

Edm. H. - Lawrence Arlington

BOSTON AND MAINE RAILROAD

TIME TABLE NO. 65

Superseding Time Table No. 64

FOR EMPLOYEES ONLY

EFFECTIVE

12.01 A. M. SUNDAY

OCTOBER 27, 1957

EASTERN STANDARD TIME

**STUDY THE SPECIAL INSTRUCTIONS
AND NOTE ALL CHANGES**

D. A. BENSON,
Vice President—Operations.

W. HAYNES,
General Manager.

J. E. ROURKE,
General Superintendent Transportation.

C. F. YARDLEY,
Asst. General Superintendent Transportation.

O. C. HARDY,
Supt. New Hampshire Division.

I. W. CLIFFORD,
Supt. Fitchburg Division.

F. L. ESTEY,
Supt. Boston Division.

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BOSTON TO P. T. TOWER ONE (OUTWARD) — (EASTWARD) — FIRST-CLASS BOSTON DIVISION 1

Miles from Boston	Passing Sidings, Approximate Capacity Cars	STATIONS.	X 41		1		81		83		H x ⊕ 193		H 101		103		H x ⊕ 195		H x ⊕ 1391	
			Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	
			N'warp'per	Portland	Portland	Portland	Portland	Reading	Reading	Reading	Reading	Haverhill	Reading	Haverhill	Reading	Reading	Reading	Reading	Danvers	Danvers
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
1.48		Boston	N X																	
3.38		East Somerville	X																	
3.83		Medford Junction	T X																	
		Edgeworth																		
4.65		Malden																		
5.19	50	Oak Grove	T																	
6.24		Wyoming																		
6.74		Melrose																		
7.51		Melrose Highlands	T																	
8.47		Greenwood	T																	
9.38		Wakefield Junction	T D																	
9.90		Wakefield																		
12.03	Middle Track) 60	Reading	T D																	
12.54		Reading Highlands																		
16.32		North Wilmington	T																	
17.81		Wilmington Junction	T																	
19.57		Lowell Junction	T N	1.05	3.00			5.17	5.27											
20.48		Ballardvale	T																	
22.68		Andover	T D																	
23.91		Shawsheen	T X																	
25.04	Yard	Lawrence	T N X																	
27.34		North Andover	T X																	
30.54		Ward Hill	T																	
32.53	Yard	Bradford	T X																	
32.93		Haverhill	T N X	1.23	3.44			5.43	6.00											
36.45		Atkinson	T																	
38.29		Plalsow	T																	
40.75	135	Newton Junction	T D	1.36	4.10			5.51	6.08											
44.53		Powwow River	T																	
45.52		East Kingston	T																	
50.40		Exeter	T D	1.45	4.30			6.02	6.20											
54.38		Newfields	T																	
55.36	59	Rockingham	T D	1.50	4.35			6.07	6.25											
57.18		Newmarket	T																	
61.68		Durham	T D		4.45															
63.79		Madbury	T																	
67.08	110	Dover	T N																	
69.77		Rollinsford	T																	
71.07		Salmon Falls	T																	
77.39		North Berwick	T	2.22	5.35			6.40	6.58											
84.85		Wells Beach	T	2.32	5.55			6.50	7.08											
89.96		Kennebunk	T	2.41	6.10			6.57	7.17											
99.10		Biddeford	T	2.55	6.30			7.17	7.33											
103.66		Old Orchard Beach	T	3.01	6.40			7.27	7.47											
108.65		Scarboro Beach	T		6.50															
111.03		P. T. Tower One	T X	3.08	7.03			7.38	8.03											
114.62		Portland, Union Sta.		3.15	7.10			7.45	8.10											

⊕ Does not carry baggage.

x Does not carry passengers.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

Schedule time shown at Portland Union Station, for information only.

2 BOSTON TO P. T. TOWER ONE (OUTWARD) — (EASTWARD) — FIRST-CLASS BOSTON DIVISION

STATIONS.	H × ⊕	H × ⊕	105	H	⊕ 107	2955	H	⊕ 109	11	⊕ 111	2911	⊕ 113	115
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Wakefield Center	Wakefield Center	Dover	Reading	N. Conway	Reading	Portland	Reading	N. Conway	Haverhill	Haverhill	Haverhill	Haverhill
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Boston	L 7.21	L 7.40	L 7.45	L 8.00	L 8.00	L 8.23	L 9.00	L 9.03	L 9.04	L 9.07	L 9.24	L 9.20	L 10.25
East Somerville	7.25	7.44	7.49	8.04	8.04	8.32	9.04	9.07	9.07	9.10	9.24	9.27	10.29
Medford Junction	7.23	7.47	7.52	8.07	8.07	8.35							10.32
Edgeworth													
Malden			⊕ 7.55	⊕ 8.10	⊕ 8.10	⊕ 8.38				⊕ 9.14			⊕ 10.35
Oak Grove	7.30	7.49											⊕ 10.38
Wyoming		7.50	⊕ 7.59	⊕ 8.13	⊕ 8.13					⊕ 9.17			⊕ 10.40
Melrose			⊕ 8.01	⊕ 8.15	⊕ 8.15	⊕ 8.41				⊕ 9.20			⊕ 10.43
Melrose Highlands			⊕ 8.03	⊕ 8.18	⊕ 8.18					⊕ 9.22			
Greenwood													
Wakefield Junction	⊕ 7.34	⊕ 7.53	8.05	8.21		8.44							9.32
Wakefield			⊕ 8.08	⊕ 8.23	⊕ 8.25	⊕ 8.46				⊕ 9.27			⊕ 10.48
Reading			⊕ 8.12	A 8.27	⊕ 8.30	A 8.50	⊕ 9.17	A 9.32				⊕ 9.37	⊕ 10.52
Reading Highlands													
North Wilmington					⊕ 8.36								f 10.58
Wilmington Junction					8.40								
Lowell Junction			8.19		f 8.41		9.24					9.44	11.03
Ballardvale					⊕ 8.45							⊕ 9.48	⊕ 11.07
Andover			⊕ 8.23										⊕ 11.11
Shawsheen			⊕ 8.25			⊕ 8.53			⊕ 9.33			⊕ 9.58	⊕ 11.12
Lawrence			⊕ 8.30										
North Andover													
Ward Hill													
Bradford													
Haverhill			⊕ 8.42			⊕ 9.04			⊕ 9.44			⊕ 10.10	⊕ 11.37
Atkinson			⊕ 8.48										
Plastow			⊕ 8.52										
Newton Junction			⊕ 8.56			9.12			9.52				
Powwow River													
East Kingston			⊕ 9.03										
Exeter			⊕ 9.12			⊕ 9.22			⊕ 10.03				
Newfields			⊕ 9.18										
Rockingham			9.19			9.27			10.08				
Newmarket			⊕ 9.23										
Durham			⊕ 9.31										
Madbury													
Dover			A 9.40			⊕ 9.39			⊕ 10.25			⊕ 10.30	
Rollinsford						9.43						10.35	
Salmon Falls													
North Berwick									f 10.37				
Wells Beach									⊕ 10.48				
Kennebunk									⊕ 10.56				
Biddeford													
Old Orchard Beach													
Scarboro Beach													
P. T. Tower One									11.33				
Portland, Union Sta.									A 11.40				

