

Worcester Main Line (WML) Cove (exclusive) - CP-45 (exclusive)

The Worcester Main Line letter Designation is "L". All Line special instructions governing operations on the Worcester Main Line will be prefixed with the Letter L – All Mile Posts will be prefixed with the letters "BL".

E	Station	MP	INT or CP	PS	DIB	Notes
	Back Bay	BL 1.2	...	X	E	...
	Lansdowne Station	BL 2.5	...	X	W	...
	CP-3	BL 3.1	INT	...	...	...
	Boston Landing	BL 4.7	...	X	E	1, 2
	Newtonville	BL 8.1	...	X	...	...
	West Newton	BL 9.1	...	X	...	...
	Auburndale	BL 10.2	...	X	W	...
	CP-11	BL 11.4	...	...	...	...
	Wellesley Farms	BL 12.5	...	X	E	...
	Wellesley Hills	BL 13.5	...	X	E	...
	Wellesley Square	BL 14.7	...	X	...	...
	Natick Center	BL 17.7	...	X	...	...
	West Natick	BL 19.9	...	X	W	...
	CP-21 (Framingham Sub Division Mass Coastal) (CSX North Yard)	BL 21.3	INT	...	...	...
	Framingham	BL 21.4	...	X	...	...
	CP-22 (Holliston Ind. Trk/ Nevins Yard/North Yard) (CSX 4 th Iron)	BL 21.7	INT	...	...	...
	CP-23 (CSX 4 th Iron) (Nevins Yard)	BL 22.9	INT	...	...	...
	CP-24	BL 24.6	INT	...	...	...
	Ashland	BL 25.2	...	X	...	...
	Southboro	BL 27.4	...	X	...	...
	CP-28	BL 28.2	INT	...	...	...
	CP-29 (Westboro Yard)	BL 29.4	INT No. 1 Trk Only	...	...	...
	CP-30 (Westboro Yard)	BL 30.5	INT No. 1 Trk Only	...	...	...
	CP-33	BL 33.3	INT	...	...	...
	Westboro	BL 34.0	...	X	...	...
	Grafton	BL 36.4	...	X	...	...
	CP-39	BL 39.0	INT	...	...	...
	CP-42 (CSX Worcester Yard)	BL 42.6	INT No. 2 Trk Only	...	...	...
	CP-43	BL 43.3	INT	...	...	...
	CP-44 (CS length is 2640 ft) (Worcester LF)	BL 43.7	INT	...	...	...
	Worcester	BL 44.2	...	X	...	...
W	<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. Note 1: Trains making stations stops at Boston Landing Passenger Station must not stop the locomotive underneath the overhead walkway on the west end of the station platform. If necessary, a crew member must assist to ensure compliance with this requirement. Note 2: Passengers using wheelchairs or other mobility devices, whether boarding or exiting at Lansdowne Station, must not be boarded at the double between the control coach and the next coach when the train consist is greater than 7 coaches. 					

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240-L1. Signal Rules and Current of Traffic

Location	Tracks are Numbered North to South				
	No. 1	No. 2	No. 5	No. 7	CS
Cove to CP-3	...	...	261	261	...
CP-3 to CP-21*	261	261	...	...	...
CP-21* to CP-45	562	562	...	...	562
On tracks where Rule 562 is in effect, CSS is in service for movements in both directions and Rule 261 applies.					
* Exception: CP 21 CSS is in service for movement in the West Direction only.					

37-L1. 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/At	Track				
	No. 7	No. 5	No. 1	No. 2	Notes
Cove and MP BL 2.5	30	30	..	...	...
MP BL 2.5 and CP-3	40	40	..	...	...
CP-3 and EL of Auburndale Station	79	79	...
CP-3 and Cv MP BL 3.7	45	50	W
Cvs MP BL 4.9 and MP BL 5.35	60	60	...
Cvs MP BL 6.1 and MP BL 6.8	60	60	...
Cv MP BL 8.9 and MP BL 9.2	75	70	...
EL of Auburndale Station and Mass Turnpike OH Br 29.30	60	60	...
Cv MP BL 13.4 and MP BL 13.6	55	55	...
MP BL 20.9 and CP-22 (West Only)	30	30	...
MP BL 20.9 and CP-22 (East Only- Head End Only)	15	15	...
CP-22 and EL of CP-23	55	...
Mass Turnpike OH Br 29.30 and CP-45	70	70	...
Cvs 31.4 and 36.1	60	60	...
Cvs 36.1 and 36.8	55	55	...
Cvs MP BL 39.5 and MP BL 42.2	55	55	...
MP BL 42.2 and WL of CP-44	40	40	...
WL of CP-44 and CP-45	25	25	...
CP-44 and CP-45	CS 30				
In the Notes column, rule 94-S3 applies in the direction noted: E (East), W (West), B (Both).					

