

Eastern Route (ER) Tower A (exclusive) – Newburyport

The Eastern Route letter Designation is “E.” All Line special instructions governing the operations on Eastern Route will be prefixed with the Letter E – All Mile Posts will be prefixed with the letters “BE”.

W	Station	MP	INT or CP	PS	DIB	Notes
	FX	BE 1.4	INT	...	...	...
	Reading Junction (Western Route ML)	BE 1.8	INT	...	...	...
	Everett Jct (Saugus Industrial Trk PAR) (Grand Jct. Industrial Track)	BE 2.8	INT	...	...	...
	Chelsea	BE 4.6	...	X	...	...
	Wonderland	BE 7.0	INT	...	...	...
	Saugus Draw	BE 9.6	INT	...	...	1
	River Works	BE 9.9	...	X	E/W	...
	Brickyard	BE 10.8	INT	...	...	...
	Lynn	BE 11.5	...	X	W	...
	Swampscott	BE 12.8	...	X	...	...
	Castle Hill	BE 15.1	INT	...	...	...
	McNall	BE 16.3	INT	...	...	...
	Salem	BE 16.8	...	X	E/W	...
	Northey Point (Danvers Industrial Track PAR)	BE 17.0	INT	...	...	...
	Beverly Draw	BE 17.7	INT	...	...	1
	Beverly	BE 18.3	...	X	E/W	...
	Beverly Junction (Gloucester Branch)	BE 18.7	INT	...	...	MPF
	North Beverly	BE 20.8	...	X	E	...
	Chesley	BE 21.5	INT	...	...	...
	Hamilton/Wenham	BE 22.7	...	X	...	...
	Ipswich West (Ipswich Siding – 2811 feet)	BE 26.9	INT	...	...	...
	Bagley (Ipswich Siding – 2811 feet)	BE 27.4	INT	...	...	...
	Ipswich	BE 27.6	...	X	E/W	...
	Steeves	BE 27.7	INT	...	...	...
	Avery	BE 28.6	...	...	...	...
	Rowley	BE 31.2	...	X	...	...
	Knight	BE 34.3	INT	...	...	...
	Port	BE 35.7	INT	...	...	...
	Newburyport	BE 36.2	...	X	...	...
	<ul style="list-style-type: none"> • In the DIB column, Stations that are identified by E “East” W “West” are designated passenger stations where Delay in block is in effect for that direction, movements are governed by Rule 504b. • In the Notes column, Stations that are identified by MPF are equipped with Moveable point frogs. <p>Note 1: Automatic interlocking signals protect a moveable bridge.</p>					
	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					

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240-E1. Signal Rules and Current of Traffic

Location	Tracks are Numbered South to North				
	No. 1	No. 2	No. 3	No. 4	Single
Tower A to FX	...	261	261	261	...
FX to McNall	261	261	...	...	...
McNall to Northey Point	...	...	...	...	261
Northey Point to Chesley	261	261
Chesley to Knight	261
Knight to Newburyport	261	261

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37-E1. Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted

