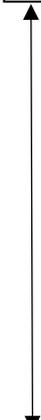


Dorchester Branch (DB)

South Bay (exclusive) - Transfer (exclusive)

The Dorchester Branch letter Designation is "D". All Line special instructions governing operations on the Dorchester Branch will be prefixed with the Letter D – All Mile Posts will be prefixed with the letters "BD."

E	Station	MP	INT or CP	PS	Notes
	Newmarket	BD 226.45	...	X	...
	Uphams Corner	BD 225.8	...	X	...
	Four Corners/Geneva Ave.	BD 224.87	...	X	...
	Park	BD 224.3	INT	...	...
	Talbot Ave	BD 224.0	...	X	...
	Morton Street	BD 223.0	...	X	...
	Blue Hill Ave.	BD 222.22	...	X	...
	Fairmount	BD 220.5	...	X	...
	Dana (2 Yard)	BD 219.5	INT	...	...
	Hill (Franklin Branch)	BD 219.1	INT	...	...
	W				

240-D1. Signal Rules and Current of Traffic

Location	Tracks Numbered North to South		
	No. 1	No. 2	Single
South Bay to Hill	562	562	...
Hill to Transfer	...	...	Int*
On tracks where Rule 562 is in effect, CSS is in service for movements in both directions and Rule 261 applies. * Indicates interlocking rules in effect.			

Dorchester Branch (DB)
South Bay (exclusive) - Transfer (exclusive)

37-D1. 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 bold type are speed restrictions.				
PASSENGER TRAINS				
Between	Track			
	No. 1	No. 2	Single	Notes
South Bay & Park	40	40	...	...
Park & Hill	60	60	...	...
Park & MP BD 223.64	30	30	...	...
Hill & Transfer	...	...	30	...

FREIGHT TRAINS				
Between	Track			
	No. 1	No. 2	Single	Notes
South Bay & Hill	30	30	...	...
South Bay & Dana	10	10	...	...
Hill & Transfer	...	...	25	...

37-D2. Speedometer Checking: Measured Miles

The distance between the following miles are measured miles. Marker posts are installed at these locations:
MP BD 222 and MP BD 223

37-D3. Maximum Speeds-Other Tracks

<u>Location</u>	<u>Track</u>	<u>Restricted Speed Not Exceeding</u>
Southampton St. Yard	All	5 MPH
2 Yard	6 & 8	5 MPH
Lead Readville Maintenance Facility	2 Yard Lead	15 MPH
Readville Maintenance Facility	All	5 MPH
While Inside Building	All	2 MPH

37-D4. Engine and Cars Maximum Speeds (4 cars or fewer)

The maximum speed for lite engines, multiple lite engines, and equipment consisting of 4 coaches or fewer (passenger trains) or 4 cars or fewer (freight trains) are restricted to a Maximum Authorized Speed of 30 MPH when operating over the Dorchester Branch.

41-D1. Pullman Standard, Bombardier Hyundai Rotem & Kawasaki Coaches

The following equipment must not exceed 20 MPH when operating over Washington Street OH Br MP BD 224.7:

- MBTA Pullman Standard Coaches series 200-258
- MBTA Bombardier Coaches series 350-389, 600-653 and 1600-1652
- Amtrak passenger coaches series 53000-53007, 53500-53509, 54000-54071 and 54500-54513
- CDOT Bombardier Cars series 1614-1616, 1640-1646 and 1691-1697
- Kawasaki Double Decker Coaches series 700, 900 and 1700
- Hyundai Rotem Double Decker Coaches (series 1800 and series 800)

41-D2. Freight Car Restrictions, AAR Plate C

Cars Exceeding AAR Plate C must receive Special Clearance from Keolis Engineering department to operate between South Bay and Hill.

41-D3. Freight Car Restrictions, AAR Plate H

Cars Exceeding AAR Plate H must receive Special Clearance from Keolis Engineering department to operate between Hill and Transfer.

Dorchester Branch (DB)

South Bay (exclusive) - Transfer (exclusive)

94-D1. Conductor Responsibilities/SHSY Equipment Moves

All equipment movements from SHSY to South Station require the qualified assigned Conductor for the movement to ride in the operating cab with the Engineer. Assigned Conductors on these movements will be required to apply NORAC Rule 94 Part A and communicate all signals to ensure signal compliance. Both employees must work together to comply with the requirements of restricted speed when necessary.

98-D1. Southampton Street, MBTA Service and Inspection (S&I) Building

Radio Channels: Within Southampton Street Yard, the following radio channels must be used:

- Movements on Amtrak Runner: Channel 023--023.
- Switching operations: Channel 023--023.
- Mechanical Department operations: Channel 035--035. When operating in Readville Yard, train and engine crews must switch to Channel 007--007

Entering Building: All equipment must stop short of derails on No. 1 and No. 2 tracks, and must not proceed into the S&I Building unless the Engineer has determined that the derail is off, the door is fully opened, and the S&I foreman has authorized the equipment to enter the building. After receiving authorization to proceed from the S&I Foreman, the equipment must not enter the Washer section unless the GREEN LIGHT is lit. GREEN LIGHT is located approximately 3 feet inside the building, 5 feet above the floor, to the left of No. 1 track, and to the right of No. 2 track. The bell must be rung continuously between the derail and the high-level platform inside the S&I Building.

Exiting Building: Green lights governing eastward (exiting) movements on the inside of the building, to the right of the Washer section, are in service. Equipment must not exit the S&I Building unless receiving authorization from the S&I Foreman. Before moving east into the "Wash Rack," you must have a green light located at the west end of the wash rack. In addition to the green light, you must assure the brushes are fully retracted. Before exiting the building, the Engineer must determine that the derail is off and the door is fully opened. The bell must be rung continuously between the derail and the high-level platform inside the S&I Building.

104-D1. Hand Operated Derails in Yard 2

The east end of Track 6 and 8 are protected by locked bi-directional, hand-operated derails. The normal position of these derails is in the derailing position when the track they are protecting is occupied by any rolling and/or on-track maintenance-of-way-equipment.

116-D1. Operating from Other than the Leading End

In the application of Special Instruction 116-S1, it is permissible to operate 6701's equipment from the Other than the Leading End from Readville LF with a qualified employee in the lead. This movement must not exceed one train length east of the EL of Dana Interlocking.

956-D1. Engineer Responsibilities/SHSY Equipment Moves

On ALL equipment movements from SHSY where the Engineer is operating without the assigned Conductor, Engineers must communicate the signal name over the radio, tuned to the proper channel, using proper radio procedures.

Example:

"Keolis Extra 1805 at Broad has a Slow Approach mainline (track number), Over".

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