HBD-DED	1 & 2	1
121.4	RA HBD-DED	1 & 2	1
163.9	DED	Single	1

Note 1: SI 72-S1 applies.

SINGLE	SINGLE
CSX Mohawk SD	

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: B - Passenger Type B, C - Passenger Type C, D - Passenger Type D, F - All Freight. Where speeds on all main tracks are the same, only one set of speeds will be shown.

AMTK Main Line - HUD (Poughkeepsie to Hoffmans)

Hudson Line Dispatcher. Road Channel AAR 41 (160.725).
Operated under NORAC Rules

NOTES

SI 104: HAND OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS

U1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following switches are equipped with an electric lock. Permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Location	Track	Switch
MP 83.3	2	Staatsburg Team Trk
MP 89.8	1	Rhinecliff Team Track
MP 112.9	1	Hudson Yard South
MP 113.5	2	River Track
MP 114.5	1	Hudson Yard North
MP 159.7	CS	State St Yard

SI 294: SLIDE DETECTOR SIGNAL

U1. SLIDE FENCE PROTECTION

Slide detector apparatus are in service at the mileposts listed below. They are connected with the automatic block signal system to restrict train movement when activated.

Trains operating through these locations that receive a cab signal aspect change to Restricting must operate through the slide detector limits prepared to stop short of an obstruction on the track.

Trains with inoperative cab signals and trains governed by DCS Rules (Rule 406 DCS substitution for ABS) must approach the slide detector prepared to stop short of an obstruction, and must not exceed Restricted Speed through the limits of the slide detector.

These restrictions apply to the head end only.

Slide Detector Fence Mileposts

105.29-105.41
105.68-105.82
106.01-106.08
106.96-107.03
107.44-107.55
119.43-119.56
128.13-128.22
128.91-128-99
129.03-129.15
129.89-130.04

SI 900: DISPATCHER TERRITORY

U1. DISPATCHERS ASSIGNED TERRITORIES

Dispatcher	Territory
Monday through Friday 7:00 AM – 11:00 PM	
Hudson Line	MP 75.8 to CP 138 (exclusive)
Hudson Line North	CP 138 (inclusive) to CP 169 (exclusive)
Monday through Friday 11:00 PM – 7:00 AM	
Hudson Line	MP 75.8 to CP 169 (exclusive)
Saturday 7:00 AM through Monday 7:00 AM	
Hudson Line	MP 75.8 to CP 169 (exclusive)

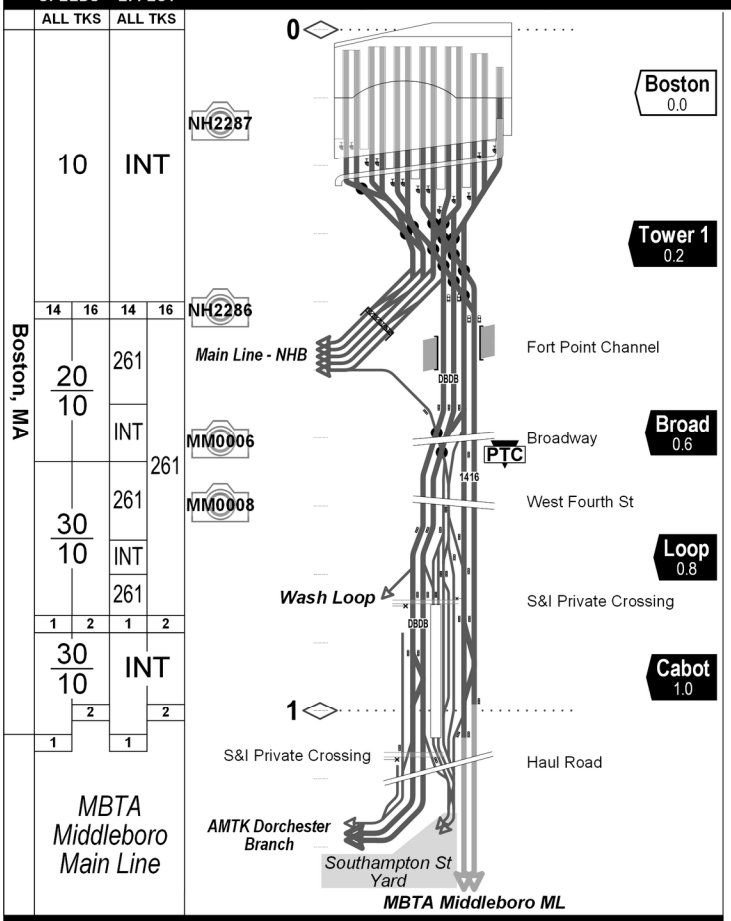
NOTES

L UPD: 20250204

AMTK Middleboro Main Line

Dorchester Dispatcher. Road Channel AAR 54 (160.920).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ WEST ↓	STATION	NOTES



NOTES

Track Identifiers: DB: AMTK Dorchester Branch

Note 1: On Track 16 at MP 0.63, adjacent to the eastbound home signal for Broad on Track 14, an "END PTC" sign is installed governing eastbound moves and a "BEGIN PTC" sign at the same location governs westbound moves.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		WEST PASSENGER	WEST FREIGHT		EAST PASSENGER	EAST FREIGHT
0.0	Boston	▼	0:00	0:00	▲	0:06	0:08
0.3	Tower 1		0:02	0:02		0:04	0:06
0.6	Broad		0:04	0:04		0:02	0:04
0.8	Loop		0:05	0:07		0:01	0:01
1.0	Cabot	▼	0:06	0:08	▲	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
54	Boston to Cabot (inclusive)	Road
41	Cabot	Keolis Old Colony Dispatcher
63	Southampton St Yard	Amtrak Runner
23	Southampton St Yard	Switching
63	MBTA Southampton St Yard S&I Tracks	Yardmaster
42	Southampton St Yard	Mechanical Dept
95	Southampton St Yard	High Speed Rail Ops

SI 20 ENGINE BELL
O1. ENGINE BELL: LOOP TO CABOT
The engine bell must be sounded continuously between Loop and Cabot.

SI 900: DISPATCHER TERRITORY
O1. DISPATCHERS: ASSIGNED TERRITORIES

Dispatcher	Territory
Terminal	Boston (South Station) to Tower 1 (inclusive)
Dorchester	Tower 1 (exclusive) to Cabot (inclusive)
Weekend Modifications From 11:00 PM Fridays through 11:00 PM Sundays:	
Dorchester	Boston (South Station) to Cabot (inclusive)

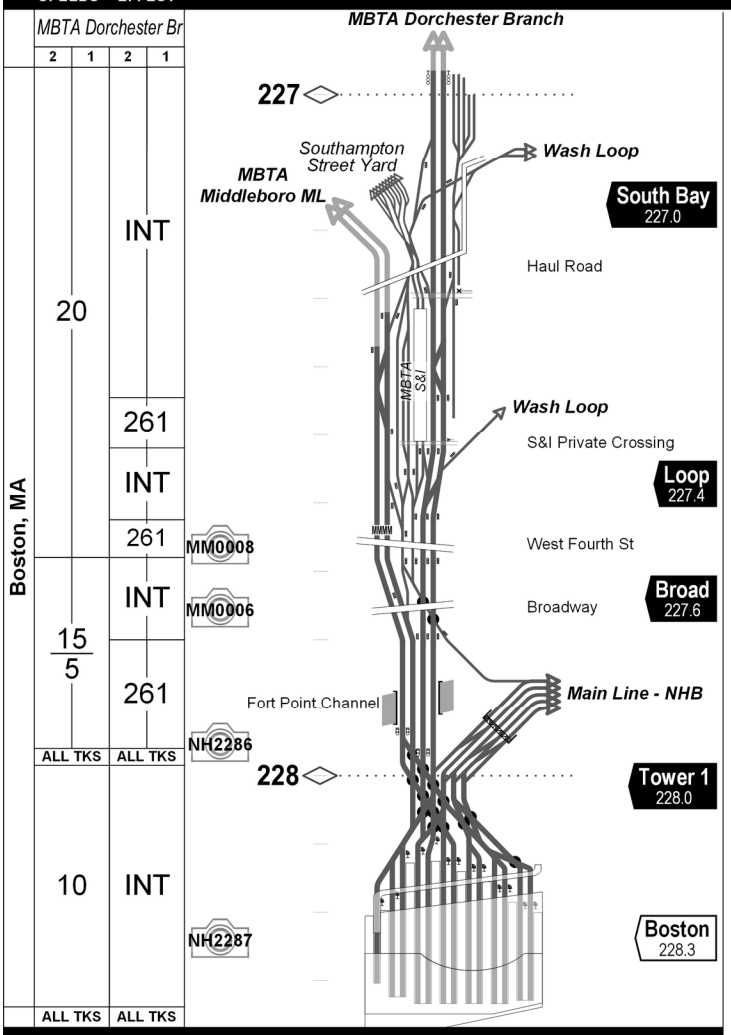
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250204

AMTK Dorchester Branch

Dorchester Dispatcher. Road Channel AAR 54 (160.920).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION	NOTES



NOTES

Note 1: Running track "Amtrak Runner" extends from switch to Southampton St. Yard Lead to the west limits of Loop. The Dorchester Train Dispatcher is in charge of the Amtrak Runner.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		PASSENGER	FREIGHT		PASSENGER	FREIGHT
227.0	South Bay	▼	0:00	0:00	▲	0:07	0:10
227.6	Loop	EAST	0:02	0:02	WEST	0:05	0:08
227.8	Broad		0:03	0:04		0:04	0:06
228.0	Tower 1		0:04	0:08		0:03	0:02
228.3	Boston	▼	0:07	0:10	▲	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
54	Boston to South Bay (inclusive)	Road
92	South Bay	Keolis Branch Line Dispatcher
63	Southampton St Yard	Amtrak Runner
23	Southampton St Yard	Switching
63	MBTA S&I Tracks	Yardmaster
42	Southampton St Yard	Mechanical Dept
95	Southampton St Yard	High Speed Rail Ops

SI 20 ENGINE BELL
D1. SOUTHAMPTON ST. MBTA S&I BUILDING
The engine bell must be rung while approaching and passing over the crossings at the east and west ends of the S&I building.

SI 37: SPEEDS - MAXIMUM AND VARIOUS
D2. MAXIMUM SPEEDS-OTHER TRACKS

Location	Tracks	RSP not Exceeding
Between Loop & South Bay	Wet Loop & Dry Loop	5 MPH
Loop	Amtrak Runner	5 MPH
Southampton St. Yard	All Tracks	5 MPH
Between Broad & Cove	Wye Connector	10 MPH

SI 40: ENGINE AND SPECIAL LOAD RESTRICTIONS
D1. ENGINE AND EQUIPMENT RESTRICTIONS
The numbers shown in the columns to the right of each listed location specify the maximum height of the engines and equipment that may be operated.
Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tk 2	Tk 1	Oth Tks
Tower 1 & Broad, all tracks	4	4	4
Broad & West Limits South Bay	5	5	...
Southampton Street Yard, all tracks	...	...	5
High Speed Rail S&I Building, Trks 6 & 7	...	...	2
Conventional Equipment S&I Building, Tracks 4 & 5 ..... (a)	...	...	3

Note:
(a) Amtrak Non-Powered Control Units 406, 90200-90415 & GP38 H-3 engines 520-527 may operate on tracks 4 & 5.
Equipment Dimension Codes (engines & cars):
2 - Compliant with Clearance Diagram D-05-1355
3 - Plate B not exceeding 15' 1" in height
4 - Plate C not exceeding 15' 6" in height
5 - Plate E not exceeding 16' 2" in height

SI 104 HAND OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS
D2. RADIO CONTROLLED SWITCHES
1. Operation of Radio Controlled Switches:
To operate Radio Controlled Switches by radio-DTMF, the limits of the DTMF area must not be occupied. Limits of the DTMF area are defined by "DTMF Start" signs. Reverse movements are not permitted between DTMF Start Signs; all reverse movements must clear the opposing DTMF Start Sign prior to beginning movement.

SI 116 OPERATING TRAIN FROM OTHER THAN LEADING END
D1. SHOVING OR BACKING MOVEMENTS
Location of Engineer: The engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive when operating on the Dorchester Branch, Middleboro Mainline and within Southampton Street Yard.
The only exception to the requirement to change ends is with Train Dispatcher authorization. The Train Dispatcher may only grant this permission in an emergency, or when changing ends is not practical.
No other exceptions to the leading end requirement as listed in S.I. 116-S1 are allowed.

SI 119 HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
D1. EXCESSIVE DIMENSION CARS
All cars exceeding Plate C are to be considered excessive dimension cars on the DB Line. Train crews handling such cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

SI 138 HIGHWAY CROSSING WARNING
D1. GRADE CROSSINGS WITH AUTOMATIC PROTECTION AND/OR SPECIAL REQUIREMENTS
Grade crossing equipped with automatic warning devices in service at east end of Southampton St. MBTA S&I Building (MP 227.3) on Nos. 1 and 2 tracks Dorchester Branch. This crossing is designated "MBTA S&I East Crossing," and is located within the limits of Loop (see S.I. 138-S2).
138-D2. SOUTHAMPTON ST YARD: ROAD CROSSINGS
Trains operating on yard tracks in Southampton Street Yard must approach all road crossings prepared to stop.

SI 706 RADIO LOCATION AND MONITORING
D1. RADIO CHANNELS
Within Southampton Street Yard, the following radio channels must be used:
Movements on Amtrak Runner: Channel 092-092.
Switching operations: Channel 023-023.
Mechanical Department operations: Channel 035-035.

SI 900: DISPATCHER TERRITORY
D1. DISPATCHERS: ASSIGNED TERRITORIES

Dispatcher	Territory
Terminal	Boston (South Station) to Tower 1 (inclusive)
Dorchester	Tower 1 (exclusive) to South Bay (inclusive)
MBCR Branch Line	South Bay (exclusive) to Transfer (exclusive).
Weekend Modifications From 11:00 PM Fridays through 11:00 PM Sundays:	
Dorchester	Boston (South Station) to South Bay (inclusive)

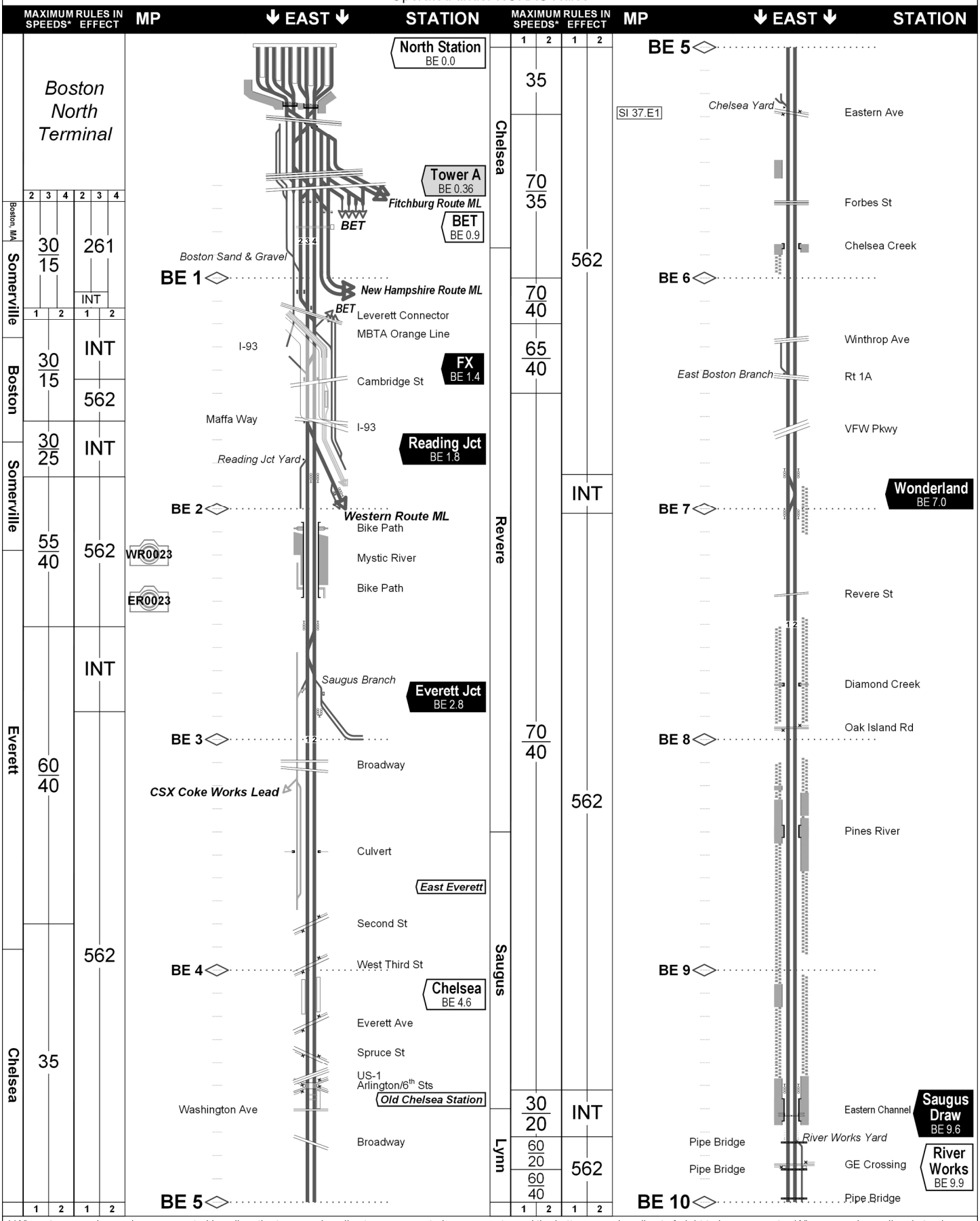
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250207