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

⊕ "a" stop at Westville.

Schedule time shown at Portland Union Station, for information only.

(W)

BOSTON TO P. T. TOWER ONE (OUTWARD) — (EASTWARD) — FIRST-CLASS BOSTON DIVISION 3

STATIONS.	15		45		127		133		⊕ 135 ^H		⊕ 145		19		2917	
	Ex. Sun.	Sun. only			Ex. Sun.	Ex. Sun.			Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.	
	Portland	Portland			Haverhill	Haverhill			Haverhill	Reading		Dover	Reading	Portland	N. Conway	
	PM	PM			PM	PM			PM	PM		PM	PM		PM	PM
Boston	12.30	12.30			12.35	1.35			1.25	1.33		1.35	1.20		1.45	
East Somerville	12.34	12.34			12.39	1.39			2.59	3.37		3.59	4.24		4.49	
Medford Junction	12.37	12.37			12.42	1.42			3.02	3.40		4.02	4.27		4.52	
Edgeworth																
Malden					12.45	1.45			3.05	3.44		4.03 ^{III}	4.30			
Oak Grove																
Wyoming					12.49	1.49			3.09	3.48		4.06 ^{III}	4.33			
Melrose		12.41			12.51	1.51			3.12	3.51		4.07 ^{III}	4.35			
Melrose Highlands					12.54	1.54				3.54		4.07 ^{III}	4.38			
Greenwood										3.57						
Wakefield Junction	12.42															
Wakefield		12.46			1.02	2.01			3.17	4.00		4.09 ^{III}	4.43			
Reading		12.50			1.08	2.07			3.22	4.05		4.11	4.48		5.00	
Reading Highlands																
North Wilmington						2.14			3.26			4.17				
Wilmington Junction																
Lowell Junction	12.51	12.57			1.15	2.18			3.29			4.21			5.07	
Ballardvale					1.17	2.20						4.22				
Andover		1.01			1.25	2.26			3.32			4.25				
Shawsheen						2.27										
Lawrence	12.57	1.07			1.35	2.35			3.42			4.33			5.13	
North Andover					1.38	2.38						4.35				
Ward Hill												4.42				
Bradford																
Haverhill	1.04	1.17			1.50	2.50			3.55			4.47			5.20	
Atkinson												4.52				
Plaistow												4.56				
Newton Junction	1.11	1.24										5.00			5.27	
Powwow River												5.05				
East Kingston												5.07				
Exeter	1.21	1.34										5.15			5.38	
Newfields												5.20				
Rockingham	1.26	1.39										5.21			5.43	
Newmarket												5.24				
Durham												5.30				
Madbury																
Dover	1.38	1.50										5.40			5.58	6.05
Rollinsford																6.10
Salmon Falls																
North Berwick	1.48	2.02													6.09	
Wells Beach	1.56	2.10													6.18	
Kennebunk	2.01	2.16													6.25	
Biddeford	2.11	2.23													6.37	
Old Orchard Beach		2.34													6.44	
Scarboro Beach																
P. T. Tower One	2.28	2.43													6.53	
Portland, Union Sta.	2.35	2.50													7.00	
	PM	PM			PM	PM			PM	PM		PM	PM		PM	PM

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

III "s" stop on holidays.

J "s" stop at Westville.

K Stop to leave from Boston.

M "s" stop Saturdays.