PASSENGER TRAINS				
Between/At	Track			
	Single	No. 1	No. 2	Notes
NL Tower A & Beverly Jct.	70	70	70	...
NL Tower A & FX	...	...	30	...
Tracks 3 & 4.....30 MPH				
FX & Reading Jct	...	30	30	...
Reading Jct. & WL Everett Jct	...	55	55	...
WL Everett Jct. & East Everett	...	60	60	...
East Everett & Chelsea Station	...	35	35	...
Chelsea Station & Eastern Ave. MP BE 5.5	...	50	50	...
Eastern Ave. MP BE 5.5	...	30	30	1
Cv MP BE 6.2 & MP BE 6.5	...	65	65	...
While Passing over Saugus Draw Interlocking	...	30	30	B
Saugus Draw & WL of Lynn Station	...	60	60	...
While Passing Through Lynn Station	...	60	60	...
EL of Lynn Station and MP BE 12	...	60	60	...
Cv MP BE 15.4 & MP BE 15.6	...	60	65	...
McNall Int. limits	40	40	40	E
While passing through Salem Tunnel	40	...	...	...
While passing Salem Station Platform	20	...	...	W
While Passing Over Beverly Draw (Draw only)	...	40	40	B
Congress St. MP BE 17.9 & Beverly Jct.	...	...	60	...
Beverly Jct. & Asbury St. MP BE 23	60	60	60	...
While passing through Beverly Jct. (East only)	...	30	30	3
While passing through Beverly Jct. (West only)	...	30	...	...
Chesley & Dodge St MP BE 20.8 (West only)	...	45	45	2
Hamilton-Wenham Station & Larch Row MP BE 22.3 (West only Head end only)	40	...	...	...
Asbury St. MP BE 23 & Rowley	70	...	...	...
WL Bagley & Linebrook Rd. MP BE 28.3: (East Only-Speed applies for the entire train)	30	...	...	E
Avery & EL Bagley (West only)	30	...	...	W
While passing Rowley Station Platform	30	...	...	...
Rowley & Knight	79	...	...	...
Knight & Newburyport	...	70	70	...
Knight & Port	...	60	60	...
Port & Newburyport	...	45	45	...
Newburyport & Hanover St. MP BE 35.8: (West only-Head end only)	...	30	30	...
In the Notes column, rule 94-S3 applies in the direction noted: E (East), W (West), B (Both).				
Note 1: Speed applies until crossing is occupied.				
Note 2: Speed applies until Dodge Street MP BE 20.8 is occupied.				
Note 3: Speed applies until Eliot Street MP BE 18.9 is occupied				

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FREIGHT TRAINS				
Between/At	Track			
	Single	No. 1	No. 2	Notes
NL Tower A & FX	25	...
Tracks 3 & 4... 25 MPH				
FX & Reading Jct	...	25	25	...
Reading Jct. & East Everett	...	40	40	...
East Everett & Chelsea Station	...	35	35	...
Chelsea Station & McNall	...	40	40	...
Chelsea Station and Eastern Avenue MP BE 5.5	...	40	40	...
Eastern Ave. MP BE 5.5	...	30	30	1
West end, west approach trestle to Saugus Draw & General Electric MP BE 9.9	...	20	20	...
While passing through Lynn Station	...	30	30	...
McNall Int. limits	25	25	25	...
McNall & Northey Point	40	...	...	...
While passing through Salem Tunnel	25	...	...	...
While passing Salem Station Platform	10	...	...	...
Northey Point & Chesley	...	40	40	...
While Passing Over Beverly Draw (Draw only)	...	40	40	...
Congress St. MP BE 17.9 & Beverly Jct.	...	...	40	...
While passing through Beverly Jct.	...	30	...	...
Elliot St. MP BE 18.9	...	20	20	1
Chesley & Knight	40	...	...	...
Hamilton Wenham Station & Larch Row MP BE 22.3 (West only- Head end only)	30	...	...	...
WL Bagley & Avery	25	...	...	...
While passing Rowley Station Platform	30	...	...	...
Knight & Newburyport	...	40	40	...
Newburyport & Hanover St. MP BE 35.8 (West only- Head end only)	...	30	30	...
Note 1: Speed applies until crossing is occupied.				

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138-E1. Highway Grade Crossings

Crossing Name	MP	Type	Track	Notes
Second Street	BE 3.8	MCO/ACO	1 & 2	2, B
West Third Street	BE 4.0	MCO/ACO	1 & 2	2
Everett Avenue	BE 4.3	MCO/ACO	1 & 2	2
Spruce Street	BE 4.4	MCO/ACO	1 & 2	2
Arlington & Sixth Streets	BE 4.5	MCO/ACO	1 & 2	2
Eastern Avenue	BE 5.5	MCO	1 & 2	...
Oak Island	BE 8.0	MCO	1 & 2	...
General Electric (Private)	BE 9.9	MCO/ACO	1 & 2	2
Congress Street	BE 17.9	PMS/MCO	1 & 2	1
Elliott Street	BE 18.9	PMS/MCO	1 & 2	...
Balch Street	BE 19.4	PMS/MCO	1 & 2	...
Cabot Street	BE 19.5	PMS/MCO	1 & 2	...
Tozier Street	BE 20.5	PMS/MCO	1 & 2	...
Dodge Street	BE 20.8	PMS/MCO	1 & 2	...
Larch Row	BE 22.3	PMS/MCO	Single	...
Bay Road	BE 22.8	PMS/MCO	Single	...
Asbury Street	BE 23.0	PMS/MCO	Single	...
Topsfield Road	BE 27.7	MCO	Single	...
Washington Street	BE 27.8	MCO	Single	...
Mineral Street	BE 28.0	MCO	Single	...
Liberty Street	BE 28.2	PMS/MCO	Single	...
Linebrook Road	BE 28.3	PMS/MCO	Single	...
Perkin's (Private)	BE 29.2	PMS/MCO	Single	...
Mitchell's (Private)	BE 29.5	PMS/MCO	Single	...
Railroad Avenue	BE 31.1	PMS/MCO	Single	...
Red Gate Road (Private)	BE 32.8	PMS/MCO	Single	...
Hay Street	BE 34.4	PMS/MCO	Single	...
Boston Road	BE 35.1	PMS/MCO	1 & 2	...
Hannover Street	BE 35.8	PMS/MCO	1 & 2	...
Pedestrian (Private)	BE 36.2	...	1 & 2	...