MBTA Eastern Route Main Line

Keolis Boston East Dispatcher. Road Channel AAR 14 (160.320)

Operated under NORAC Rules



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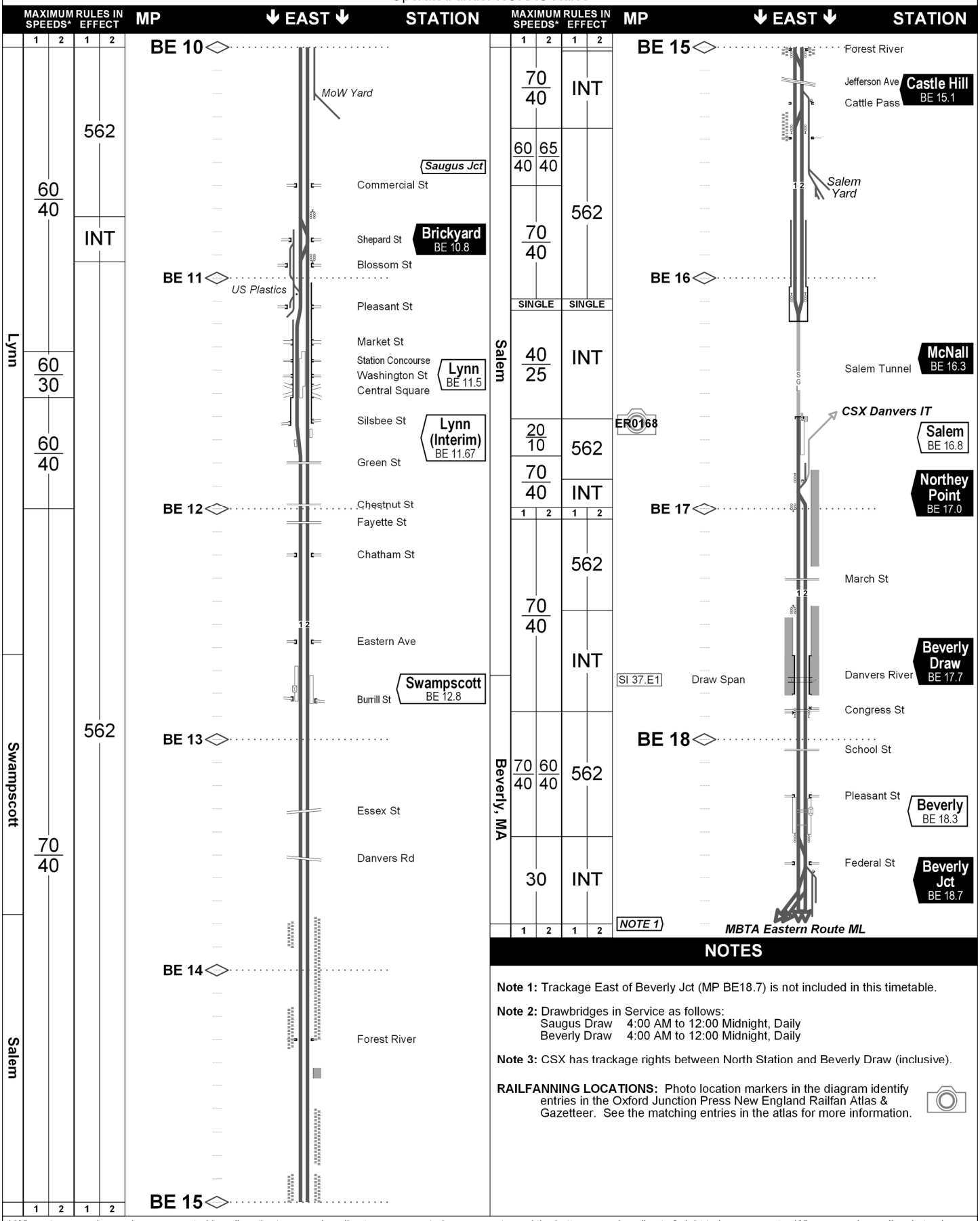
L UPD: 20250207

MBTA Eastern Route Main Line

Keolis Boston East Dispatcher. Road Channel AAR 14 (160.320)

Operated under NORAC Rules



NOTES

Note 1: Trackage East of Beverly Jct (MP BE18.7) is not included in this timetable.

Note 2: Drawbridges in Service as follows:
Saugus Draw 4:00 AM to 12:00 Midnight, Daily
Beverly Draw 4:00 AM to 12:00 Midnight, Daily

Note 3: CSX has trackage rights between North Station and Beverly Draw (inclusive).

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

MBTA Eastern Route Main Line

Keolis Boston East Dispatcher. Road Channel AAR 14 (160.320)
Operated under NORAC Rules

NOTES

ESTIMATED RUNNING TIMES

MP	STATION		EASTBOUND PASSENGER	EASTBOUND FREIGHT	WESTBOUND PASSENGER	WESTBOUND FREIGHT
0.0	North Station	P	0:00	0:00	0:32	0:48
0.8	BET	P	0:06	0:07	0:26	0:41
1.4	FX		0:07	0:10	0:25	0:38
1.8	Reading Jct		0:08	0:12	0:24	0:36
2.8	Everett Jct		0:10	0:13	0:22	0:35
4.1	Chelsea	P	0:12	0:17	0:20	0:31
6.9	Wonderland		0:17	0:23	0:15	0:25
9.6	Saugus Draw		0:19	0:28	0:13	0:20
9.9	River Works	P	0:20	0:29	0:12	0:19
10.8	Brickyard		0:21	0:31	0:10	0:17
11.4	Lynn	P	0:22	0:32	0:09	0:16
12.8	Swampscott	P	0:24	0:35	0:08	0:13
15.2	Castle Hill		0:26	0:40	0:06	0:08
16.3	McNall		0:28	0:42	0:04	0:06
16.7	Salem	P	0:29	0:43	0:03	0:05
17.0	Northey Point		0:30	0:44	0:03	0:04
17.7	Beverly Draw		0:31	0:46	0:02	0:02
18.3	Beverly	P	0:32	0:47	0:01	0:01
18.7	Beverly Jct		0:33	0:48	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
14	Tower A (exclusive) to Newburyport	Road
87	North Station to Tower A (inclusive)	Boston Terminal Dispatcher

SI F REPORTING UNUSUAL OCCURRENCES
E1 TUNNEL/WALL EMERGENCY EXITS - SALEM TUNNEL
In case of emergency, employees or passengers must exit tunnel by the east or west portals.

SI 36: PASSENGER AND FREIGHT TRAIN OPERATION
E1 SAUGUS DRAW BRIDGE: TRAIN HANDLING PROCEDURE
The following procedures apply when operating over the Saugus Draw Bridge
1. Reduce throttle to run 2 or less prior to operating over the entire Saugus Draw structure (movable and fixed spans). Throttle must not be increased until entire train has cleared the entire Saugus Draw structure.
2. Except in cases of emergency, train and engine brakes must be fully released when operating over the entire Saugus Draw structure.
3. Only one train must occupy the Saugus Draw Bridge structure at a time. The following will apply when two scheduled trains approach the Saugus Draw Bridge at the same time:
   a. Between the hours of 12:01 A.M. and 12:01 P.M., the inbound trains have priority over outbound trains.
   b. Between the hours of 12:01 P.M. and 12:01 A.M., the outbound trains have priority over inbound trains.

E2 BEVERLY DRAW BRIDGE: TRAIN HANDLING PROCEDURE
The following procedures apply when operating over the Beverly Draw Bridge
1. Reduce throttle to run 2 or less prior to operating over the entire Beverly Draw structure (entire interlocking limits, movable and fixed spans). Throttle must not be increased until entire train has cleared the entire Beverly Draw structure.
2. Except in cases of emergency or when operating conditions require, train and engine brakes must be fully released when operating over the entire Beverly Draw structure.

SI 37: SPEEDS-MAXIMUM AND VARIOUS
E1 SPEED RESTRICTIONS

Location	MP	Restriction
Eastern Ave	BE 5.28	30 MPH restriction applies until crossing is occupied. After the Head End has cleared the restriction, MAS applies.
Mill Creek UGB	BE 5.88	30 MPH restriction applies to cars in excess of 263,000 lbs while crossing over bridge.
Beverly Draw	BE 17.7	40 MPH restriction applies while crossing draw span.

SI 41: OTHER LOAD AND EQUIPMENT RESTRICTIONS
E1 FREIGHT CAR RESTRICTIONS
Cars exceeding AAR Plate F between Tower A and EL Everett Jct. and cars exceeding AAR Plate E between EL of Everett Jct. and Newburyport must receive special clearance from the Keolis Engineering Department.

E2 CAR CLEARANCES, 286,000 LBS.
Cars with gross weight exceeding 263,000 lbs. but not exceeding 286,000 lbs. are permitted to operate between the following locations: Tower A and BE 10.

SI 138: HIGHWAY CROSSING WARNINGS
E1 QUIET ZONES (QZ)
Engine whistle or horn signal 19(b) must not be sounded at any crossing listed. Engine horn may be sounded in case of emergency.

Crossing	Mileage	City/Town
West Third St	BE 3.97	Chelsea
Everett Ave	BE 4.23	Chelsea
Spruce St	BE 4.37	Chelsea
Arlington & Sixth Sts	BE 4.50	Chelsea
Eastern Ave	BE 5.28	Chelsea
Oak Island	BE 7.95	Revere
General Electric (Pvt)	BE 9.85	Lynn
Congress St	BE 17.87	Beverly

NOTES

SI 241: PASSING A STOP SIGNAL
E1 STOP SIGNALS
In the application of Rule 241, when a Stop signal is displayed at the following locations, the authority to pass the Stop signal must be obtained through the employee listed below:

Location	Authority Obtained From
Saugus Draw	Train Dispatcher
Beverly Draw	Train Dispatcher

E2. MCNALL INTERLOCKING
In the application of NORAC Rule 241, when the signal is incapable of being displayed westbound at McNall and switch position cannot be determined, the Dispatcher may authorize a train to operate passed the stop signal. This authority must be given in the following manner:
"No. _____ Eng._____ pass stop signal on the Single Track at McNall, proceed West into the interlocking and must stop short of the facing point switch.
Once stopped, crews will be governed by the dispatcher's instructions. After the position of the switch has been confirmed trains may continue in accordance with NORAC Rule 613.

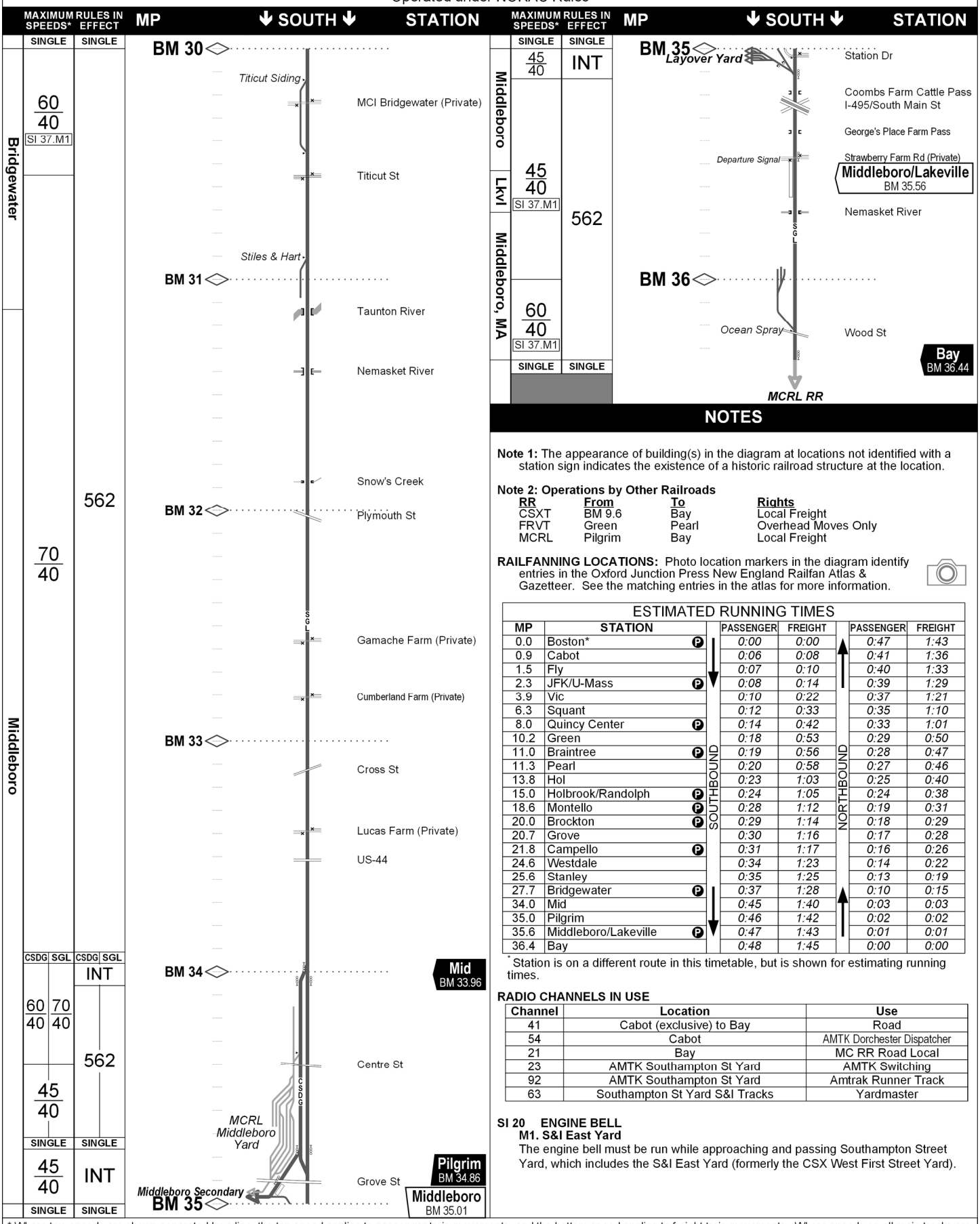
SI 500: OCCUPYING OR FOULING ABS TERRITORY
E1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS
The following hand operated switches are equipped with an electric lock.

Location	Track	Switch
BE 1.8	1	MBTA Siding
BE 5.3	1	Chelsea Yard
BE 6.5	1	East Boston Branch
BE 9.7	2	Bennett St. Yard
BE 11.1	1	US Plastics

L UPD: 20250218

MBTA Middleboro Main Line

Keolis Old Colony Dispatcher. Road Channel AAR 41 (160.725).
Operated under NORAC Rules



NOTES

Note 1: The appearance of building(s) in the diagram at locations not identified with a station sign indicates the existence of a historic railroad structure at the location.