4 BOSTON TO P. T. TOWER ONE (OUTWARD) — (EASTWARD) — FIRST-CLASS BOSTON DIVISION

STATIONS.	⊕ 147		H 149		H 1309		143		⊕ 151		H ⊕ Q 155		H ⊕ 1311		H 159		47		⊕ 157		H ⊕ 1317		161	
	Ex. Sat.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	Haverhill	Reading	Wakefield Center	Haverhill	Dover	Lawrence	Danvers	Wakefield Junction	Portland	Lawrence	Danvers	Haverhill	Daily											
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM											
Boston	L 4.50	L 4.55	L 4.59	L 5.10	L 5.14	L 5.17	L 5.20	L 5.22	L 5.30	L 5.32	L 5.40	L 6.10												
East Somerville	4.54	4.59	5.03	5.14	5.18	5.21	5.24	5.27	5.34	5.40	5.47	6.14												
Medford Junction	4.57	5.02	5.06	5.17	5.21	5.24	5.27	5.32	5.37	5.40	5.47	6.17												
Edgeworth																								
Malden	z 4.58	5.04	5.09	5.18	5.23	5.26	5.30	5.35	5.45	5.57	6.06	6.22												
Oak Grove	4.59	5.04	5.09	5.18	5.23	5.26	5.30	5.35	5.45	5.57	6.06	6.22												
Wyoming	z 5.00	5.15	5.20	5.25	5.30	5.33	5.36	5.40	5.46	5.52	6.02	6.21												
Melrose	z 5.01	5.08	5.15	5.20	5.25	5.31	5.36	5.42	5.44	5.52	6.02	6.21												
Melrose Highlands	z 5.02	5.08	5.15	5.21	5.25	5.31	5.36	5.42	5.44	5.52	6.02	6.21												
Greenwood		s 5.11	5.19	5.26	5.29	5.35	5.42	5.44	5.46	5.57	6.06	6.22												
Wakefield Junction	5.03	5.15	5.19	5.26	5.29	5.35	5.42	5.44	5.46	5.57	6.06	6.22												
Wakefield	z 5.04	5.15	5.19	5.26	5.29	5.35	5.42	5.44	5.46	5.57	6.06	6.22												
Reading	s 5.07	5.20	5.26	5.30	5.33	5.42	5.44	5.46	5.57	6.06	6.22	6.28												
Reading Highlands	A 5.24	5.26	5.30	5.33	5.42	5.44	5.46	5.57	6.06	6.22	6.28	6.28												
North Wilmington	s 5.14	5.36	5.43	5.48	5.51	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
Wilmington Junction	5.18	5.40	5.43	5.48	5.51	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
Lowell Junction		5.40	5.43	5.48	5.51	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
Ballardvale		5.44	5.48	5.51	5.54	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
Andover	s 5.22	5.44	5.48	5.51	5.54	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
Shawsheen	s 5.30	5.46	5.48	5.51	5.54	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
Lawrence	P 5.33	5.51	5.48	5.51	5.54	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
North Andover		5.51	5.48	5.51	5.54	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
North Andover		5.51	5.48	5.51	5.54	5.59	5.57	6.06	6.13	6.22	6.34	6.38												
Ward Hill	P 5.41	6.00	5.57	6.00	6.06	6.13	6.22	6.34	6.47	6.54	7.06	7.06												
Bradford		6.00	5.57	6.00	6.06	6.13	6.22	6.34	6.47	6.54	7.06	7.06												
Haverhill	A 5.45	6.02	5.57	6.00	6.06	6.13	6.22	6.34	6.47	6.54	7.06	7.06												
Atkinson		6.02	5.57	6.00	6.06	6.13	6.22	6.34	6.47	6.54	7.06	7.06												
Plaisow		6.02	5.57	6.00	6.06	6.13	6.22	6.34	6.47	6.54	7.06	7.06												
Newton Junction		6.02	5.57	6.00	6.06	6.13	6.22	6.34	6.47	6.54	7.06	7.06												
Powwow River		6.18	6.21	6.29	6.35	6.37	6.40	6.47	6.54	7.06	7.18	7.25												
East Kingston		6.18	6.21	6.29	6.35	6.37	6.40	6.47	6.54	7.06	7.18	7.25												
Exeter		6.18	6.21	6.29	6.35	6.37	6.40	6.47	6.54	7.06	7.18	7.25												
Newfields		6.18	6.21	6.29	6.35	6.37	6.40	6.47	6.54	7.06	7.18	7.25												
Rockingham		6.18	6.21	6.29	6.35	6.37	6.40	6.47	6.54	7.06	7.18	7.25												
Newmarket		6.40	6.46	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56												
Durham		6.40	6.46	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56												
Madbury		6.40	6.46	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56												
Dover		6.40	6.46	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56												
Rollinsford		6.40	6.46	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56												
Salmon Falls		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
North Berwick		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
Wells Beach		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
Kennebunk		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
Biddeford		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
Old Orchard Beach		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
Scarboro Beach		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
P. T. Tower One		6.51	7.00	7.06	7.18	7.25	7.33	7.40	7.40	7.40	7.40	7.40												
Portland, Union Sta.	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM												

⊕ Does not carry baggage.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 III "s" stop on holidays.
 Q No. 155 will not carry passengers between Reading and Lawrence.

J "e" stop at Westville.
 M "s" stop Saturdays.
 R "s" stop except Sundays.
 Y "s" stop Saturdays and Sundays.
 Z "s" stop Sundays.

Schedule time shown at Portland Union Station, for information only.