Engine whistle or horn signal 19(b) must not be sounded at any crossing listed except those crossings identified in the note column by the letter B (Both), E (East) or W (West), indicating the direction in which the signal must be sounded. Engine horn may be sounded in case of emergency.

Note 1: Westward trains which must operate past a Stop Signal at Beverly Draw must first provide on ground protection.

Note 2: After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position.

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500-E1. Switches Equipped with Electric Locks

The following hand-operated switches are equipped with an electric lock.

<u>Location</u>	<u>Track</u>	<u>Switch</u>
MP BE 1.8	1	MBTA Siding
MP BE 3.9	2	Kyanize Paint
MP BE 5.3	1	Chelsea Yard
MP BE 6.5	1	East Boston Branch
MP BE 9.7	1	General Electric
MP BE 9.8	2	Bennett St. Yard
MP BE 11.1	1	US Plastics
MP BE 15.8	1	California Oil

F-E1. Tunnel/Wall Emergency Exits - Salem Tunnel

In case of emergency, employees or passengers must exit tunnel by the east or west portals.

36-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.

36-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.

36-E3. Ipswich Station: Train Start Button

Eastward trains ready to proceed from Ipswich Station must key in code *123 on their radio to activate Topsfield Rd. grade crossing warning devices and enable a permissive signal indication at Steeves. If warning devices do not activate and the signal does not change to a permissive indication, the engineer must operate the green train start button on the control box located at the east end of the station platform. If necessary to cancel the eastward movement request, the red button must be operated, causing the home signal to indicate a Stop Signal, and the crossing warning devices to time out.

37-E2. Speedometer Checking: Measured Miles

The distance between MP BE 7 and MP BE 8 and between MP BE 25 and MP BE 26 are measured miles. Marker posts are installed at these locations.

37-E3. Maximum Speeds - Other Tracks

<u>Location</u>	<u>Track</u>	<u>Restricted Speed Not Exceeding</u>
Newburyport Layover	All	5 MPH
Ipswich Siding	Siding	15 MPH Passenger 10 MPH Freight

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41-E1. Freight Car Restrictions, AAR Plate E

Cars Exceeding AAR Plate E must receive Special Clearance from Keolis Engineering department to operate on ALL tracks on the Eastern Route.

104-E1. Normal Position of Switches and Crossovers at Specified Locations

<u>Location</u>	<u>Connecting</u>	<u>With</u>	<u>Normal Position</u>
Ipswich Yard	Back Track	Siding	Through on Siding

116-E1. Operating from Other than the Leading End

In the application of Special Instruction 116-S1, it is permissible to operate from the Other than the Leading End in Newburyport for the purpose of transferring equipment from the LF to the Station and from the Station to the LF.

This movement is restricted by the following:

1. The Engineer must operate from the leading end **in and out** of the facility.
2. The Engineer may operate from other than the leading end for the movement into (east) and out of (west) the station with a qualified employee in the lead.
3. When making train movements to and from the Newburyport facility, train must stop west of Port with the control car at mile marker BE 35.514 if necessary to change operating ends.

241-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:

<u>Location</u>	<u>Authority Obtained From</u>
Saugus Draw	Train Dispatcher
Beverly Draw	Train Dispatcher

241- 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.

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