Note 2: Operations by Other Railroads

RR	From	To	Rights
CSXT	BM 9.6	Bay	Local Freight
FRVT	Green	Pearl	Overhead Moves Only
MCRL	Pilgrim	Bay	Local Freight

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		SOUTHBOUND PASSENGER	SOUTHBOUND FREIGHT	NORTHBOUND PASSENGER	NORTHBOUND FREIGHT
0.0	Boston*	P	0:00	0:00	0:47	1:43
0.9	Cabot		0:06	0:08	0:41	1:36
1.5	Fly		0:07	0:10	0:40	1:33
2.3	JFK/U-Mass	P	0:08	0:14	0:39	1:29
3.9	Vic		0:10	0:22	0:37	1:21
6.3	Squant		0:12	0:33	0:35	1:10
8.0	Quincy Center	P	0:14	0:42	0:33	1:01
10.2	Green		0:18	0:53	0:29	0:50
11.0	Braintree	P	0:19	0:56	0:28	0:47
11.3	Pearl		0:20	0:58	0:27	0:46
13.8	Hol		0:23	1:03	0:25	0:40
15.0	Holbrook/Randolph	P	0:24	1:05	0:24	0:38
18.6	Montello	P	0:28	1:12	0:19	0:31
20.0	Brockton	P	0:29	1:14	0:18	0:29
20.7	Grove		0:30	1:16	0:17	0:28
21.8	Campello	P	0:31	1:17	0:16	0:26
24.6	Westdale		0:34	1:23	0:14	0:22
25.6	Stanley		0:35	1:25	0:13	0:19
27.7	Bridgewater	P	0:37	1:28	0:10	0:15
34.0	Mid		0:45	1:40	0:03	0:03
35.0	Pilgrim		0:46	1:42	0:02	0:02
35.6	Middleboro/Lakeville	P	0:47	1:43	0:01	0:01
36.4	Bay		0:48	1:45	0:00	0:00

* Station is on a different route in this timetable, but is shown for estimating running times.

RADIO CHANNELS IN USE

Channel	Location	Use
41	Cabot (exclusive) to Bay	Road
54	Cabot	AMTK Dorchester Dispatcher
21	Bay	MC RR Road Local
23	AMTK Southampton St Yard	AMTK Switching
92	AMTK Southampton St Yard	Amtrak Runner Track
63	Southampton St Yard S&I Tracks	Yardmaster

SI 20 ENGINE BELL

M1. S&I East Yard

The engine bell must be run while approaching and passing Southampton Street Yard, which includes the S&I East Yard (formerly the CSX West First Street Yard).

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

MBTA Middleboro Main Line

Keolis Old Colony Dispatcher. Road Channel AAR 41 (160.725).
Operated under NORAC Rules

NOTES

SI 35 FREIGHT TRAIN OPERATION

M1. Freight Train Restriction
Freight trains operating between Pearl and Pilgrim consisting of more than 50 cars must not exceed 15 MPH.

SI 37 SPEEDS-MAXIMUM AND VARIOUS

M1. MAXIMUM SPEEDS
Between Pearl and Plain St. (BM 11.96):
40 MPH restriction for passenger trains applies to head end of southbound moves only. Northbound moves may operate at MAS.
30 MPH restriction for freight trains applies to head end of southbound moves only. Northbound moves may operate at MAS.
Between Plymouth St (BM 27.27) & Laurel St (BM 28.12)
30 MPH restriction applies to head end only.
Between MCI North (BM 29.9) & Titicut St. (BM 30.55):
60 MPH restriction for passenger trains applies to head end of southbound moves only. Northbound moves may operate at MAS.
Between Bay and South Limit Pilgrim:
40 MPH restriction for passenger trains applies to northbound moves only. Southbound moves may operate at MAS.

M3. MAXIMUM SPEEDS-OTHER TRACKS

Location	Track	Restricted Speed Not Exceeding
Neponset Ind Trk	All	10 MPH
Braintree Yard	All	10 MPH
Middleboro Yard	All	10 MPH
Middleboro Layover	All	10 MPH

SI 41 OTHER LOAD & EQUIPMENT RESTRICTIONS

M1. CARS WEIGHING IN EXCESS OF 220,000 POUNDS
Cars weighing in excess of 220,000 pounds are prohibited between 1000 feet south of Fly and Bay.

M2. FREIGHT CAR RESTRICTIONS, AAR PLATE E
Cars Exceeding AAR Plate E must receive Special Clearance from Keolis Engineering department to operate on ALL Tracks between Fly and Bay.

M3. FREIGHT CAR RESTRICTIONS, AAR PLATE F
Cars Exceeding AAR Plate F must receive Special Clearance from Keolis Engineering department to operate on ALL Tracks between Cabot and Fly.

SI 98 MOVEMENT ON A TRACK NOT GOVERNED BY ABS, DCS OR INTERLOCKING RULES

M1. TRACK OWNERSHIP
The limits of the north and south Wye tracks are as follows: MBTA territory begins at a point approximately 114 feet east of the CP Cape switch and the north and south interlocking limits of Pilgrim. There is a sign erected adjacent to the south Wye when traveling from Pilgrim toward the Cape switch that reads “Entering CSX Territory” and when traveling toward Pilgrim from the Cape switch that reads “Entering MBTA Territory.”

SI 121 INTERVENING TRACKS AT STATION PLATFORMS

M1. PROTECTION OF PASSENGERS AT MONTELLO PASSENGER STATION
Trains approaching and/or stopping at Montello passenger station must apply Keolis Special Instruction 121-S1. Train crews must apply this Special Instruction when boarding or discharging passengers or approaching Montello station when another train is boarding or discharging passengers.

SI 138 HIGHWAY CROSSING WARNINGS

M1. QUIET ZONES (QZ)
Engine whistle or horn signal 19(b) must not be sounded at any crossing listed. Engine horn may be sounded in case of emergency.

Crossing	Mileage	City/Town
Pedestrian (Private)	BM 10.88	Braintree
Armstrong Cork Co. (Private)	BM 11.83	Braintree
Pedestrian (Private)	BM 15.02	Holbrook
Pedestrian (Private)	BM 18.60	Brockton
Pedestrian (Private)	BM 20.12	Brockton
MCI Crossing North (Private)	BM 29.90	Bridgewater
MCI Crossing South (Private)	BM 30.30	Bridgewater
Poticus (Private)	BM 31.37	Middleboro
Gamache Crossing (Private)	BM 32.57	Middleboro
Cumberland Farms (Private)	BM 32.83	Middleboro
Lucas Farm (Private)	BM 33.38	Middleboro
Station Drive	BM 35.03	Middleboro
Strawberry Farm Rd. (Private)	BM 35.47	Middleboro

SI 277 SIGNAL ASPECTS AND INDICATIONS

M1. HOLD POINTS
Southward trains making station stop at Holbrook/Randolph must stop north of “CC” sign (BM 15.09) and occupy pedestrian crossing at BM 15.02.

M2. FREIGHT TRAIN SIGNAL INDICATIONS
Freight trains operating between Pearl and Pilgrim on a signal indication less favorable than Approach Medium must not exceed 15 MPH.

NOTES

SI 500 OCCUPYING OR FOULING ABS TERRITORY

M1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS
The following switches are equipped with an electric lock:

Location	Track	Switch
BM 1.20	No. 2	Track to South Boston Lead
BM 9.65	Single	West Quincy Industrial Track
BM 10.52	Single	North end Braintree Yard
BM 11.09	CSDG	South end Braintree Yard
BM 12.21	Single	Grants
BM 13.01	Single	Randolph Industrial Track
BM 15.13	Single	Garveys
BM 16.54	Single	Brooks Lumber
BM 18.00	Single	Champion City Recovery
BM 19.30	Single	BFI
BM 19.53	Single	North end Brockton M&W Siding
BM 19.92	Single	South end Brockton M&W Siding
BM 21.74	Single	Trojan Recycling
BM 22.17	Single	Bay State Gas
BM 22.26	Single	EGI Warehouse
BM 26.97	Single	Bridgewater M&W Track
BM 30.13	Single	North end Titicut Siding
BM 30.34	Single	South end Titicut Siding
BM 30.90	Single	Styles and Hart
BM 34.34	CSDG	Middleboro Yard
BM 36.40	Single	Ocean Spray.

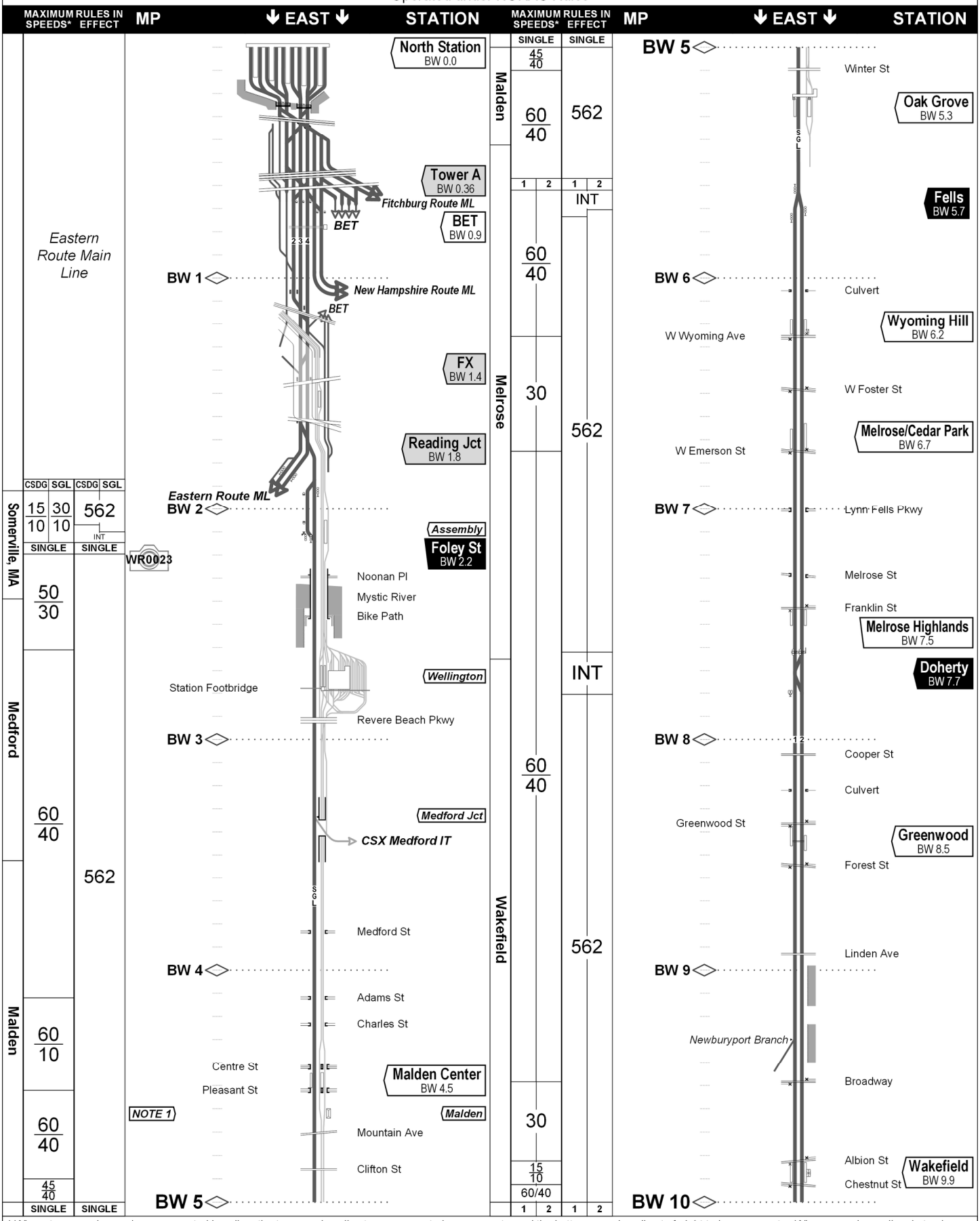
M2. OCCUPYING OR FOULING A BLOCK: BAY
Trains must not pass “Begin Automatic Block” sign at Bay without permission of the Train Dispatcher.

L UPD: 20250208

MBTA Western Route Main Line

Keolis Boston Valley Dispatcher. Road Channel AAR 14 (160.320)

Operated under NORAC Rules



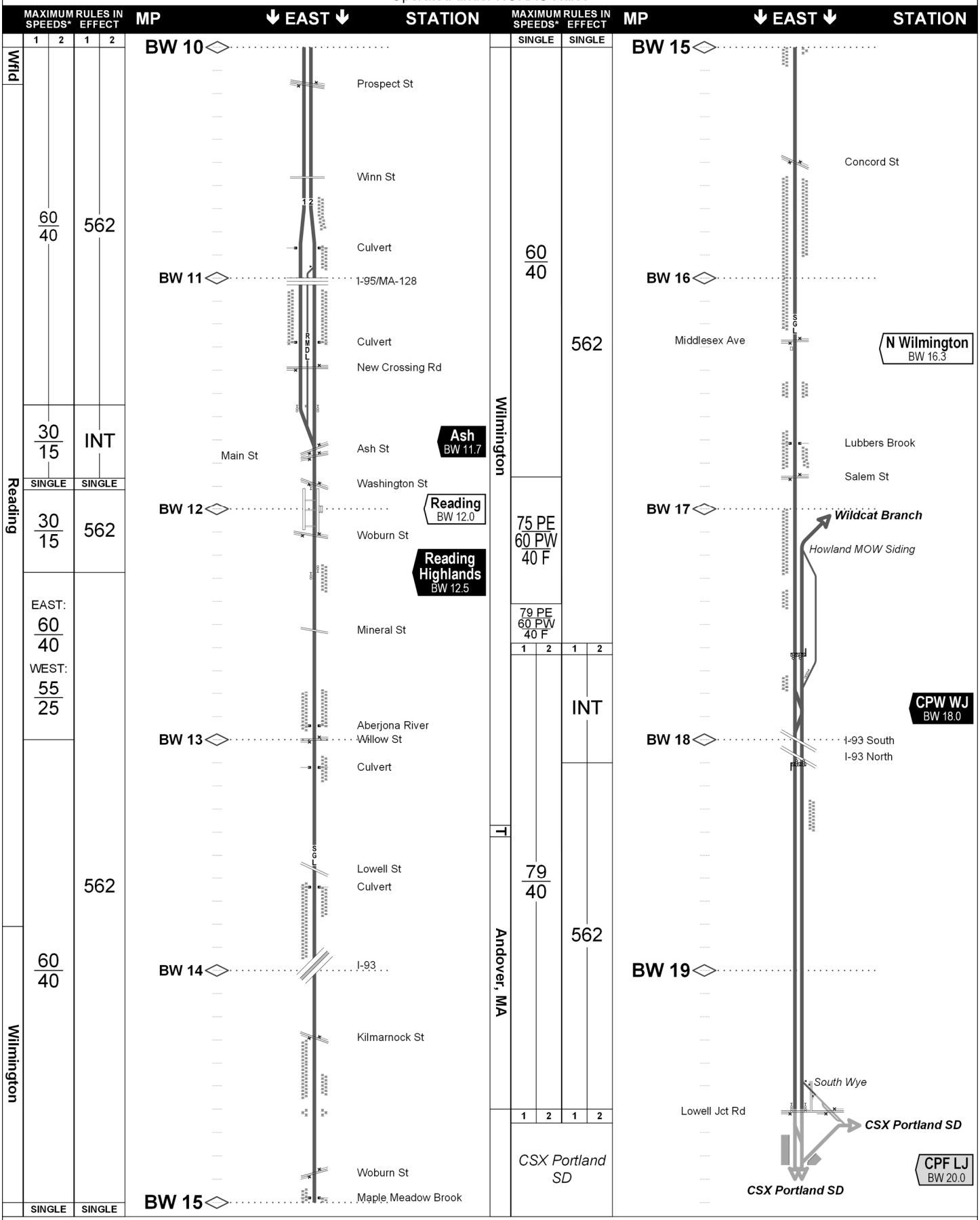
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250208

MBTA Western Route Main Line

Keolis Boston Valley Dispatcher. Road Channel AAR 14 (160.320)

Operated under NORAC Rules



Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains or directions of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class or direction: PE - Eastbound Passenger, PW - Westbound Passenger, F - Freight. Where speeds on all main tracks are the same, only one set of speeds will be shown.

MBTA Western Route Main Line

Keolis Boston Valley Dispatcher. Road Channel AAR 14 (160.320)
Operated under NORAC Rules

NOTES

Note 1: The appearance of building(s) in the diagram at locations not identified with a station sign indicates the existence of a historic railroad structure.