BOSTON TO P. T. TOWER ONE (OUTWARD)—(EASTWARD)—FIRST-CLASS BOSTON DIVISION 5

STATIONS.	H ⊕ 163	⊕ 17	⊕ 167	171	23	⊕ 173	25	⊕ 177	179				
	Ex. Sat. and Sun. Reading	Ex. Sun. Portland	Daily Haverhill	Daily Haverhill	Ex. Sat. Portland	Ex. Sat. and Sun. Haverhill	Sat. only Portland	Daily Haverhill	Daily Haverhill				
	PM	PM	PM	PM	PM	PM	PM	PM	PM				
Boston	L 6.20	L 6.45	L 7.30	L 8.55	L 9.30	L 9.55	⊕10.00	⊕10.55	⊕11.55				
East Somerville	6.24	6.49	7.34	8.59	9.34	9.59	10.04	10.59	11.59				
Medford Junction	6.27	6.52	7.37	9.02	9.37	10.02	10.07	11.02	12.02				
Edgeworth													
Malden	s 6.30		s 7.40	s 9.05		⊕10.05		⊕11.05	⊕12.05				
Oak Grove	s 6.32												
Wyoming	s 6.34		s 7.45	s 9.09		⊕10.09		⊕11.08	⊕12.08				
Melrose	s 6.37		s 7.47	s 9.11		⊕10.11	⊕10.13	⊕11.11	⊕12.11				
Melrose Highlands	s 6.40		s 7.49	s 9.14		⊕10.14		⊕11.14	⊕12.14				
Greenwood	s 6.42			s 9.17		⊕10.17			⊕12.17				
Wakefield Junction	6.44												
Wakefield	s 6.47		s 7.54	s 9.21		⊕10.21	⊕10.18	⊕11.19	⊕12.22				
Reading	s 6.54	s 7.02	s 7.59	s 9.25	9.46	⊕10.25	⊕10.23	⊕11.23	⊕12.25				
Reading Highlands	A 6.58												
North Wilmington			e 8.05	e 9.31		⊕10.31		⊕11.29	⊕12.32				
Wilmington Junction													
Lowell Junction		7.10	8.09	9.35	9.53	10.35	10.30	11.33	12.36				
Ballardvale			f 9.37			f 10.37		e 11.35					
Andover			s 8.12	s 9.41		⊕10.41	⊕10.35	⊕11.39	⊕12.40				
Shawsheen						⊕10.43							
Lawrence		7.16	s 8.20	s 9.48	9.59	⊕10.48	⊕10.41	⊕11.49	⊕12.46				
North Andover				e 9.50		e 10.51		e 11.51	e 12.48				
Ward Hill													
Bradford									e 12.56				
Haverhill		s 7.24	A 8.30	A 10.00	b 10.07	A 11.00	⊕10.51	A 12.01	A 12.58				
Atkinson					10.15		10.59						
Platow													
Newton Junction		7.32											
Powwow River													
East Kingston													
Exeter		s 7.42			e 10.26		⊕11.11						
Newfields		7.47			10.31		11.16						
Rockingham													
Newmarket					⊕10.36		⊕11.21						
Durham													
Madbury													
Dover		s 7.59			⊕10.44		⊕11.30						
Rollinsford													
Salmon Falls													
North Berwick		s 8.11			10.55		11.40						
Wells Beach		s 8.19			⊕11.02		⊕11.48						
Kennebunk		s 8.25					⊕11.54						
Biddeford		s 8.36				⊕11.18	⊕12.03						
Old Orchard Beach		s 8.42					⊕12.14						
Scarboro Beach													
P. T. Tower One		8.52			11.33		12.28						
Portland, Union Sta.		A 8.59			A 11.40		A 12.35						
	PM	PM	PM	PM	PM	PM	AM	AM	AM				

⊕ Does not carry baggage.

b Stop to take passengers, week days. "s" stop Sundays.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

x Stop to leave from Boston.

z "s" stop Sundays.

6 P. T. TOWER ONE TO BOSTON (INWARD) — (WESTWARD) — FIRST-CLASS BOSTON DIVISION

Miles from Portland	Passing Sidings, Approximate Capacity Cars	STATIONS.	188		22		28		106		108		1300		104		112		110		1304		
			Sun. only	Ex. Sun. and Mon.	Portland	Portland	Ex. Sun.	Ex. Sun.	Haverhill	Haverhill	Ex. Sat and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.	Ex. Sat and Sun.
			Haverhill	Portland	Portland	Haverhill	Haverhill	Danvers	Reading	Dover	Reading	Wakefield Center											
		Portland, Union Sta. P. T. Tower One	AM	AM	AM				AM	AM													
3.59				L 2.40 2.47	L 3.25 3.32																		
5.97		Scarboro Beach	T																				
10.96		Old Orchard Beach	T																				
15.52		Biddeford	T		3.00	3.45																	
24.66		Kennebunk	T																				
29.77		Wells Beach	T																				
37.23		North Berwick	T		3.16	4.06																	
43.55		Salmon Falls	T																				
44.86		Kollinsford	T																				
47.54	Yard	Dover	T N		s 3.36	s 4.16																L 6.00	
50.83		Madbury	T																				
52.94		Durham	T D																				
57.44		Newmarket	T																				
59.26		Rockingham	T D		3.48	4.38																	
60.24		Newfields	T																				
64.22	108	Exeter	T D		3.53	4.43																	
69.10	44	East Kingston	T D																				
70.09		Powwow River	T																				
73.87		Newton Junction	T D		4.01	4.51																	
76.33		Plalstow	T																				
78.17		Atkinson	T																				
81.69		Haverhill	T N X	L 12.10	s 4.11	s 5.02			L 5.10	L 6.10													
82.09	Yard	Bradford	T X																				
84.08		Ward Hill	T																				
87.28		North Andover	T X																				
88.58	Yard	Lawrence	T N X	s 12.22	s 4.23	s 5.15			s 5.18	s 6.21													
90.71		Shawsheen	T X						s 5.26	s 6.24													
91.94		Andover	T D	s 12.26					s 5.32	s 6.27													
94.14		Ballardvale	T						s 5.36	s 6.30													
95.05		Lowell Junction	T N	12.30	4.31	5.23			5.38	6.32													
96.81		Wilmington Junction	T																				
98.30		North Wilmington	T						s 5.42	s 6.36													
102.08		Reading Highlands	T D	s 12.38	s 4.40	s 5.32			s 5.52	s 6.43				L 7.10									
102.59	Middle 60	Reading	T D	s 12.42					s 5.56	s 6.47				s 7.14									
104.72		Wakefield	T						s 5.58	s 6.48				s 7.19									
105.24		Wakefield Junction	T D						s 6.00	s 6.50				s 7.05									
106.15		Greenwood	T											s 7.07									
107.11		Melrose Highlands	T						s 6.02	s 6.52				s 7.10									
107.88		Melrose	T	s 12.46					s 6.04	s 6.54				s 7.13									
108.38		Wymond	T						s 6.06	s 6.57				s 7.16									
109.43		Oak Grove	T						s 6.08					s 7.19									
109.97		Malden	T						s 6.10	s 7.00				s 7.19									
110.79		Edgeworth	T						s 6.12					s 7.21									
111.24		Medford Junction	T X	12.51	4.51	5.42			6.13	7.03				7.23	7.39	7.43	7.57	8.03					
113.14		East Somerville	X	12.54	4.54	5.45			6.17	7.06				7.26	7.44	7.47	8.00	8.06					
114.62		Boston	N X	s 12.58	s 4.59	s 5.50			s 6.22	s 7.11				s 7.30	s 7.48	s 7.50	s 8.04	s 8.10					

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

nn "n" stop on holidays.

No. 112 Saturdays and Holidays due Boston 8.00 A.M.