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FREIGHT TRAINS					
Between/At	Track				
	No. 1	No. 2	No. 5	No. 7	Notes
Cove and BL MP 1.5	30	30	...
MP BL 1.5 and MP BL 1.6	...	...	25	25	...
MP BL 1.6 and MP BL 2.5	...	...	30	30	...
MP BL 2.5 and CP-3	...	...	40	40	...
CP-3 and MP 5	40	40	...	...	...
MP BL 5 and CP-45	50	50	...	...	...
Intervale Rd UG Br 12.02	10	10	...	...	...
MP BL 12.5 & Bacon Street UG Br 16.07	40	40	...	...	...
Bacon Street UG Br 16.07	20	20	...	...	...
Bacon St. UG Br 16.07 & MP BL 20.9	40	40	...	...	...
MP BL 20.9 and CP-22 (West only)	30	30	...	...	...
CP-22 and Cv 21.9 (West only)	25	25	...	...	...
Cv 21.9 and MP BL 20.9 (East Only- Head End Only)	15	15	...	...	...
MP 42.2 and CP-44	25	25	...	...	...
CP-44 and CP-45	20	20	...	...	...

138-L1. Highway Grade Crossings

Crossing Name	MP	Type	Track	Notes
Bishop Street	BL 20.9	PMS	1 & 2	B
Waverly Street	BL 21.2	PMS	Int.	B,1
Concord Street	BL 21.3	PMS	1 & 2	B
O'Brien's Way	BL 21.3	...	Int.	B, 2
Main Street	BL 24.2	PMS	1 & 2	B
Cherry Street	BL 24.4	PMS	1 & 2	B
Parmenter Rd.	BL 37.2	PMS	1 & 2	B
<p>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), W (West), indicating the direction in which the signal must be sounded. Engine horn may be sounded in case of emergency.</p> <p>Note 1: Framingham Subdivision within Int Limits of CP-21.</p> <p>Note 2: East Leg of the Wye within Interlocking Limits of CP-21</p>				

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500-L1. 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 BL 3.3	No. 1	Beacon Park Yard
MP BL 4.75	No. 1	Beacon Park Yard
MP BL 10.8	No. 2	Riverside
MP BL 36.8	No. 2	Grafton and Upton
MP BL 38.5	No. 2	Wyman Gordan
MP BL 40.5	No. 2	Sacks
MP BL 43.9	CS	Worcester Layover Facility

Where CSX Alstom Model 10 Electric Lock switches are in service, normal function is as follows:

- Removing the padlock and place the unlock into the "preliminary unlock position".
- The unlock will be in "unlock position," allowing the pedal to be fully depress pedal under two conditions:
 1. Train on the main line waiting to exit signaled track.
 2. Train on siding waiting to enter signaled track, provided there are no signals lined into the block.
- There is an "emergency release" on the Model 10 in the event of failure. (Permission to use the "emergency release" must only be granted by the Dispatcher and must be properly logged by the Dispatcher).

Note: Signal personnel will need to be notified to reset the lock if this is used.

22-L1. Headlight Dimmed

Between Cove and MP BL 10.8 (Turnpike Bridge), the headlight on all trains must be dimmed by day and night, except when visibility is poor.

36-L1. Framingham Station: DTMF

Eastward trains stopped and ready to proceed on the No. 1 track at Framingham Station must key in code 212* on their radio to activate Concord Street grade crossing warning devices and enable a permissive signal indication at CP-21. Eastward trains stopped and ready to proceed on the No. 2 track at Framingham Station must key in code 214* on their radio to activate Concord Street grade crossing devices and enable a permissive signal indication to be displayed 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.

37-L2. Maximum Speed – Other Tracks

<u>Location</u>	<u>Track</u>	<u>Restricted Speed Not Exceeding</u>
Framingham	Fourth Iron	10 MPH
Worcester	Layover Facility	10 MPH

41-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

41-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

41-L3. Freight Car Restriction

All Freight movements are prohibited from operating on the CS between CP-44 and CP-45

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72-L1. Defect Detectors

CP-21 – High Set Detector 17'2" for Eastward movements

Height detector signal (Lunar White Lite) is located on the north side of Track 1 and south side of Track 2 at MP BL 20.1. Detector located on westbound signal bridge at CP-21. If Height Detector is activated (Steady-Continuous Light), the Engineer, after rear of train clears Bishop Street, will stop train consistent with good train handling and contact Dispatcher for instructions

MP BL 25.2 – DED For movements East and West

Special Instruction 72-S4 applies

MP BL 37.4 – HBD For Movements East and West

Special Instruction 72-S4 applies

80-L1. Restricted Speed CP-21

Eastbound trains operating within the interlocking limits of CP-21 that receive a cab signal change to restricting before exiting the limits of CP-21 must take action at once to reduce to Restricted Speed and operate at Restricted Speed until the entire train has passed a more favorable fixed signal.

116-L1. 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 for the purpose of transferring equipment between the Worcester LF to the Worcester Station.

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 (west) and out of (east) the station with a qualified employee in the lead.

279-L1. Non-Conforming Aspects Cab Signal

At locations where the wayside signal displays "Medium Clear" an "Approach" cab signal may be considered as "conforming" and trains must operate in accordance with this indication.

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