Note 3: CSX has trackage rights between North Station and CPF LJ.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		EASTBOUND PASSENGER	EASTBOUND FREIGHT	WESTBOUND PASSENGER	WESTBOUND FREIGHT
0.0	North Station	P	0:00	0:00	0:36	0:56
0.8	BET	P	0:06	0:06	0:30	0:50
1.4	FX		0:07	0:08	0:29	0:48
1.8	Reading Jct		0:08	0:10	0:28	0:46
4.5	Malden Center	P	0:12	0:19	0:24	0:37
5.3	Oak Grove	P	0:13	0:22	0:23	0:34
6.2	Wyoming Hill	P	0:14	0:23	0:22	0:33
6.7	Melrose/Cedar Park	P	0:16	0:24	0:20	0:32
7.5	Melrose Highlands	P	0:17	0:26	0:19	0:30
8.4	Greenwood	P	0:18	0:28	0:18	0:28
9.9	Wakefield	P	0:20	0:31	0:14	0:25
11.7	Ash		0:24	0:37	0:12	0:19
12.0	Reading	P	0:25	0:38	0:11	0:18
16.3	North Wilmington	P	0:31	0:48	0:05	0:07
17.8	CPW WJ		0:32	0:50	0:02	0:04
19.8	CPF LJ		0:35	0:55	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
14	Tower A (exclusive) to CPF LJ (exclusive)	Road
87	North Station to Tower A (inclusive)	Boston Terminal Dispatcher
94	CPF LJ	CSX Road
70	CPF LJ	CSX Head End

Abbreviations Used:
RMDL - Reading Middle

SI 36 PASSENGER AND FREIGHT TRAIN OPERATION
W1. READING STATION; DTMF REQUIREMENT FOR ASH INTERLOCKING FOR TRAINS TURNING AT READING
Westward trains making a station stop at Reading Station, must key in a DTMF code on their radio to activate Washington St, Main St and Ash St grade crossing warning devices and enable a permissive signal indication at Ash Interlocking. If warning devices do not activate and signal does not change to a permissive indication, the engineer must contact the dispatcher for further instructions.

SI 37 SPEEDS-MAXIMUM AND VARIOUS
W3. HARMONIC ROCKING
If, for any reason, a freight train cannot maintain a speed of over 20 MPH between Fells and Ash (Tracks 1 and 2), immediate action must be taken to reduce the speed to not exceed 10 MPH. The train should be stopped if necessary. This does not apply on ascending grades.
A train with an over dimension load must come to a full stop as soon as possible when meeting or passing another train. The stop must be made as soon as practicable consistent with safety. The train must remain stopped until the passing movement is completed.

SI 41 OTHER LOAD & EQUIPMENT RESTRICTIONS
W1. FREIGHT CAR RESTRICTIONS, AAR PLATE E
Cars exceeding AAR Plate E must receive special clearance from the Keolis engineering department to operate between Reading Junction and Fells.

W2. FREIGHT CAR RESTRICTIONS, AAR PLATE F
Cars exceeding AAR Plate F must receive Special Clearance from the Keolis Engineering department to operate between Fells and CPF-LJ.

W3. CAR CLEARANCES, 286,000 LBS.
Cars with gross weight exceeding 263,000 lbs. but not exceeding 286,000 lbs. are permitted to operate between the following locations: WL CPW-WJ and CPF-LJ

NOTES

SI 138 HIGHWAY CROSSING WARNINGS
W1 QUIET ZONES (QZ)
Engine whistle or horn signal 19(b) must not be sounded at any crossing listed. Engine horn may be sounded in case of emergency.

Crossing	Mileage	City/Town
West Wyoming Ave.	BW 6.2	Melrose
West Foster St.	BW 6.3	Melrose
West Emerson St.	BW 6.7	Melrose
Franklin St.	BW 7.5	Melrose
Greenwood St.	BW 8.4	Wakefield
Forest St.	BW 8.5	Wakefield
Broadway Ave.	BW 9.4	Wakefield
Albion St.	BW 9.8	Wakefield
Chestnut St.	BW 9.9	Wakefield
Prospect St.	BW 10.1	Reading
New Crossing Road	BW 11.4	Reading
Ash St.	BW 11.7	Reading
Main St.	BW 11.8	Reading
Washington St.	BW 11.9	Reading
Station Crosswalk	BW 12.0	Reading
Woburn St.	BW 12.1	Reading
Willow St.	BW 13.0	Reading
Kilmarnock Rd.	BW 14.3	Wilmington
Woburn St.	BW 14.9	Wilmington
Concord St.	BW 15.5	Wilmington
Middlesex Ave.	BW 16.3	Wilmington
Salem St.	BW 16.9	Wilmington

W2 WAKEFIELD STATION
Inbound trains making a station stop at Wakefield must fully occupy Albion St. and clear Chestnut St. Outbound trains making a station stop at Wakefield must fully occupy Chestnut St. and clear Albion St.

W3 NORTH WILMINGTON
Outbound trains making station stops at North Wilmington must clear Middlesex Ave.

W4 MELROSE/CEDAR PARK
To prevent early activation of the automatic warning devices at West Wyoming Ave., inbound trains making a station stop at Melrose/Cedar Park must stop prior to the 5-car marker, just east of the insulated joints.

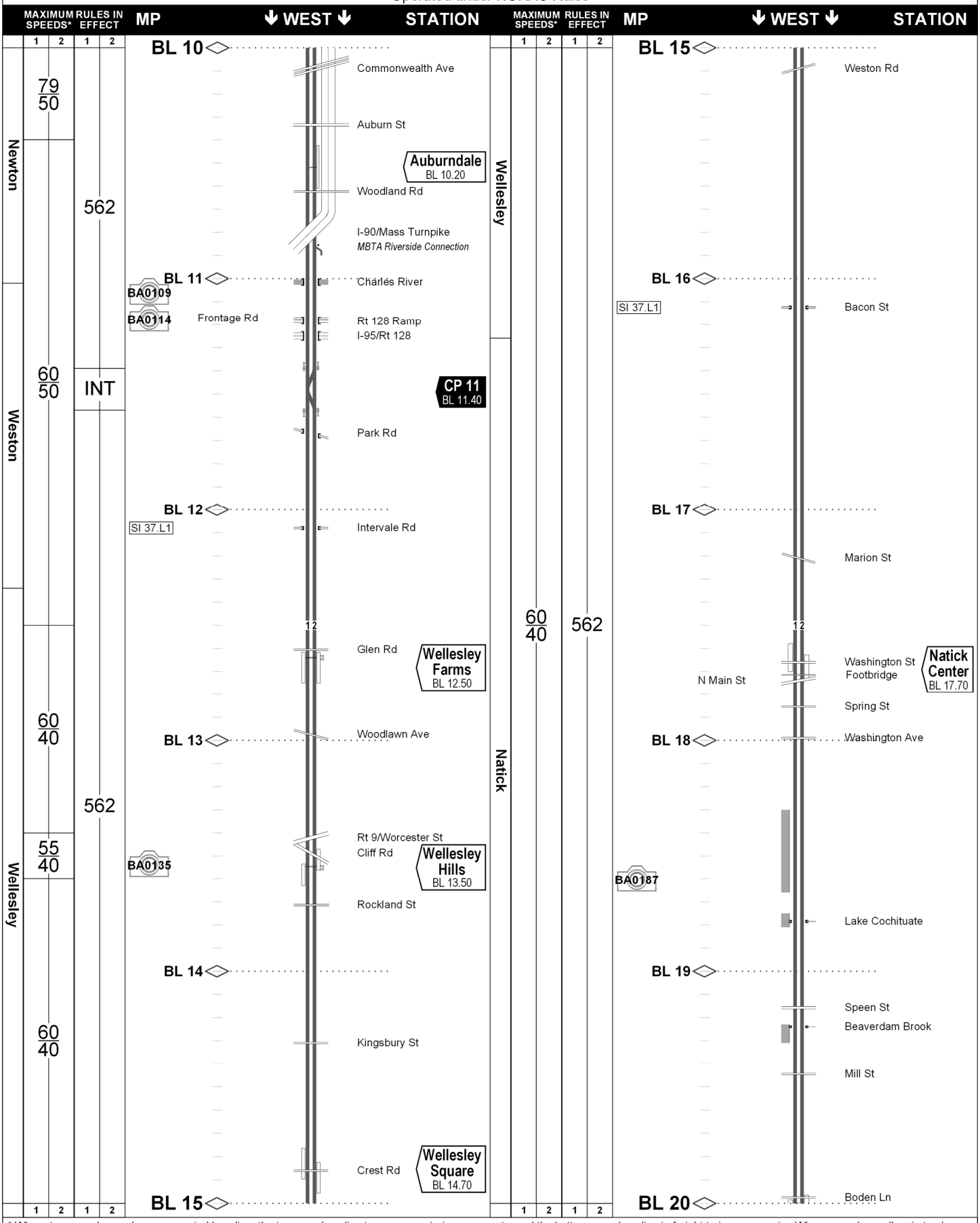
SI 500 OCCUPYING OR FOULING ABS TERRITORY
W1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS
The following hand-operated switches are equipped with an electric lock.

Location	Track	Switch
BW 3.36	Single	Medford Branch
BW 9.30	1	Newburyport Branch
BW 10.90	2	Reading Middle Track
BW 19.51	2	West Leg of the Wye

L UPD: 20250209

MBTA Worcester Main Line

Keolis Worcester Main Line Dispatcher. Road Channel AAR 20 (160.410).
Operated under NORAC Rules

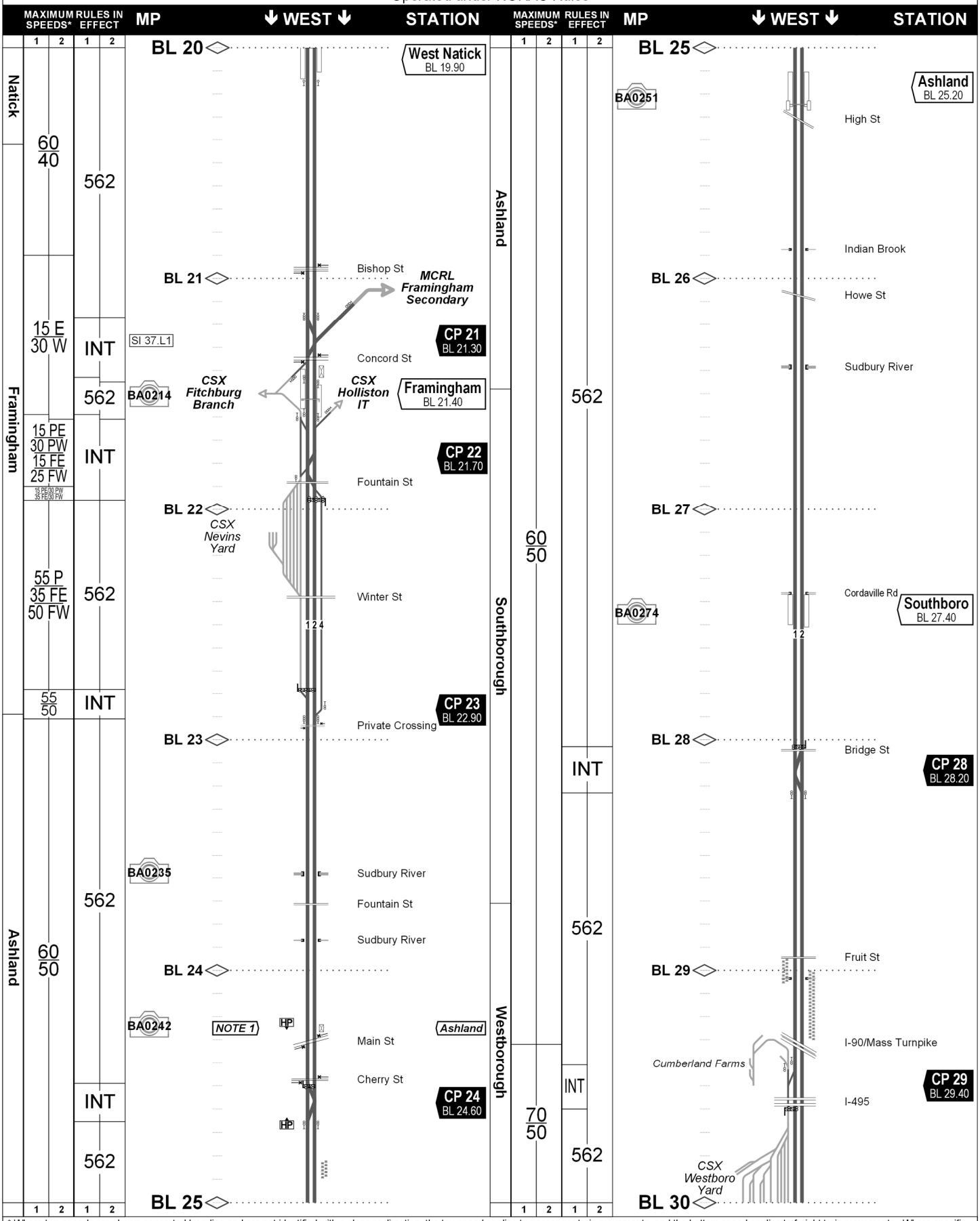


* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250209

MBTA Worcester Main Line

Keolis Worcester Main Line Dispatcher. Road Channel AAR 20 (160.410).
Operated under NORAC Rules

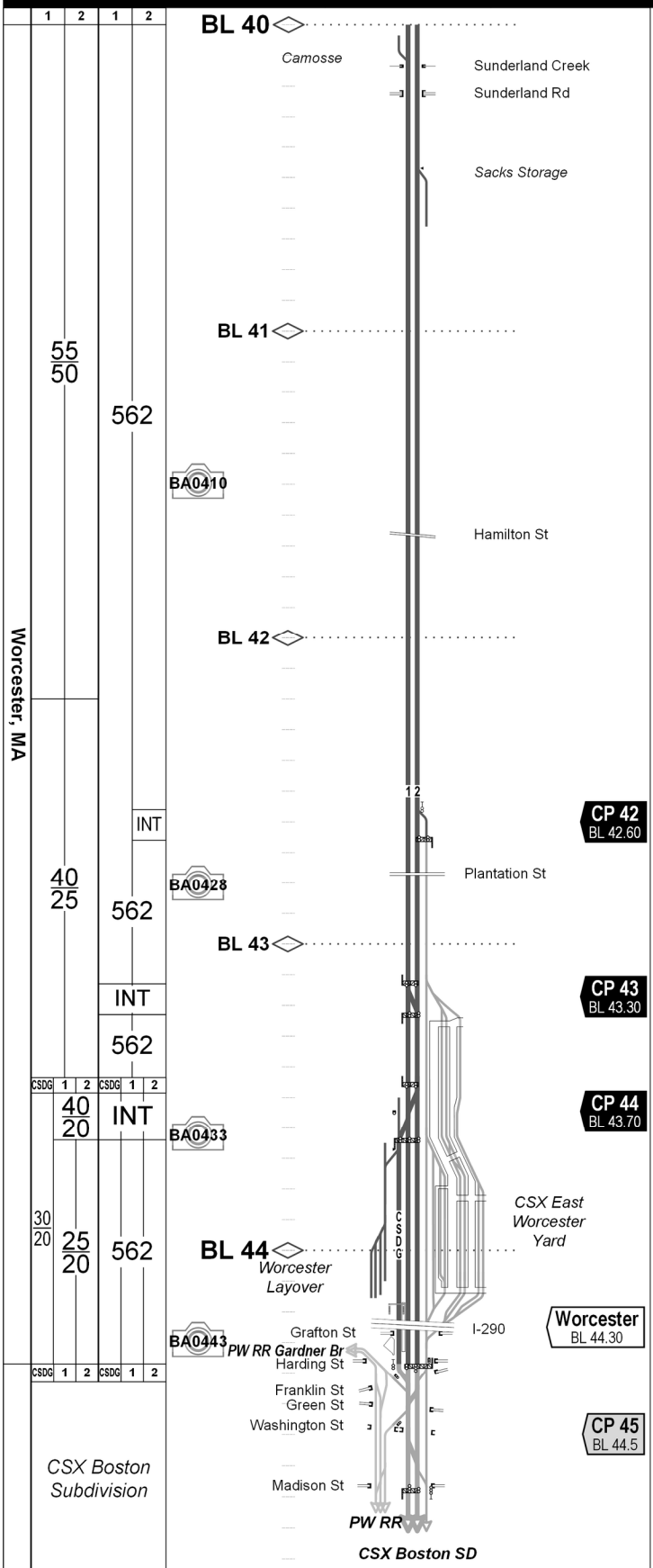


* Where two speeds are shown separated by a line and are not identified with a class or direction, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains or directions of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class or direction: E - Eastbound, W – Westbound, P – Passenger, F - Freight. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250209

MBTA Worcester Main Line

Keolis Worcester Main Line Dispatcher. Road Channel AAR 20 (160.410).
Operated under NORAC Rules



Note 1: The appearance of station building(s) in the diagram at locations not identified with a station sign does not indicate the existence of passenger service, but only the existence of a historic station building at the location.