J "J" stop at Westville.

M "s" stop Saturdays.

Schedule time shown at Portland Union Station, for information only.

(W)

P. T. TOWER ONE TO BOSTON (INWARD) — (WESTWARD) — FIRST-CLASS BOSTON DIVISION 7

STATIONS.	H ⊕ 120	H ⊕ 114	H ⊕ 1306	H ⊕ 1308	⊕ 122	H ⊕ 126		H ⊕ 128	⊕ 130	8		H ⊕ 132	2914	⊕ 10
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Daily	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Mon.		Ex. Sun.	Ex. Sun.	Ex. Sun.
	Lawrence	Reading	Wakefield Center	Danvers	Haverhill	Reading		Reading	Haverhill	Portland		Reading	Intervals	Portland
Portland, Union Sta. P. T. Tower One	A M	A M	A M	A M	A M	A M		A M	A M	L 7.30 7.37		A M	A M	L 8.25 8.32
Scarboro Beach Old Orchard Beach Biddeford										8 7.52				8 8.40 8.45
Kennebunk Wells Beach North Berwick Salmon Falls										8 8.03 8.20				8 8.55 9.01 9.10
Rollinsford Dover Madbury Durham Newmarket										8 8.33			9.10 A 9.15	9.16 9.21 M 9.25
Rockingham Newfields Exeter East Kingston Powwow River										8.45				9.31 8 9.36
Newton Junction Plastow Atkinson Haverhill					L 7.50				L 8.55	9.09				9.45 M 9.52
Bradford Ward Hill North Andover Lawrence Shawsheen	L 7.23 8 7.28				8 7.52 7.59 8.03 8.07				8 9.03 9.06 9.09	9.17				e 10.01
Andover Ballardvale Lowell Junction Wilmington Junction North Wilmington	8 7.31 7.36 7.38 7.43				8 8.10 8.14 8.17 ^{HH}			8 9.12 9.15 9.19		9.23				10.06
Reading Highlands Reading Wakefield Wakefield Junction Greenwood	8 7.53 7.58 8.00 8.02	L 7.54 8 7.58 8.03			8 8.22 ^{HH} 8.24 ^{HH} 8.25 8.21	L 8.37 8.41 8.42 8.43		L 9.00 9.04 9.05 9.07	9.24 ^{HH} 9.26 ^{HH} 9.27	9.30 9.33		10.00 10.03		10.14
Melrose Highlands Melrose Wyoming Oak Grove Malden	8 8.05 8.06 8.07 8.10 8.13	8 8.10 8.11 8.12 8.15 8.18	8 8.15 8.18 8.21		8 8.27 ^{HH} 8.28 ^{HH} 8.29 ^{HH} 8.30 ^{HH}	8 8.46 8.48 8.51 8.54 8.56		8 9.10 9.12 9.15 9.18	9.29 ^{HH} 9.30 ^{HH} 9.31 ^{HH} 9.33 ^{HH}	9.36		10.07 10.10 10.12 10.15		
Edgeworth Medford Junction East Somerville Boston	8.16 8.19 A 8.23	8.21 8.24 A 8.28	8.25 8.29 A 8.33	8.30 8.33 A 8.37	8.33 8.36 A 8.40	8.58 9.01 A 9.05		9.20 9.23 A 9.27	9.35 9.38 A 9.42	9.37 9.40 A 9.45		10.17 10.20 A 10.25		10.22 10.25 A 10.30

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

HH "s" stop on holidays.

No. 122 due Boston Sundays and holidays 8.50 A.M.

No. 130 due Boston holidays 9.50 A.M.

M "s" stop Saturdays.

Z "s" stop Sundays.

Schedule time shown at Portland Union Station, for information only.

(W)

8 P. T. TOWER ONE TO BOSTON (INWARD) — (WESTWARD) — FIRST-CLASS BOSTON DIVISION

STATIONS.	136		138		142		14		156		160 ^H		158 ^H		164 [⊕]		190 [⊕]		40 [⊕]		1390 [⊗]	
	Ex. Sat. and Sun.	Sat. only	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sat. and Sun. Wakefield Center						
	Dover	Haverhill	Haverhill	Portland	Haverhill	Haverhill	Haverhill	Reading	Haverhill	Reading	Haverhill	Reading	Haverhill	Reading	Portland	PM						
	AM	AM	PM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	L 3.30 3.37						
Portland, Union Sta. P. T. Tower One																						
Scarboro Beach																						
Old Orchard Beach																						
Biddeford																						
Kennebunk																						
Wells Beach																						
North Berwick																						
Salmon Falls																						
Rollinsford																						
Dover	L 9.50																					
Madbury																						
Durham	S 9.58																					
Newmarket	S 10.04																					
Rockingham																						
Newfields	10.06																					
Exeter	S 10.08																					
East Kingston	S 10.14																					
Powwow River	S 10.21																					
Newton Junction	S 10.27																					
Plaistow	S 10.31																					
Atkinson	S 10.35																					
Haverhill	S 10.50	S 10.50																				
Bradford																						
Ward Hill																						
North Andover	F 10.58	F 10.58																				
Lawrence	S 11.02	S 11.02																				
Shawsheen																						
Andover	S 11.08	S 11.08																				
Ballardvale	S 11.12	S 11.12																				
Lowell Junction	11.14	11.14																				
Wilmington Junction																						
North Wilmington																						
Reading Highlands	S 11.22	S 11.22																				
Reading	S 11.26	S 11.26																				
Wakefield																						
Wakefield Junction	S 11.29	S 11.29																				
Greenwood																						
Melrose Highlands	S 11.32	S 11.32																				
Melrose	S 11.34	S 11.34																				
Wyoming	S 11.37	S 11.37																				
Oak Grove																						
Malden	S 11.40	S 11.40																				
Edgeworth																						
Medford Junction	11.42	11.42																				
East Somerville	11.45	11.45																				
Boston	A 11.50	A 11.50																				
	AM	AM																				

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

Y "g" stops Saturdays and Sundays.

