

## Boston North Terminal (BNT) Tower A (inclusive)

The Boston North Terminal letter designation is “Y”. All Line special instructions governing operations on Boston North Terminal will be prefixed with the Letter Y – All Mile Posts will be prefixed with the letters “BY”.

S ↑ ↓ N	Station	MP	INT or CP	PS	Notes
	Boston (North Station)	BY 0.0	...	X	...
	Tower A	BY 0.36	INT	...	...
	Boston Engine Terminal	BY 0.9	...	...	...
	Steward	...	INT	...	1
	<b>Note 1:</b> Steward provides Eastbound access to the B&A Eastbound, B&A Westbound, Fourth Iron, (Rule 98 Tracks) and Westbound access to the Brick Bottom Lead track (Rule 98 Track)				

### 37-Y1. Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted

Locations and speeds shown in non-bold type are maximum authorized speeds. Locations and speeds shown in <b>bold type</b> are speed restrictions.	
PASSENGER TRAINS	
Between/At	Tracks
Boston (North Station) & Signal Bungalow at MP BY 0.49	All Tracks 10 MPH
Signal Bungalow at MP BY 0.49 & NL of Tower A	All Tracks 15 MPH
Prison Point OH Br MP BY 0.65 & NL of Tower A	Trk. No.7 & Trk. No. 8, 20 MPH
FREIGHT TRAINS	
Boston (North Station) & NL of Tower A	All Tracks 10 MPH

### 500-Y1. Switches Equipped with Electric Locks

The following hand operated switch is equipped with an electric lock.

Location	Track	Switch
MP BY 1	Main Line 2	Boston Sand & Gravel

**Note:** Electric lock will release when the main line movement is stopped within 10 feet of the switch points

### F-Y1. North Station - Fire Alarm Boxes

Fire alarm boxes are mounted on the vertical support columns under the train shed at North Station. These boxes are equipped with a white strobe light which will flash when the alarm has been activated. If the white strobe light is observed to be flashing, trains entering the station must:

1. Stop north of train shed and not proceed into the station until permission is received by either the Trainmaster at North Station or the Terminal Train Dispatcher.
2. Notify the Terminal Train Dispatcher that you are stopped due to the activation of the fire alarm system.
3. Do not allow any passengers to detrain. Make an announcement to passengers that the train is stopped due to activation of the fire alarm system in the station and will proceed as soon as permission is received, and it is safe to do so.

### 19-Y1. Engine Whistle or Horn Signals

At North Station, Tower A and BET, engine whistle or horn signal 19(c), “a succession of short sounds,” may be used when approaching Roadway Workers or approaching and passing on-track MW equipment, instead of engine whistle or horn signal 19(d), “one long, one short”.

### 20-Y1. Engine Bell - BET

The engine bell must be sounded continuously for all movements within BET.

# Boston North Terminal (BNT) Tower A (inclusive)

## 35-Y1. Freight Trains - North Station

Freight movements are prohibited from occupying tracks adjacent to station platforms in North Station.

## 36-Y1. Passenger Trains - North Station

Trains arriving on Station Tracks 2 through 10 in North Station must not stop with engine(s) under overhead highway ramps unless otherwise instructed by Dispatcher or Trainmaster. Car markers have been installed on all platforms.

## 37-Y2. Maximum Speeds - Other Tracks

<u>Location</u>	<u>Restricted Speed Not Exceeding</u>
BET	All 5 MPH
Within building at CRMF	All 3 MPH

## 40-Y1. Locomotive Restriction - North Station

Locomotives are prohibited from operating into the train shed at North Station. All movements must be stopped so that the locomotives are outside the train shed, unless otherwise instructed by the Dispatcher or Train Master in an emergency.

## 43-Y1. Locomotive Close Clearance - North Station

B40-8 and C40-8 Type Locomotives are prohibited from operating adjacent to the station platforms at North Station. A close clearance condition exists with the canopies at this location.

## 98-Y1. Movements Within Boston Engine Terminal

Movements within BET are designated East and West. Movements towards Swift are West and movements towards Tower A are East.

### Yardmaster

The Keolis Yardmaster is in charge of all movements made within the BET between the hours of 6 am and 6 pm Monday through Friday. When Keolis Yardmaster is not on duty, or is unavailable, the Keolis Trainmaster on duty must be contacted. The Keolis Yardmaster may authorize switching crews to request movements through the Operator at Tower H without the Keolis Yardmaster's permission; Once authorization has been given to do so from the Keolis Yardmaster.

The "Keolis Yardmaster" may be contacted on radio channel 051-051

### Tower H Operator

All movements involving switches, power derails and blue flag indicators within BET must be made with the authority of the Operator at Tower H. Before the Operator at Tower H authorizes any movements, including towards the Runner or Valley Tracks, the Operator at Tower H must obtain the permission from the Keolis Yardmaster.

The Tower H Operator must not apply or remove any power operated derails, or blue signal indicators, unless specifically requested to do so by a designated mechanical employee. When a power derail or blue flag indicator protection is requested or released by the mechanical foreman, a record must be made on the Keolis Form 1888 (FRA Blue Signal Blocking Protection Record). The Operator at Tower H must not authorize the hand operation of power derails without permission of the Mechanical Foreman in charge.