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		WESTBOUND PASSENGER	WESTBOUND FREIGHT	EASTBOUND PASSENGER	EASTBOUND FREIGHT
0.0	Boston South Station	P	0:00	0:00	1:11	1:30
0.3	Tower 1		0:02	0:02	1:09	1:28
0.8	Cove		0:05	0:06	1:06	1:24
1.3	Back Bay	P	0:06	0:07	1:05	1:23
2.6	Lansdowne	P	0:10	0:10	1:01	1:20
3.2	CP 3		0:11	0:11	1:00	1:19
4.7	Boston Landing	P	0:12	0:14	0:59	1:16
5.8	CP 6		0:13	0:16	0:58	1:14
8.2	Newtonville	P	0:17	0:20	0:54	1:10
9.5	West Newton	P	0:18	0:22	0:53	1:08
10.5	Auburndale	P	0:19	0:24	0:52	1:06
11.5	CP 11		0:20	0:25	0:51	1:05
12.7	Wellesley Farms	P	0:22	0:28	0:49	1:02
13.6	Wellesley Hills	P	0:23	0:29	0:48	1:01
14.9	Wellesley Square	P	0:24	0:31	0:47	0:59
17.7	Natick Center		0:29	0:37	0:43	0:53
20.0	West Natick	P	0:31	0:42	0:40	0:48
21.3	CP 21		0:33	0:44	0:36	0:44
21.5	Framingham	P	0:34	0:45	0:35	0:43
21.8	CP 22		0:35	0:46	0:34	0:42
22.9	CP 23		0:37	0:48	0:31	0:40
24.6	CP 24		0:38	0:50	0:29	0:36
25.2	Ashland	P	0:40	0:52	0:28	0:35
27.4	Southboro	P	0:42	0:55	0:25	0:32
28.1	CP 28		0:43	0:56	0:24	0:31
29.5	CP 29		0:46	0:59	0:23	0:29
30.5	CP 30		0:47	1:00	0:22	0:28
33.4	CP 33		0:50	1:05	0:18	0:23
33.9	Westboro	P	0:51	1:06	0:17	0:22
36.4	Grafton	P	0:54	1:10	0:15	0:18
38.9	CP 39		0:58	1:13	0:11	0:14
42.6	CP 42		1:02	1:19	0:06	0:07
43.2	CP 43		1:04	1:22	0:05	0:06
43.5	CP 44		1:05	1:23	0:04	0:05
44.3	Worcester	P	1:06	1:25	0:01	0:01
44.6	CP 45		1:07	1:26	0:00	0:00

SI 22: ENGINE LIGHTS
L1. HEADLIGHT DIMMED
Between Cove and BL 10.8 (Turnpike Bridge), the headlight on all trains must be dimmed by day and night, except when visibility is poor.

SI 36: PASSENGER AND FREIGHT TRAIN OPERATION
L1. FRAMINGHAM STATION: DTMF
Eastward trains stopped and ready to proceed at Framingham Station must enter a DTMF code on their radio to activate Concord Street grade crossing warning devices and enable a permissive signal indication at CP 21. After the Dispatcher requests an eastbound signal at CP 21, it will remain at stop until radio is activated and the grade crossing gates are in the horizontal position.

SI 37: PASSENGER AND FREIGHT TRAIN MAXIMUM SPEEDS
L1. SPEED RESTRICTIONS
A. 10 MPH speed restriction for Freight trains applies while passing over the Intervale Rd undergrade bridge (BL 12.02).
B. 20 MPH speed restriction for Freight trains applies while passing over the Bacon St undergrade bridge (BL 16.07).
C. Eastbound (EB) speed restriction for Passenger trains from EAS CP 22 to BL 20.9, Bishop St applies to Head End of train only. After the Head End has cleared the restriction, MAS applies.
D. 15 MPH speed restriction for Passenger trains and 10 MPH speed restriction for Freight trains applies while diverting to/from the Framingham Secondary at CP 21.

L2. MAXIMUM SPEED – OTHER TRACKS

Location	Track	Restricted Speed Not Exceeding
Framingham	Fourth Iron	10 MPH
Worcester	Layover Facility	10 MPH

SI 40 ENGINE AND SPECIAL LOAD RESTRICTIONS
L1. CP 22
Six (6) axle Locomotives are prohibited from operating south at CP 22 in the direction of the Holliston Industrial track.

SI 41 OTHER LOAD & EQUIPMENT RESTRICTIONS
L1. FREIGHT CAR RESTRICTIONS, AAR PLATE C
Cars Exceeding AAR Plate C must receive Special Clearance from Keolis Engineering department to operate on all tracks between Cove and CP 21.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

MBTA Worcester Main Line

Keolis Worcester Main Line Dispatcher. Road Channel AAR 20 (160.410).
Operated under NORAC Rules

NOTES

L2. FREIGHT CAR RESTRICTIONS, AAR PLATE F
Cars Exceeding AAR Plate F must receive Special Clearance from Keolis Engineering department to operate on the No. 1 and No 2. Tracks between CP 21 and CP 45.

L3. FREIGHT CAR RESTRICTION
All Freight movements are prohibited from operating on the Controlled Siding between CP 44 and CP 45.

L4. CAR CLEARANCES, 286,000 LBS.
Cars with the gross weight exceeding 263,00 lbs. but not exceeding 286,000 lbs. are permitted to operate between the following locations: No. 1 and No. 2 Track between CP-21(inclusive) and CP-45

SI 72: INSPECTION OF MOVING TRAINS
L1. DEFECT DETECTORS
- BL 37.4 – HBD For Movements East and West
  Special Instruction 72-S4 applies

SI 500: OCCUPYING OR FOULING ABS TERRITORY
L1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS
The following hand-operated switches are equipped with an electric lock:

MP	Track	Switch
BL 3.30	1	Beacon Park Yard
BL 4.75	1	Beacon Park Yard
BL 10.80	2	Riverside
BL 37.60	2	Grafton and Upton
BL 38.50	2	Wyman Gordan
BL 40.50	2	Sacks
BL 43.90	CSDG	Worcester Layover Facility

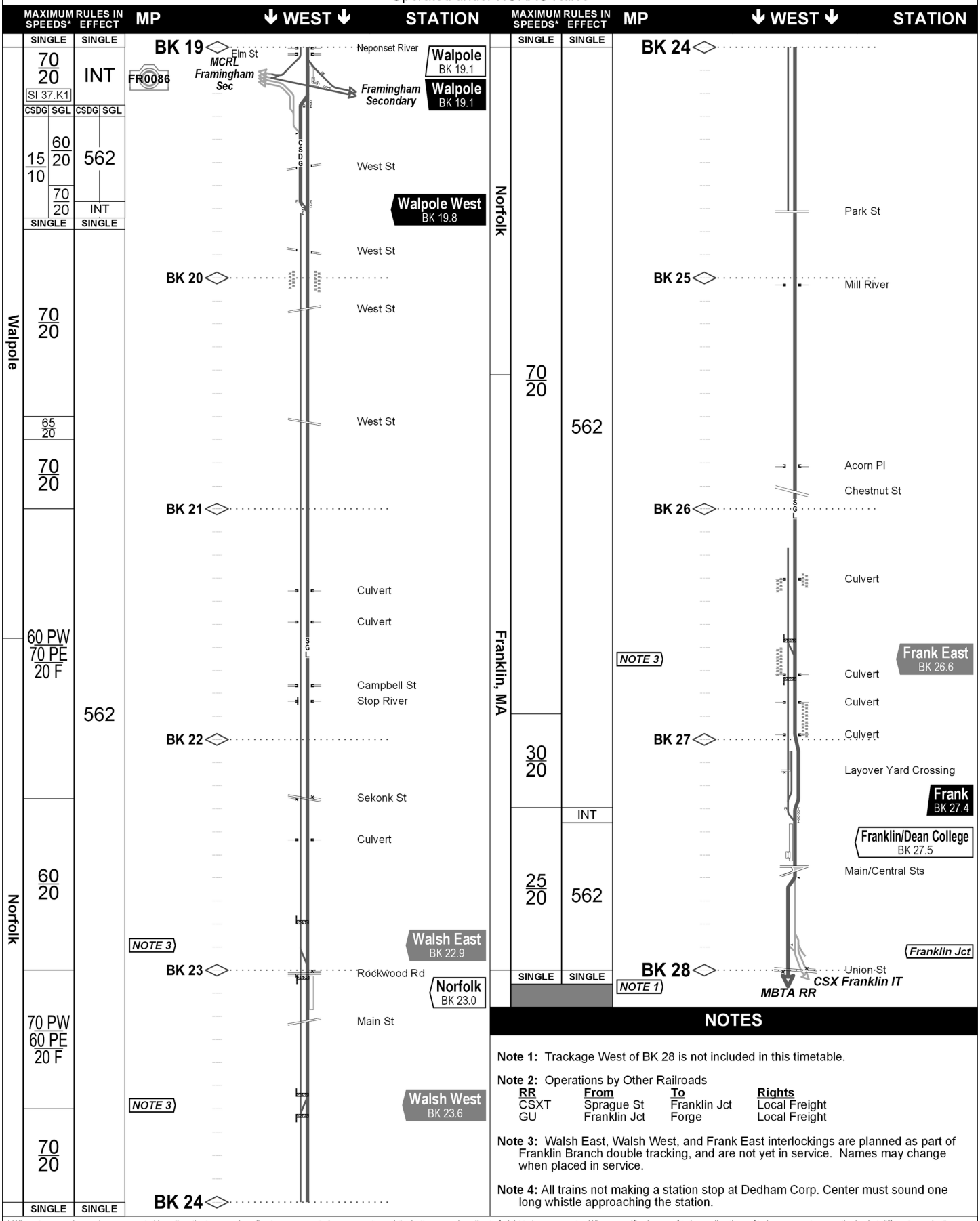
NOTES

L UPD: 20250209

MBTA Franklin Branch

Keolis Branch Line Dispatcher. Road Channel AAR 98 (161.490)

Operated under NORAC Rules



NOTES

Note 1: Trackage West of BK 28 is not included in this timetable.

Note 2: Operations by Other Railroads

RR	From	To	Rights
CSXT	Sprague St	Franklin Jct	Local Freight
GU	Franklin Jct	Forge	Local Freight

Note 3: Walsh East, Walsh West, and Frank East interlockings are planned as part of Franklin Branch double tracking, and are not yet in service. Names may change when placed in service.

Note 4: All trains not making a station stop at Dedham Corp. Center must sound one long whistle approaching the station.

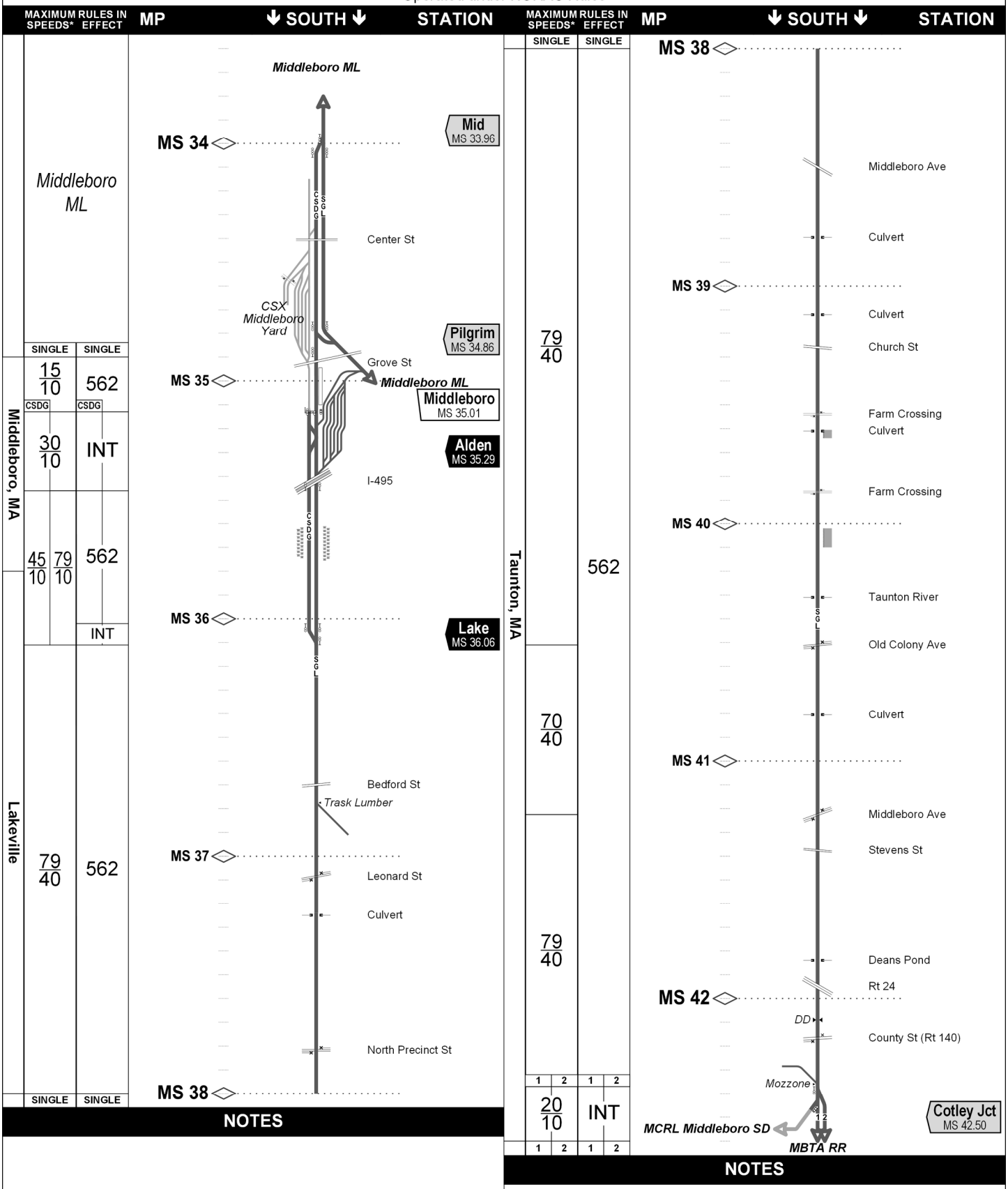
* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains or directions of train movements are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class or direction: PE - Eastbound Passenger, PW - Westbound Passenger, F - Freight. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250212

MBTA Middleboro Secondary

Keolis South Coast Rail Dispatcher. Road Channel AAR 41 (160.725)

Operated under NORAC Rules



* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

MBTA Middleboro Secondary

Keolis South Coast Rail Dispatcher. Road Channel AAR 41 (160.725)
Operated under NORAC Rules

NOTES

Note 1: Operations by Other Railroads

RR	From	To	Rights
CSXT	Pilgrim	Cotley Jct	Local Freight
MCRL	Pilgrim	Cotley Jct	Local Freight

ESTIMATED RUNNING TIMES

MP	STATION		PASSENGER	FREIGHT		PASSENGER	FREIGHT
34.0	Mid	SOUTH ▼	*0:00*	*0:00*	NORTH ▲	*0:12*	*0:25*
34.9	Pilgrim		*0:02*	*0:02*		*0:10*	*0:23*
35.0	Middleboro (P)		*0:03*	*0:04*		*0:09*	*0:21*
35.3	Alden		*0:04*	*0:06*		*0:08*	*0:19*
36.1	Lake		*0:05*	*0:12*		*0:07*	*0:13*
42.5	Cotley Jct		*0:12*	*0:25*		*0:00*	*0:00*

RADIO CHANNELS IN USE

Channel	Location	Use
41	Pilgriim (exclusive) to Cotley Jct (exclusive)	Road
21	Pilgrim to Alden	MC RR Road
21	Cotley Jct	MC RR Road

SI 37: SPEEDS-MAXIMUM AND VARIOUS
MS3. MAXIMUM SPEEDS-OTHER TRACKS

Location	Track	Restricted Speed Not Exceeding
South Wye btw Pilgrim & Alden	Wye	10 MPH

SI 41: OTHER LOAD AND EQUIPMENT RESTRICTIONS
MS1. CARS WEIGHING IN EXCESS OF 286,000 POUNDS
Cars weighing in excess of 286,000 pounds are prohibited on the Middleboro Secondary.