Z "g" stop Sundays.

Schedule time shown at Portland Union Station, for information only.

(W)

P. T. TOWER ONE TO BOSTON (INWARD) — (WESTWARD) — FIRST-CLASS BOSTON DIVISION 9

STATIONS.	H 162	H ⊕ × 192		166	× 194	2912	170		H 172	12	168		⊕ 42	176
	Ex. Sat. and Sun. Reading	Ex. Sat. and Sun. Windsor Junction		Ex. Sat. and Sun. Haverhill	Ex. Sun. Lawrence	Ex. Sun. N. Conway	Ex. Sun. Dover		Ex. Sat. and Sun. Reading	Ex. Sun. Portland	Daily Haverhill		Sun. only Portland	Daily Haverhill
	PM	PM		PM	PM	PM	PM		PM	PM	PM		PM	PM
<i>Portland Union Sta.</i> P. T. Tower One										L 5.10			L 6.15	
										S 5.17			S 6.22	
Scarboro Beach														
Old Orchard Beach										f 5.26			s 6.32	
Biddeford										s 5.35			s 6.40	
Kennebunk										f 5.49			s 6.52	
Wells Beach										s 5.58			s 7.00	
North Berwick										6.10			7.10	
Salmon Falls														
Rollinsford														
Dover														
Madbury														
Durham														
Newmarket														
Rockingham														
Newfields														
Exeter														
East Kingston														
Powwow River														
Newton Junction														
Plalstow														
Atkinson														
Haverhill				L 5.30										
Bradford														
Ward Hill														
North Andover														
Lawrence				s 5.38										
Shawsheen				s 5.41	L 6.25									
				s 5.44										
Andover				s 5.48	s 6.32									
Ballardvale				s 5.52										
Lowell Junction				5.54	6.36									
Wilmington Junction														
North Wilmington														
Reading Highlands	L 5.30													
Reading	s 5.33			s 6.02	s 6.50									
Wakefield	s 5.36			s 6.06										
Wakefield Junction		L 5.52		6.08										
Greenwood														
Melrose Highlands		5.55		s 6.11										
Melrose	s 5.41	5.57		s 6.14										
Wyoming		5.59		s 6.16										
Oak Grove														
Malden		6.02		s 6.20										
Edgeworth														
Medford Junction	5.46	6.05		6.23	7.05									
East Somerville	5.49	6.08		6.26	7.10									
Boston	A 5.53	A 6.12		A 6.30	A 7.15									
	PM	PM		PM	PM	PM	PM		PM	PM	PM		PM	PM

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

No. 168 Saturdays, Sundays and Holidays due Boston 8:03 P. M.

HH "s" stop on holidays.

No. 170 terminates at Haverhill Yard.

Y "s" stop Saturdays and Sundays.

10 P. T. TOWER ONE TO BOSTON (INWARD) — (WESTWARD) — FIRST-CLASS BOSTON DIVISION

STATIONS.	2958	180	46	16	184	48	82	186										
	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Sun. only	Daily	Ex. Sat. and Sun.										
	N. Conway	Haverhill	Portland	Portland	Haverhill	Portland	Portland	Haverhill										
	PM	PM	PM	PM	PM	PM	PM	PM										
Portland, Union Sta. P. T. Tower One			L 8.20 8.27	L 7.50 7.57		L 9.20 9.27	L 9.30 9.37											
Scarboro Beach Old Orchard Beach Biddeford			f 8.36 s 8.44	f 8.05 s 8.16		9.40	s 9.46 s 9.55											
Kennebunk Wells Beach North Berwick Salmon Falls			s 8.56 s 9.03 9.12	f 8.30 f 8.38 f 8.50		9.49 10.01	s10.03 s10.15 10.25											
Rollinsford Dover Madbury Durham Newmarket	8.15 s 8.23		s 9.23	s 9.08 s 9.16		s10.14	s10.40											
Rockingham Newfields Exeter East Kingston Powwow River	8.37 s 8.43		9.35 9.39	9.28 s 9.35		10.27 10.32	10.53 s11.00											
Newton Junction Plaistow Atkinson Haverhill	8.52 s 9.00	L 9.00	9.47 9.54	9.46 s 9.57	L10.30	10.41 10.49	11.10 s11.20	L11.30										
Bradford Ward Hill North Andover Lawrence Shawsheen	s 9.10	s 9.10	10.02	s10.10	s10.40	10.59	s11.35	s11.40										
Andover Ballardvale Lowell Junction Wilmington Junction North Wilmington	s 9.15 9.19	s 9.15 f 9.18 9.20	10.08	10.18	s10.45 s10.49 10.51	11.05	11.43	s11.46 11.49										
Reading Highlands Reading Wakefield Wakefield Junction Greenwood	s 9.28 s 9.32	s 9.31 s 9.35	s10.16	s10.28	s11.04 s11.07	s11.15	s11.58 s12.03											
Melrose Highlands Melrose Wyoming Oak Grove Malden	s 9.37	s 9.40 s 9.43 s 9.45 s 9.48			s11.11 s11.13 s11.16 s11.20		s12.08											
Edgeworth Medford Junction East Somerville Boston	9.42 9.45 A 9.50	9.52 9.55 A10.00	10.27 10.30 A10.35	10.42 10.45 A10.50	11.22 11.25 A11.30	11.25 11.28 A11.33	12.12 12.15 A12.20											

⊕ Does not carry baggage.

Schedule time shown at Portland Union Station, for information only.