The following main line movements must not be authorized by the dispatcher until permission has been received by the Tower H operator.

- Swift to BET
- Tower A to BET
- FX to the Valley Track

## **Boston North Terminal (BNT) Tower A (inclusive)**

### **Mechanical Foreman – Commuter Rail Maintenance Facility**

The following CRMF tracks are designated Car Shop and Locomotive Repair Tracks. Authority from Mechanical Foreman must be obtained in order to make movements within the defined limits. The Mechanical Foreman may be contacted on radio channel 047-047

- Tracks; Back 1, Back 2 and the Callahan Track, between the **high**, ground mounted, hand operated, blue signal derails, located at the west end of the CRMF and the end of the tracks.
- Tracks; Wheel 1, Diesel 1, 2, 3 and 4 between the **high**, ground mounted, hand operated, blue signal derails, located at the west end of CRMF and the power operated, blue signal derails approximately 50 feet east of the east end of the CRMF locomotive and Car Shop Repair Facility.
- Tracks; Coach 1, 2 and 3 between the **high**, ground mounted, hand operated blue signal derails located at the west end of CRMF and the power operated blue signal derails approximately 50 feet east of the east end of the CRMF locomotive and Car Shop Repair Facility.
- Tracks; S & I 1, 2 and 3 and PM 1 and PM 2, between the hand operated derail located at approximately 50 feet west of the CRMF and the power operated derails located approximately 50 feet east of the CRMF.

### **Train Crews**

The Following applied to trains operating within BET or the CRMF

- Permission from the Operator at Tower H must be obtained before all movements over switches and power derails. This applies even when switching back and forth several times. Blanket permission is not acceptable at any time. After permission is received, a switch indicator displaying either yellow or green may be observed; reliance only on switch indicators is not permitted. In the event of a switch failure, crews will follow the instructions of the Operator at Tower H.
- All movements entering or exiting the Commuter Rail Maintenance Facility (CRMF) from either end must receive permission from the Keolis Mechanical Foreman in charge of the building. Unless otherwise instructed, operating crew(s) will enter S&I 1, 2 or 3, PM 1 & 2 from the east end and proceed not exceeding 3 MPH, spotting the locomotive at the west end of the platform. A request to reposition the equipment on any track after any initial spot will be by request of the Mechanical Foreman and under the direction of the Conductor assigned to that train or set of equipment.
- Snap switches at CRMF are not designed to be run through. When any of the snap switches are in failure, the Operator at Tower H must be contacted for instructions.
- Locomotives operating on Callahan Track are prohibited from proceeding past the yellow line inside CRMF.
- A close clearance condition exists at the grade crossing within BET. Obstructions affecting all fueling locations in this area will not clear a person on side of car. Employees must use caution when working in this area.

### **98-Y2. Equipment Wash Procedures – Commuter Rail Maintenance Facility**

No movement may operate through the wash facility located at the west end of S&I Tracks 1, 2, and 3 without permission of the Tower H Operator. Before the Tower H Operator authorizes any movement through the wash facility, the operator must establish a route through the area that will not require the movement to stop prior to the rear car being clear of the facility. Once movement has begun, stopping should be avoided until the rear car is clear of the facility.

**Movements are prohibited from reversing direction once the equipment starts washing, unless authorized to do so by the S&I Foreman.**

The wash facility system is designed to operate at a speed less than 3 MPH, which must be maintained until the entire movement clears the facility. Movement through the wash facility is governed by three highway style traffic signals displaying either green, yellow, or red. These signals convey the following information only:

**Green** – Continue to move - movement is operating less than 3 MPH.

**Flashing Yellow (Horn Will Sound)** – Warning, reduce speed to less than 3 MPH or system will shut down.

**Red (Horn Will Sound)** – System shut down, brushes retracting

## **Boston North Terminal (BNT) Tower A (inclusive)**

### **104-Y1. Normal Position of Switches and Crossovers at Specified Locations**

<u>Location</u>	<u>Connecting</u>	<u>With</u>	<u>Normal Position</u>
BET	Valley Track	Tank Track	Valley Trk to S&I 1

### **116-Y1. Operating from Other than the Leading End**

In the application of Special Instruction 116-S1, yard switching movements that require operating greater than one train length onto main track, must be made with the Engineer operating from the leading end, unless consist configuration does not allow.

### **706-Y2. Equipment Moves from North Station to Boston Engine Terminal**

All equipment moves originating at North Station must contact the Tower H Operator on radio frequency 087-087. permission to enter the yard will be granted on this channel. This frequency is monitored by the Train Dispatcher and movement will be authorized once proper permission has been granted. Crews are reminded to make the appropriate radio frequency change to 051-051 once the equipment has entered BET.

### **950-Y1. Engineers - North Station**

On all movements arriving at or leaving North Station, Employees must assure that all movements are completely under control when approaching bumping posts.

On all commuter trains arriving at North Station, the door to the engineer's compartment in the control car must not be opened or passengers allowed to enter the compartment until the train has come to a final stop.

The engine crew seats on cab cars are to be removed and/or properly stored on arrival at North Station when not in use. When an engine or control car standing in North Station is beyond the home signal, the engineer or employee in charge must not move the engine or control car any further into the interlocking without the permission of the Train Dispatcher.