MS2. FREIGHT CAR RESTRICTIONS, AAR PLATE F
Cars Exceeding AAR Plate F must receive Special Clearance from Keolis Engineering department to operate on ALL tracks on the Middleboro Secondary.

SI 72: INSPECTION OF MOVING TRAINS
MS1. TRAIN INSPECTION DETECTORS

Location	MP	Type	Note
County St/Rte. 140	MS 42.15	HWD/DED	1

Note 1: Keolis System Special Instruction 72-S4 Applies

SI 500 OCCUPYING OR FOULING ABS TERRITORY
MS1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS
The following hand-operated switches are equipped with an electric lock:

Location	Track	Switch

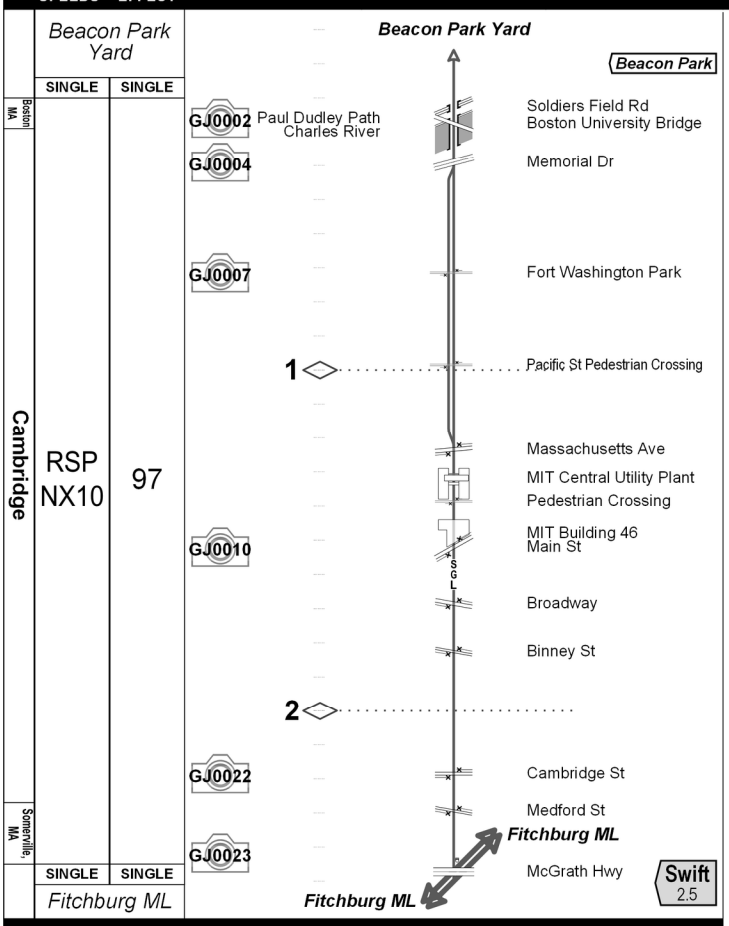
NOTES

L UPD: 20250212

MBTA Grand Junction Running Track

Keolis North Terminal Dispatcher. Road Channel AAR 87 (161.415).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ EAST ↓	STATION	NOTES



NOTES

Note 1: Operations by Other Railroads

RR	From	To	Rights
CSXT	Beacon Park	Swift	Local Freight

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	▼	ALL TRAINS	▲	ALL TRAINS
0.2	Beacon Park		0:00		0:21
2.5	Swift		0:21		0:00

RADIO CHANNELS IN USE

Channel	Location	Use
87	Beacon Park (exclusive) to Swift (exclusive)	Road
20	Beacon Park	Worcester ML Road
32	Swift	Fitchburg ML Road

NORAC Rule Block

SI 277: SIGNAL ASPECTS AND INDICATIONS

HOLD POINTS

Trains operating east on the Grand Junction Running Track must not pass Mass Ave MP 1.27 without permission of the Train Dispatcher.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250212

Mass Coastal Middleboro Subdivision

Mass Coastal Dispatcher. Road Channel AAR 21 (160.425).
Operated under NORAC Rules

MAXIMUM SPEEDS*	RULES IN EFFECT	MP	↓ SOUTH ↓ STATION
SINGLE	SINGLE	NOTE 1	9
30/25	DCS		Whittenton Jct; W Britannia St
20	DCS		Danforth St; Taunton Siding
		NOTE 1	10 — Dean 10.0
10	DCS 93		Tremont St; Oak St; Porter St; Cohannet St; Winthrop St; Harrison St
			11
			Somerset Ave; Weir St; MCRL RR; Weir Yard; Ingell St; Taunton River
			Brickyard Rd
			12
			Hart St; Cotley Siding
			Culvert
			13
SINGLE	SINGLE		MBTA RR; Cotley Jct 13.4
	MBTA Middleboro Secondary		MBTA Middleboro Secondary

Taunton

Note 1: Distance between MP 9.0 and MP 10.0 is 6758 feet.

Note 2: Operations by Other Railroads

RR	From	To	Rights
CSXT	Currier	Cotley Jct	Overhead moves and Interchange

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	SOUTH ▼ PASSENGER	SOUTH ▼ FREIGHT	NORTH ▲ PASSENGER	NORTH ▲ FREIGHT
0.0	Boro	0:00	0:00	1:06	1:10
0.2	Currier	0:02	0:02	1:04	1:08
2.0	Croft	0:17	0:17	0:49	0:53
6.0	Whit	0:26	0:29	0:40	0:41
9.4	Whittenton Jct	0:36	0:40	0:30	0:30
10.0	Dean	0:40	0:43	0:26	0:27
13.4	Cotley Jct	1:06	1:10	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
21	Currier to Cape	Road
54	Boro to Currier	AMTK Road
41	Cotley Jct	Keolis South Coast Rail Road

LOC-10 DIMENSIONAL AND WEIGHT CLEARANCE INFORMATION

Weight and dimensional restrictions are shown in the chart below. Weight restrictions apply to standard four axle cars (42 feet or longer outside length). Dimensional restrictions are expressed in terms of standard AAR Plate diagrams. Cars and lading with one or more of the following characteristics require specific clearance.

1. Exceeds maximum weight or dimensions specified for the subdivision.
2. Short cars measuring less than 42 feet outside length.
3. Cars with more than four axles.
4. Lading overhangs the end(s) of a car or is bolstered on two or more cars.
5. Locomotives, cranes, work equipment, passenger cars, track inspection cars, or similar types of rolling stock moving on their own wheels.

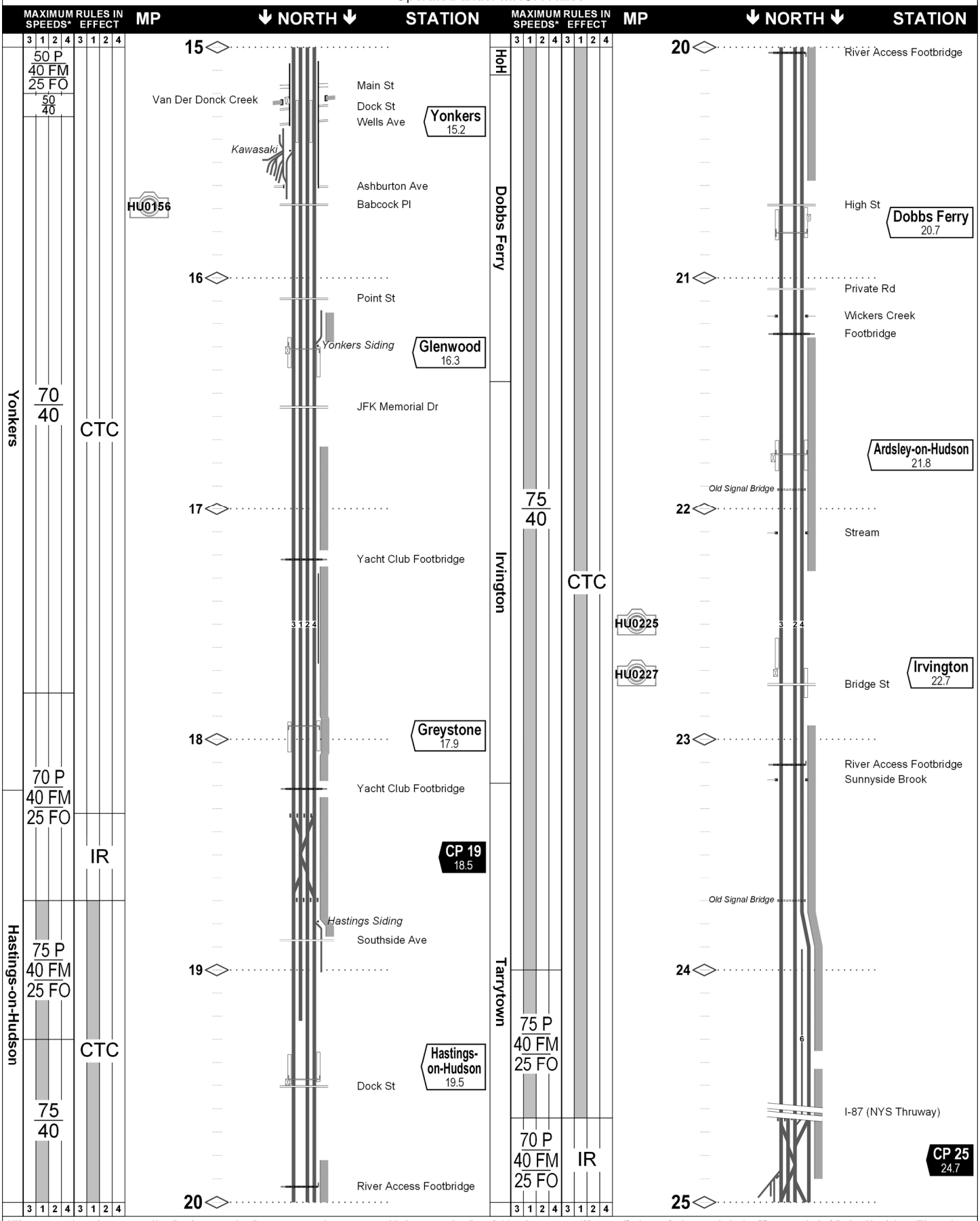
LINE	MAX PLATE	GROSS WEIGHT-MAX
Middleboro Subdivision	F	286,000 Lbs

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250217

MNCR Hudson Line

MNCR District C Rail Traffic Controller. Road Channel AAR 56 (160.950).
Operated under MNCR Rules

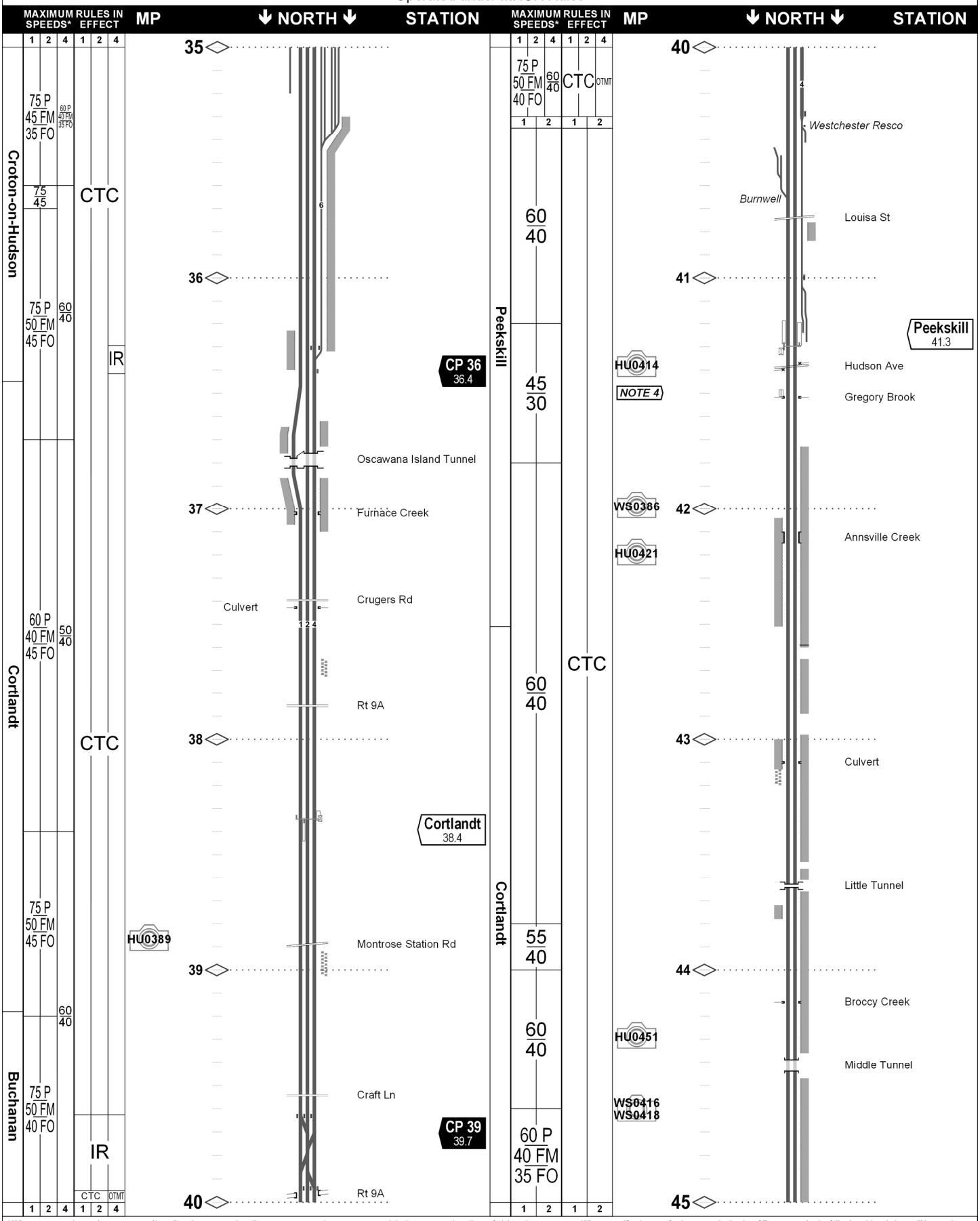


* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: P - Passenger; FM – Freight hauled by Metro-North Engine Models GP-35, BL20-GH, or BL14-CG; FO - Freight hauled by Other Engines. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250217

MNCR Hudson Line

MNCR District C Rail Traffic Controller. Road Channel AAR 56 (160.950).
Operated under MNCR Rules