(W)

BOSTON TO PORTSMOUTH N. H. (OUTWARD)—(EASTWARD)—FIRST-CLASS BOSTON DIVISION 11
SWAMPSCOTT AND GLOUCESTER BRANCHES

Miles from Boston	Passing Sidings Approximate Capacity Cars.	STATIONS.	2549	2001	2501	H × ⊕ 2491	H × ⊕ 2401	H × ⊕ 291	H × ⊕ 2201	H × ⊕ 293	H × ⊕ 2403	H × ⊕ 2291	H × ⊕ 2397	2505	
			Daily	Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
			Rockport	N'wsp'per	Rockport	Danvers	Danvers	Lynn	Marb'head	Lynn	Danvers	Marb'head	Marb'head	Rockport	
		Boston	N X												
1.48		East Somerville	X												
2.75		Everett Junction	T X												
3.20		Everett	X												
4.59		Chelsea	T X												
5.78		Forbes	X												
6.23		Revere	T X												
10.67	Yard	West Lynn	T X												
11.61		Lynn	T D X												
12.27		East Lynn	T X												
12.80		Swampscott	T X												
14.30			Phillips Beach												
14.83		Beach Bluff													
15.29		Clifton													
16.39		Devereux													
17.21		Marblehead	D X												
16.32		Salem	T N X												
18.33		Beverly	T X												
19.79		Montserrat	X												
22.17		Frides													
22.91		Beverly Farms	T												
24.19		West Manchester	T												
25.30		Manchester	D												
27.28		Magnolia	T												
29.58		West Gloucester	T												
31.59		Gloucester	T D X												
35.33		Rockport	T D X												
20.84	25	North Beverly	T												
22.74		Hamilton & Wenham	T D												
27.76		Ipswich	T D												
31.13		Rowley	T												
37.27		Newburyport	T D X												
39.32	37	Salisbury	T												
41.47		Atlantic													
42.66		Seabrook	T												
44.36		Hampton Falls	T												
46.52		Hampton	T D												
46.69	Hampton to No. Hampton	North Hampton	T												
55.98		Emery	T X												
56.91		Portsmouth	T D X												

Exceptions to Rule S-72:

Swampscott Branch outward first-class trains are superior to inward first-class trains.

Gloucester Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport.

Equipment of Swampscott Branch trains will turn on the wye at Marblehead, and extra trains will keep clear.

Swampscott Branch trains will enter and leave Marblehead Station via the Swampscott Branch track.

No. 2001 is superior to No. 204 Newburyport to Emery.

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

F "F" stop except Sundays.

12 BOSTON TO PORTSMOUTH, N.H. (OUTWARD)—(EASTWARD)—FIRST-CLASS BOSTON DIVISION
SWAMPSCOTT AND GLOUCESTER BRANCHES

STATIONS.	209	2509	213	H 2203	2515	2519	217	2525	2527	219	235	2529
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
	Portsmouth	Rockport	Portsmouth	Marblehead	Rockport	Rockport	Portsmouth	Rockport	Rockport	Portsmouth	Portsmouth	Rockport
	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M
Boston	L 8.00	L 9.00	L 9.05	L 9.20	L 10.30	L 12.15	L 12.30	L 1.30	L 2.30	L 2.30	L 3.30	L 3.40
East Somerville	8.04	9.04	9.09	9.24	10.34	12.19	12.34	1.34	2.34	2.34	3.34	3.44
Everett Junction	8.06	9.06	9.11	9.26	10.36	12.21	12.36	1.36	2.36	2.36	3.37	3.46
Everett												
Chelsea	8.08	9.09	9.13	9.22	10.33	12.23	12.39	1.38		2.38	3.39	3.48
Forbes												
Revere	8.10	9.11	9.15	9.30	10.40	12.26	12.41	1.40		2.40	3.41	3.50
West Lynn												
Lynn	s 8.19	s 9.18	s 9.22	s 9.38	s 10.49	s 12.34	s 12.47	s 1.50		s 2.47	s 2.47	s 3.50
East Lynn												
Swampscott	s 8.21	s 9.21	s 9.25	s 9.41	s 10.52	s 12.37	12.49	s 1.53		s 2.50	s 2.50	3.52
Phillips Beach				s 9.45								
Beach Bluff				s 9.47								
Clifton				s 9.49								
Derereux				s 9.51								
Marblehead				A 9.55								
Salem	s 8.23	s 9.27	s 9.32		s 11.02	s 12.44	s 12.55	s 2.04	s 2.56	s 2.56	s 3.58	s 4.05
Beverly	s 8.35	s 9.32	s 9.37		s 11.09	s 12.50	s 1.00	s 2.10	s 3.01	s 3.01	s 4.03	s 4.10
Montserrat		s 9.35			s 11.13	s 12.53		s 2.13		s 3.05		s 4.14
Prides						s 12.57		f 2.16				s 4.19
Beverly Farms		s 9.40			s 11.18	s 1.00		s 2.19		s 3.10		s 4.19
West Manchester												
Manchester		s 9.45			s 11.24	s 1.06		s 2.24		s 3.16		s 4.25
Magnolia		9.50			f 11.30	f 1.12		f 2.29		3.22		4.30
West Gloucester		s 9.57			s 11.40	s 1.17		s 2.35		s 3.27		s 4.36
Gloucester		A 10.05			A 11.50	A 1.25		A 2.45		A 3.35		A 4.45
Rockport												
North Beverly							f 1.04				s 4.08	
Hamilton & Wenham	s 8.44		s 9.44				s 1.08			s 3.09	s 4.12	
Ipswich	s 8.53		s 9.51				s 1.16			s 3.17	s 4.22	
Rowley	s 8.58						s 1.21		f 3.22	s 3.32	s 4.28	
Newburyport	s 9.10		s 10.02				s 1.30			s 3.32	s 4.40	
Salisbury												
Atlantic												
Seabrook	9.16		10.08				1.36			3.39	4.48	
Hampton Falls												
Hampton	s 9.23		s 10.13				s 1.42			s 3.45	s 4.55	
North Hampton	s 9.27		e 10.17				f 1.46			f 3.49	s 4.59	
Emery	9.38		10.28				1.56			3.58	5.08	
Portsmouth	A 9.40		A 10.30				A 1.58			A 4.00	A 5.10	
	A M	A M	A M	A M	A M		P M	P M		P M	P M	P M

Exceptions to Rule S-72:

Swampscott Branch outward first-class trains are superior to inward first-class trains.