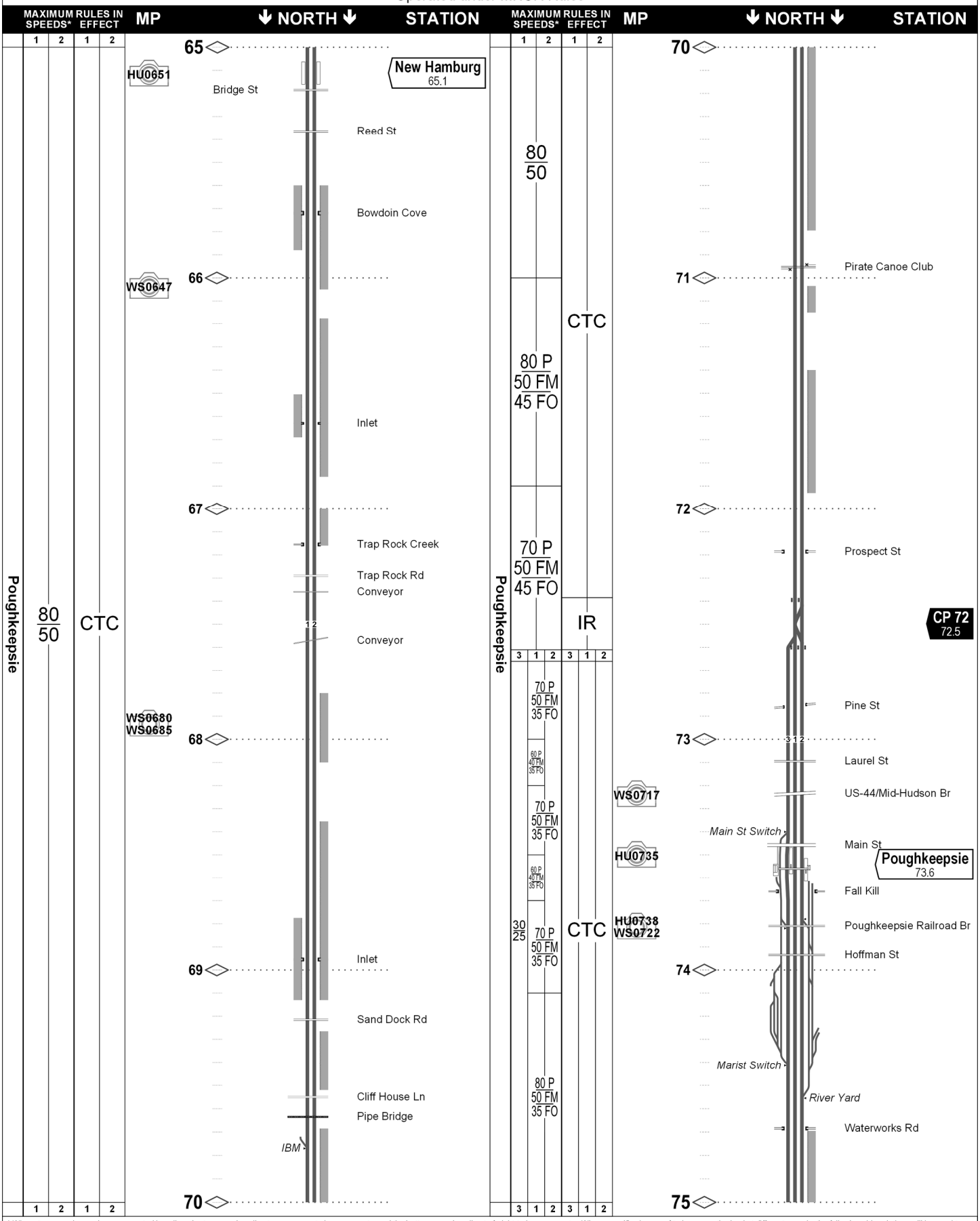


* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: P - Passenger; FM – Freight hauled by Metro-North Engine Models GP-35, BL20-GH, or BL14-CG; FO - Freight hauled by Other Engines. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250217

MNCR Hudson Line

MNCR District C Rail Traffic Controller. Road Channel AAR 56 (160.950).
Operated under MNCR Rules



* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: P - Passenger; F-M – Freight hauled by Metro-North Engine Models GP-35, BL20-GH, or BL14-CG; F-O - Freight hauled by Other Engines. Where speeds on all main tracks are the same, only one set of speeds will be shown.

MNCR Hudson Line

MNCR District C Rail Traffic Controller. Road Channel AAR 56 (160.950).
Operated under MNCR Rules

NOTES

SI 11: SIGNAL ASPECTS AND INDICATIONS

HUD 11-1 SIGNAL ASPECTS NOT COVERED BY RULE 11

The following signal aspects and indications are in effect for northward trains at CP 75.

Rule	Aspect	Name	Indication
HUD 11-1(a)	G R	Clear	Proceed.
HUD 11-1(b)	R G Flashing	Limited Clear	Proceed; Limited Speed within interlocking limits.
HUD 11-1(c)	R G R	Medium Clear	Proceed; Medium Speed within interlocking limits.
HUD 11-1(d)	Flashing R Y / R Y R	Medium Approach	Proceed at Medium Speed prepared to stop at next signal.
HUD 11-1(e)	Y R	Approach	Proceed prepared to stop at next signal. Trains exceeding Medium Speed must at once reduce to that speed.
HUD 11-1(f)	R Y / R R Y	Restricting	Proceed at Restricted Speed.
HUD 11-1(g)	R R / R R R	Stop Signal	Stop.

SI 17: EQUIPMENT

GCT 17-1 CLEARANCES

a. Maximum Height Permitted

Between Locations	Maximum Height (all tracks)
CP 5 - MP 6.2	15' 6"
MP 6.2 - CP 8	17' 0"

HUD 17-1 CLEARANCES

a. Maximum Height Permitted

Between Locations	TRK 3	TRK 1	TRK 2	TRK 4
CP 8 – CP 12	...	17' 0"	17' 0"	17' 0"
CP 12 – CP 19	16' 6"	17' 0"	17' 0"	17' 0"
CP 19 – MP 25.5	16' 6"	17' 0"	17' 0"	17' 0"
MP 25.5 – CP 26	17' 0"	17' 0"	17' 0"	19' 4"
CP 26 – CP 33	17' 0"	17' 0"	17' 0"	17' 0"
CP 33 – CP 34	17' 0"	17' 0"	17' 0"	19' 4"
CP 34 – CP 35	17' 0"	17' 0"	19' 4"	...
CP 35 – CP 39	...	19' 4"	18' 8"	18' 2"
CP 39 – MP 48.3	...	18' 0"	19' 4"	...
MP 48.3 – CP 72		All Tracks – 19' 4"		
CP 72 – CP 75	19' 4"	19' 4"	19' 0"	...
CP 75 – Div. Post/Amtrak	...	19' 4"	19' 4"	...

HUD 17-2 DETECTORS

Hot journal, dragging equipment, and third rail fouler detectors are located at MP 48.3 for northward and southward movements on No. 2 and No. 1 tracks. Detectors are monitored by the RTC. Before displaying proceed interlocking signal at CP 39 for a southward train, or at CP 53 for a northward train, train must pass detectors and RTC must immediately examine control center monitor.

If hot journal or dragging equipment is indicated, RTC must instruct train to stop at once, consistent with good train handling, and have crew inspect train and report findings. Inspection must be performed before southward train passes CP 39 or northward train passes CP 53.

If third rail fouler is indicated, inspection must be performed before entering third rail territory.

NOTES

In the event of a detector failure at MP 48.3, southward trains must be inspected prior to passing CP 39 and northward trains must be inspected prior to passing CP 61. Inspection will be performed by crew or other qualified employees, observing train for defects, including hot journal, dragging equipment, and third rail foulers.

HUD 17-3 REPAIR POINTS

• Harmon

SI 18: HIGHWAY GRADE CROSSINGS

HUD 18-1 HIGHWAY GRADE CROSSINGS

Trains and engines using hand-operated switch at MP 63.2 (American Lumber) on No. 1 track, must clear CC sign located at MP 63.3 prior to proceeding south through Bank St Crossing (MP 62.5).

SI 19: OPERATION OF SWITCHES, SIGNALS, AND INTERLOCKING APPLIANCES

HUD 19-1 SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Trains must not clear Main Track at the following non-electric locked switches:

Switch	Track	Location
Price Brothers	3	MP 61.0
American Lumber	1	MP 63.2
New Hamburg	2	MP 64.9

SI EL: ELECTRICAL OPERATION

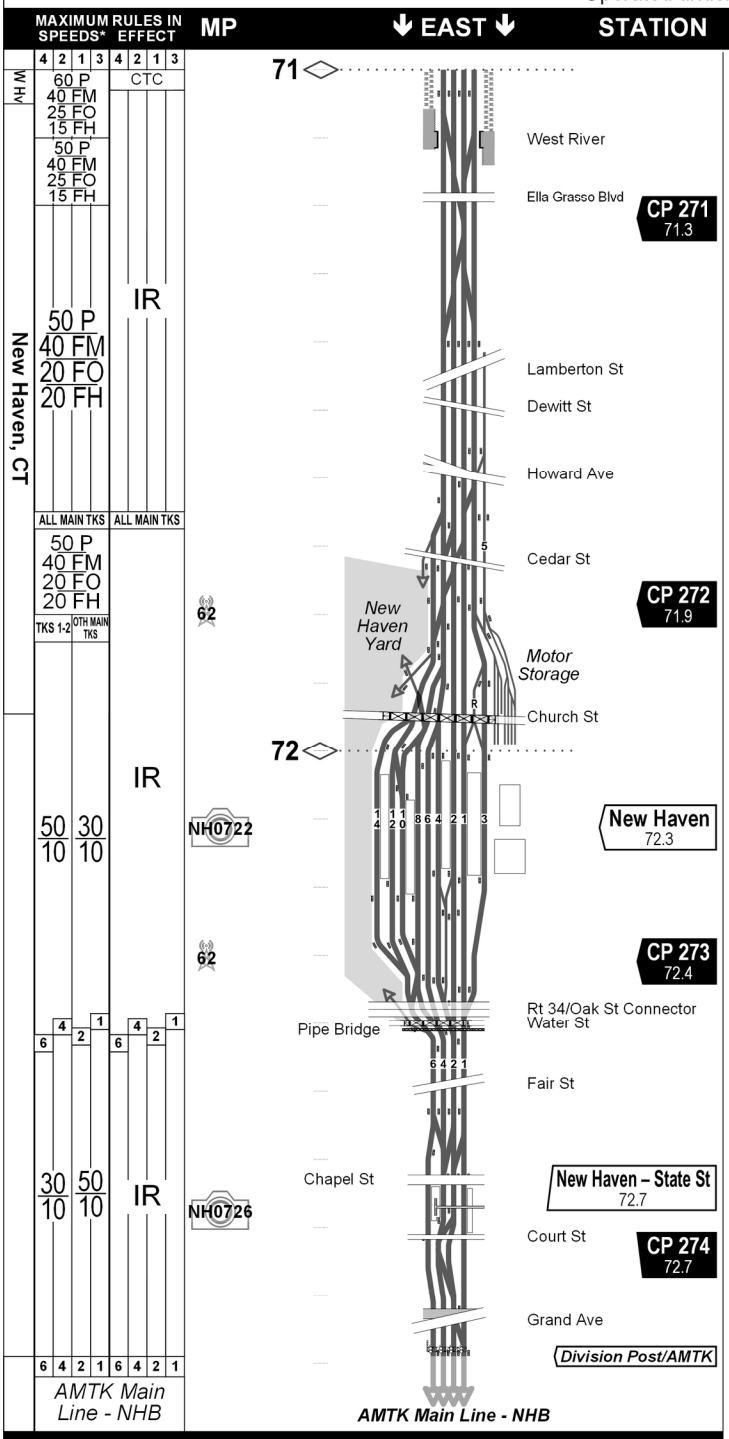
HUD EL-1 TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL

Between or At	Main Tracks Equipped with Third Rail
CP 5-CP 8	All Tracks
CP 8-CP 19	All tracks
CP 19-CP 25	No. 3, 2 and 4 tracks
CP 19-MP 18.9	No. 1 track
MP 24.3-CP 25	No. 1 track
CP 25-CP 26	All tracks
CP 26-CP 33	No. 3, 2 and 4 tracks
CP 26-MP 27.0	No. 1 track
MP 32.0-CP 33	No. 1 track
CP 33-MP 34.5	All tracks
MP 34.5-MP 34.8	No. 2 and 4 tracks

L UPD: 20250217

MNCR New Haven Line

Road Channel AAR 15 (160.335).
Operated under MNCR Rules



ESTIMATED RUNNING TIMES

MP	STATION		PASS	FRT-MN	FRT-OT	FRT-HV		PASS	FRT-MN	FRT-OT	FRT-HV
11.8	Woodlawn	P	0:00	0:00	0:00	0:00		1:16	2:18	3:14	4:25
12.5	CP 212		0:01	0:02	0:04	0:04		1:15	2:16	3:10	4:21
14.0	Mount Vernon East	P	0:04	0:06	0:10	0:10		1:12	2:12	3:04	4:15
15.2	Pelham	P	0:05	0:08	0:14	0:14		1:11	2:10	3:00	4:11
16.6	New Rochelle	P	0:07	0:12	0:19	0:19		1:09	2:06	2:55	4:06
18.7	Larchmont	P	0:10	0:17	0:26	0:26		1:06	2:01	2:48	3:59
20.5	Mamaroneck	P	0:12	0:20	0:32	0:32		1:04	1:58	2:42	3:53
22.2	Harrison	P	0:13	0:23	0:37	0:37		1:03	1:55	2:37	3:48
23.5	CP 223		0:14	0:26	0:42	0:42		1:02	1:52	2:32	3:43
24.1	Rye	P	0:16	0:28	0:44	0:44		1:00	1:50	2:30	3:41
25.7	Port Chester	P	0:18	0:31	0:49	0:56		0:58	1:47	2:25	3:29
28.1	Greenwich	P	0:20	0:36	0:55	1:05		0:56	1:42	2:19	3:20
29.0	CP 229		0:22	0:38	0:58	1:08		0:54	1:40	2:16	3:17
29.6	Cos Cob	P	0:23	0:40	1:00	1:13		0:53	1:38	2:14	3:12
30.3	Riverside	P	0:23	0:41	1:02	1:19		0:53	1:37	2:12	3:06
31.3	Old Greenwich	P	0:24	0:43	1:07	1:26		0:52	1:35	2:07	2:59
33.1	Stamford	P	0:26	0:47	1:14	1:41		0:50	1:31	2:00	2:44
34.5	CP 235		0:29	0:50	1:18	1:48		0:47	1:28	1:56	2:37
36.2	Noroton Heights	P	0:31	0:53	1:22	1:52		0:45	1:25	1:52	2:33
37.7	Darien	P	0:32	0:56	1:24	1:56		0:44	1:22	1:50	2:29
39.2	Rowayton	P	0:35	0:59	1:29	2:01		0:41	1:19	1:45	2:24
41.0	South Norwalk	P	0:36	1:02	1:34	2:08		0:40	1:16	1:40	2:17
41.3	CP 241		0:37	1:04	1:35	2:10		0:39	1:14	1:39	2:15
42.1	East Norwalk	P	0:38	1:05	1:37	2:14		0:38	1:13	1:37	2:11
43.0	CP 243		0:40	1:07	1:41	2:18		0:36	1:11	1:33	2:07
44.2	Westport	P	0:41	1:10	1:46	2:25		0:35	1:08	1:28	2:00
47.2	Green's Farms	P	0:44	1:16	1:53	2:34		0:32	1:02	1:21	1:51
48.9	Southport	P	0:46	1:19	1:56	2:37		0:30	0:59	1:18	1:48
50.6	Fairfield	P	0:48	1:23	2:00	2:42		0:28	0:55	1:14	1:43
52.3	Fairfield Metro	P	0:49	1:25	2:04	2:47		0:27	0:53	1:10	1:38
55.4	Bridgeport	P	0:54	1:36	2:17	3:06		0:22	0:42	0:57	1:19
56.8	CP 257		0:56	1:38	2:22	3:11		0:20	0:40	0:52	1:14
59.0	Stratford	P	0:59	1:43	2:29	3:23		0:17	0:35	0:45	1:02
60.7	CP 261		1:01	1:48	2:34	3:32		0:15	0:30	0:40	0:53
63.3	Milford	P	1:04	1:53	2:42	3:41		0:12	0:25	0:32	0:44
66.3	CP 266		1:07	1:59	2:49	3:53		0:09	0:19	0:25	0:32
69.5	West Haven	P	1:11	2:05	2:58	4:05		0:05	0:13	0:16	0:20
71.3	CP 271		1:12	2:08	3:04	4:14		0:04	0:10	0:10	0:11
72.3	New Haven	P	1:14	2:13	3:10	4:20		0:02	0:05	0:04	0:05
72.7	State St	P	1:15	2:17	3:13	4:23		0:01	0:01	0:01	0:02
72.9	Division Post/AMTK		1:16	2:18	3:14	4:25		0:00	0:00	0:00	0:00

EASTBOUND ↓ WESTBOUND ↑

RADIO CHANNELS IN USE

Channel	Location	Use
78	CP 112 (exclusive) to CP 212 (inclusive)	Road
29	CP 212 (exclusive) to CP 235 (inclusive)	Road
15	CP 235 (exclusive) to Division Post/AMTK	Road
62	CP 234 to CP 235	Stamford Yard
62	CP 257 to MP 57.8	East Bridgeport Yard
62	CP 272 to CP 273	New Haven Yard
54	CP 274	AMTK Road
23	New Haven Motor Storage	AMTK Yard

SI 1E RAIL TRAFFIC CONTROLLER (RTC)

NHV 1E-1 ASSIGNED TERRITORIES

From	To	RTC	Notes
CP 112 (inclusive)	CP 212 (inclusive)	A	
CP 212 (exclusive)	CP 232 (exclusive)	E	
CP 232 (inclusive)	CP 235 (inclusive)	Q	Btw 0645 - 2245 M-F
CP 232 (inclusive)	CP 235 (inclusive)	E	all other times
CP 235 (exclusive)	CP 241 (inclusive)	Q	Btw 0645 - 2245 M-F
CP 235 (exclusive)	CP 241 (inclusive)	F	all other times
CP 241 (exclusive)	CP 261 (inclusive)	F	
CP 261 (exclusive)	Division Post/Amtrak	G	

SI 7: TRAIN OPERATION

NHV 7-2 AMTRAK OPERATION – HIGH SPEED TRAINSETS

a. Prior to erecting emergency evacuation ramps, protection on the adjacent tracks must be obtained from RTC.
b. Pantograph selection switch must be positioned to prevent the automatic raising of the rear pantograph in the event of damage to the lead pantograph.
c. When operating high-speed train sets, 50,000 foot pounds powering effort must not be exceeded.
d. When operating with over-inflated air springs, train must not exceed 30 MPH and 15 MPH when diverging.

NOTES

Note 1: The appearance of building(s) in the diagram at locations not identified with a station sign does not indicate the existence of passenger service, but only the existence of a historic railroad structure at the location.

Note 2: Operations by Other Railroads

RR	From	To	Rights
AMTK	CP 216	Division Post	Intercity Passenger
CSXT	CP 112	Division Post	Local Freight Service
PW	CP 216	Division Post	Overhead Moves Only

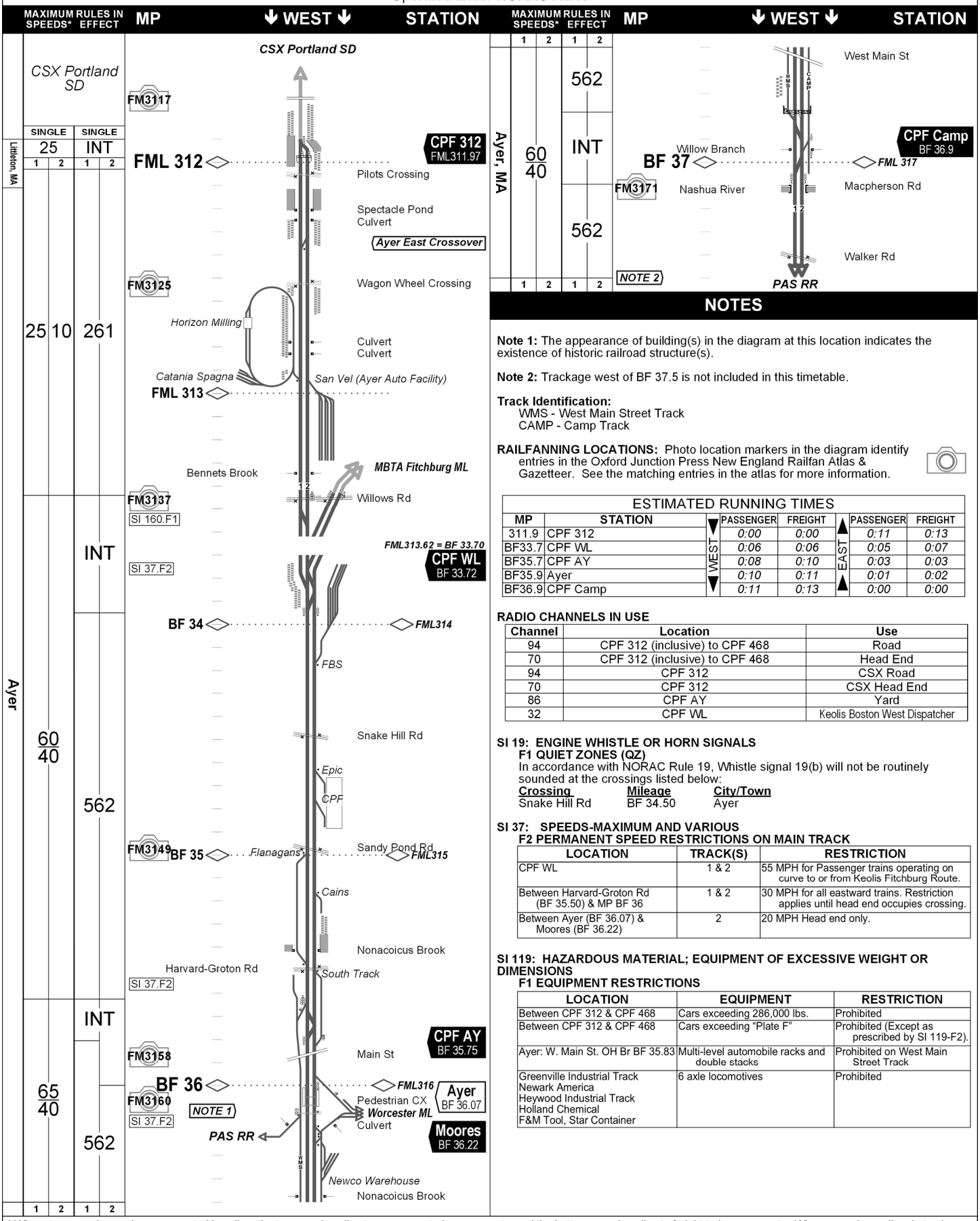
RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where specific classes of trains are authorized at different speeds, the following abbreviations will be used to indicate which speed applies to which class: P - Passenger; FM - Freight hauled by Metro-North Engine Models GP-35, BL20-GH, or BL14-CG; FO - Freight hauled by Other Engines; FH - Freight trains with loaded railcars cars in excess of 263,000 lbs. Where speeds on all main tracks are the same, only one set of speeds will be shown.

L UPD: 20250322

PAS Freight Main Line

Berkshire & Eastern Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules



NOTES

Note 1: The appearance of building(s) in the diagram at this location indicates the existence of historic railroad structure(s).

Note 2: Trackage west of BF 37.5 is not included in this timetable.

Track Identification:
WMS - West Main Street Track
CAMP - Camp Track

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION		PASSENGER	FREIGHT		PASSENGER	FREIGHT
311.9	CPF 312	WEST	0:00	0:00	EAST	0:11	0:13
BF33.7	CPF WL	WEST	0:06	0:06	EAST	0:05	0:07
BF35.7	CPF AY	WEST	0:08	0:10	EAST	0:03	0:03
BF35.9	Ayer	WEST	0:10	0:11	EAST	0:01	0:02
BF36.9	CPF Camp	WEST	0:11	0:13	EAST	0:00	0:00

RADIO CHANNELS IN USE

Channel	Location	Use
94	CPF 312 (inclusive) to CPF 468	Road
70	CPF 312 (inclusive) to CPF 468	Head End
94	CPF 312	CSX Road
70	CPF 312	CSX Head End
86	CPF AY	Yard
32	CPF WL	Keolis Boston West Dispatcher

SI 19: ENGINE WHISTLE OR HORN SIGNALS
F1 QUIET ZONES (QZ)
In accordance with NORAC Rule 19, Whistle signal 19(b) will not be routinely sounded at the crossings listed below:

Crossing	Mileage	City/Town
Snake Hill Rd	BF 34.50	Ayer

SI 37: SPEEDS-MAXIMUM AND VARIOUS
F2 PERMANENT SPEED RESTRICTIONS ON MAIN TRACK

LOCATION	TRACK(S)	RESTRICTION
CPF WL	1 & 2	55 MPH for Passenger trains operating on curve to or from Keolis Fitchburg Route.
Between Harvard-Groton Rd (BF 35.50) & MP BF 36	1 & 2	30 MPH for all eastward trains. Restriction applies until head end occupies crossing.
Between Ayer (BF 36.07) & Moores (BF 36.22)	2	20 MPH Head end only.

SI 119: HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS
F1 EQUIPMENT RESTRICTIONS

LOCATION	EQUIPMENT	RESTRICTION
Between CPF 312 & CPF 468	Cars exceeding 286,000 lbs.	Prohibited
Between CPF 312 & CPF 468	Cars exceeding "Plate F"	Prohibited (Except as prescribed by SI 119-F2).
Ayer: W. Main St. OH Br BF 35.83	Multi-level automobile racks and double stacks	Prohibited on West Main Street Track
Greenville Industrial Track Newark America Heywood Industrial Track Holland Chemical F&M Tool, Star Container	6 axle locomotives	Prohibited

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.

PAS Freight Main Line

Berkshire & Eastern Dispatcher. Road Channel AAR 94 (161.520). Head End Channel AAR 70 (161.160).
Operated under NORAC Rules

NOTES

F2 DIMENSIONAL EQUIPMENT EXCEPTIONS
Dimensional Equipment must not be moved without clearance message except:
1. Intermodal, Double Stack and Multi-level automobile cars not exceeding 19 feet, 3 inches above the rail. Such equipment must not be moved where restricted by SI 119-F1.
2. Empty flat cars stenciled “Exceed Plate F”.
3. Flat cars stenciled “Exceeds Plate F” and loaded with plate steel, only after:
- Conductor determines through visual inspection that the lading does not overhang the sides or ends of car, and
- Load-restraint/tie down/blocking apparatus are secure.

4. Flat cars stenciled “Exceed Plate F” that are either empty or loaded with plate steel may be moved between Mechanicville and East Deerfield Yard only. Such cars must be inspected and measured by Mechanical Department at East Deerfield and require clearance message to leave East Deerfield Yard.

SI 121: INTERVENING TRACKS AT STATION PLATFORMS
F1 PASSENGER STATIONS WITH INTERVENING TRACKS
In the application of NORAC Rule 121, paragraph C, the following passenger stations have intervening tracks:
- Ayer
- Shirley
- North Leominster

SI 160: ISSUING A FORM D
F1 MILEPOSTS
Between CPF WL and Rollstone the mileage from Boston will be used for operational purposes (ex. MP BF 36). The mileage from Mattawamkeag will be shown for information only.

MISCELLANEOUS INSTRUCTIONS
AYER – HORIZON MILLING/CATANIA SPAGNA
The use of tobacco products, smoking materials, fusees or other open flame is prohibited at Horizon Milling and Catania Spagna.
Before switching at Horizon Milling, crews must attempt to contact Milling Operations on AAR 86/86 to confirm that the Horizon switcher is not working. The Ayer agent may also call Horizon to notify them that the switcher is en route. If no contact is made by the crew or agent, switching may begin.

AYER –AUTO FACILITY
Engines may only be left on the east end of track 1, just beyond the foul point of switch.

Cars being switched or spotted at the auto facility must only be left on tangent (straight) tracks within the facility. Cars must not be left on any other part of the track for any reason.

AYER – CPF Camp
Employees must exercise caution and protect against personal injury at Macpherson Road/Nashua River Ug Br 37.20 (West limit of CPF Camp) account bridge has no walkways.

Additionally, employees must exercise caution against tripping hazard between the No. 2 track and the Camp track. A steel rod is mounted on switch timbers located next to the dual control switch machine for the inside crossover switch on the Camp track.

PTC IN EFFECT
ACSES II PTC is in effect between EL CPF WL and WL CPF 335.

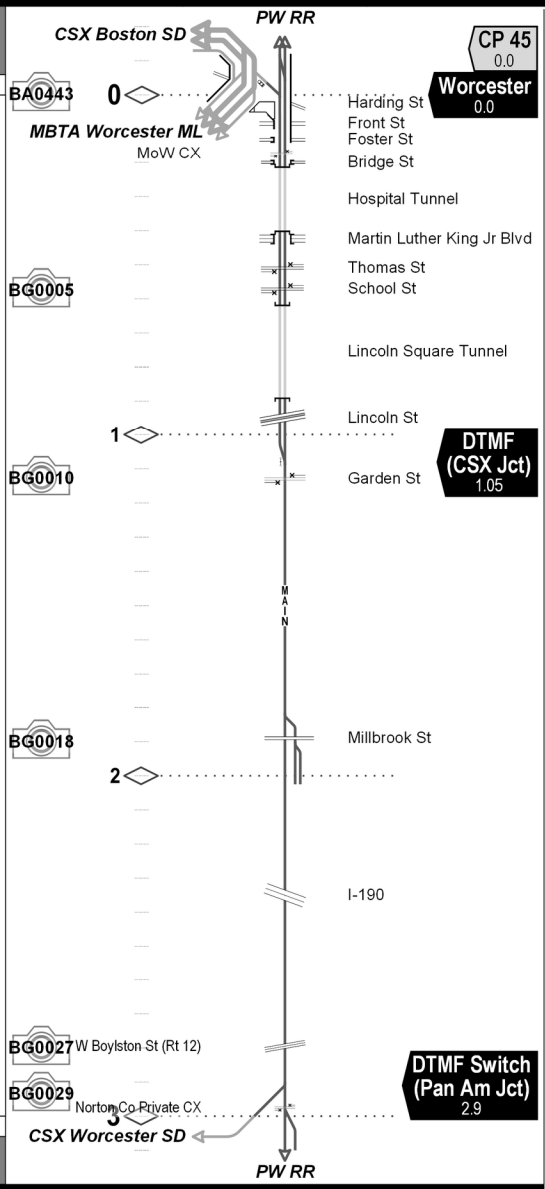
NOTES

L UPD: 20250218

P&W Gardner Subdivision

ARDC Dispatcher. Road Channel AAR 36 (160.650).
Operated under GCOR Rules

MAXIMUM SPEEDS*		RULES IN EFFECT	MP	↓ NORTH ↓	STATION
MAIN	MAIN				
10	6.13	Worcester, MA			
SINGLE	SINGLE				



NOTES

Note 1: Operations by Other Railroads

RR	From	To	Rights
CSXT	Worcester	DTMF - PAR	Overhead Moves and Interchange

RAILFANNING LOCATIONS: Photo location markers in the diagram identify entries in the Oxford Junction Press New England Railfan Atlas & Gazetteer. See the matching entries in the atlas for more information.

ESTIMATED RUNNING TIMES

MP	STATION	NORTH	ALL TRAINS	SOUTH	ALL TRAINS
0.0	Worcester	▼	*0:00*	▲	*0:28*
1.1	CSX Jct		*0:10*		*0:18*
2.9	Pan Am Jct		*0:24*		*0:04*
3.4	Barber		*0:28*		*0:00*

RADIO PROCEDURES

Location	Channel Number
Entire Subdivision (home 1)	036 - 036
Entire Subdivision (home 2)	066 - 066
Entire Subdivision (home 8)	052 - 052
Entire Subdivision (yard)	081 - 081
Entire Subdivision (MOW)	046 - 046
Repeater (Locomotive)	065 - 011

DTMF Switch at MP 1.05 tone on Ch 81 (PW route Green signal indication) can be left as last used.

NOTES

DTMF Switch at MP 1.05 tone on Ch 64 (CSXT route Yellow signal indication) can be left as last used.
DTMF Switch at MP 2.9 tone on Ch 81 (PW route Green signal indication) can be left as last used.
DTMF Switch at MP 2.9 tone on Ch 64 (Pan Am route Yellow signal indication) can be left as last used.

PWRR dispatchers can be contacted on the following channels at any location on the PWRR:
- Home 1 (036-036)
- Home 2 (066-066)

EQUIPMENT RESTRICTIONS

Maximum weight for the entire subdivision is not to exceed 286,000 pounds, based on a 42' four-axle car.
Overhead Clearance- MP 0 to MP 2.88 must not exceed AAR Plate J 19' 4".
Overhead Clearance- MP 2.88 to MP 26.3 must not exceed AAR Plate J 19' 2".
(Note: Cars shorter than 42' and exceed these weights or dimensions need approval from the VP of Engineering prior to movement)

OTHER SPECIFIC INSTRUCTIONS

Close Clearance:
MP 0.0 and 0.20 the South portal of Hospital Tunnel, trains may operate on the Main track or the adjacent connector track only if the adjacent track between those locations is clear of trains and or railcars when both tracks consist of cars that exceed 89 feet in length.

* Where two speeds are shown separated by a line, the top speed applies to passenger train movements, and the bottom speed applies to freight train movements. Where speeds on all main tracks are the same, only one set of speeds will be shown.