Gloucester Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport. Except:

No. 2530 is superior to No. 2527 Rockport to Gloucester.

No. 213 is superior to No. 228 Newburyport to Emery.

No. 217 is superior to No. 236 Newburyport to Emery.

No. 219 is superior to No. 238 Newburyport to Emery.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

r "s" stop except Sundays.

BOSTON TO PORTSMOUTH, N. H. (OUTWARD)—(EASTWARD)—FIRST-CLASS BOSTON DIVISION 13
SWAMPSCOTT AND GLOUCESTER BRANCHES

STATIONS.	H ⊕ 2217		H 2413		2531		⊕ 241		H ⊕ 2219		H 2537		H ⊕ 2109		H 243		H 2221		⊕ 2539		H ⊕ 2417		
	Ex. Sat. and Sun.	Marb'head	Ex. Sat. and Sun.	Danvers	Ex. Sun.	Rockport	Ex. Sun.	Portsmouth	Ex. Sat. and Sun.	Marb'head	Ex. Sat. and Sun.	Rockport	Ex. Sat. and Sun.	Lynn, S.B.	Ex. Sat. and Sun.	Portsmouth	Ex. Sat. and Sun.	Marb'head	Daily	Rockport	Ex. Sat. and Sun.	Danvers	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Boston	L 4.00	L 4.30	L 4.50	L 4.55					L 4.58	L 5.08	L 5.11				L 5.19	L 5.22	L 5.26	L 5.39	L 5.38	L 5.35	L 5.42		
East Somerville	4.04	4.34	4.54	4.59					5.02	5.12	5.15				5.23	5.26	5.29	5.39	5.39	5.42	5.44		
Everett Junction	4.06	4.36	4.56	5.01					5.04	5.14	5.17				5.26	5.29		5.41	5.41	5.44			
Everett									5.05														
Chelsea	4.08	s 4.39	4.58	5.03					s 5.09	5.16					5.28	5.32		5.43	5.47	5.47			
Forbes																							
Revere	4.10	4.42	5.00	5.05					5.12	5.18					5.30	5.34		5.45	5.49	5.49			
West Lynn																							
Lynn	s 4.18	s 4.49	M 5.06	5.11					s 5.20	s 5.26					5.37	s 5.41	s 5.43	5.52	5.56	5.56			
East Lynn																							
Swampscott	s 4.21	s 4.54	M 5.08	5.13					s 5.23	s 5.29								5.54	5.59	5.59			
Phillips Beach	s 4.25								s 5.28									s 5.50					
Beach Bluff	s 4.27								s 5.31									s 5.52					
Clifton	s 4.29								s 5.34									s 5.54					
Devereux	s 4.32								s 5.37									s 5.57					
Marblehead	A 4.35								A 5.42									A 6.02					
Salem		s 5.01	s 5.13	s 5.18						s 5.37					s 5.45			s 6.00	s 6.06	s 6.06			
Beverly			s 5.20	5.24						s 5.43					s 5.50			s 6.05					
Montserrat			s 5.24							s 5.47								s 6.09					
Prides										s 5.52								s 6.13					
Beverly Farms			s 5.31							s 5.55								s 6.16					
West Manchester																							
Manchester			s 5.38							s 6.01								s 6.21					
Magnolia																							
West Gloucester			s 5.44							s 6.08								s 6.27					
Gloucester			s 5.49							s 6.13								s 6.32					
Rockport			A 5.57							A 6.22								A 6.40					
North Beverly				s 5.28														s 5.54					
Hamilton & Wenham				s 5.32														s 5.58					
Ipswich				s 5.40														s 6.06					
Rowley				s 5.45														s 6.11					
Newburyport				s 5.55														s 6.19					
Salisbury																							
Atlantic			M 5.59																				
Seabrook			6.02															6.25					
Hampton Falls																							
Hampton			s 6.07															s 6.30					
North Hampton				s 6.11														s 6.33					
Emery				6.21														6.40					
Portsmouth			A 6.23															A 6.43					
	PM	PM	PM	PM					PM	PM	PM				PM	PM		PM	PM	PM	PM	PM	

Exceptions to Rule S-7:

Swampscott Branch outward first-class trains are superior to inward first-class trains.
 Gloucester Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport. Except:
 No. 2538 is superior to No. 2539 Rockport to Gloucester.
 No. 2411 is superior to No. 246 Newburyport to Emery.
 No. 243 is superior to No. 246 Newburyport to Emery.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

M "s" stop on holidays.

M "s" stop Saturdays.

r "s" stop Saturdays and Sundays.

14 BOSTON TO PORTSMOUTH, N.H. (OUTWARD)—(EASTWARD)—FIRST CLASS BOSTON DIVISION
SWAMPSCOTT AND GLOUCESTER BRANCHES

STATIONS.	H ⊕2109	H ⊕2113	251	H 2225	H ⊕2113	⊕2541	⊕255	⊕2543	H 259	⊕2547	⊕269			
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Daily	Daily	Ex. Sat. and Sun.	Ex. Sun.	Daily			
	Lynn, S.B.	Lynn, S.B.	Portam'th	Mar's head	Lynn, S.B.	Rockport	Portam'th	Rockport	Newb'y'pt	Rockport	Portam'th			
Boston	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
East Somerville		L. 5.50	L. 6.10	L. 6.15		L. 6.30	L. 7.30	L. 8.30	L. 9.30	L. 10.30	L. 11.50			
Everett Junction		5.54	6.14	6.19		6.34	7.34	8.34	9.34	10.34	11.54			
Everett		5.56	6.16	6.21		6.36	7.36	8.36	9.36	10.36	11.56			
Chelsea		Via Saugus Branch	6.18	6.23		6.38	7.38	8.38	9.38	10.38	11.59			
Forbes			6.20	6.25		6.40	7.40	8.40	9.40	10.40	12.02			
Revere		Schedule continued following No. 2225	6.28	6.30	6.34	6.49	7.47	8.48	9.48	10.48	12.08			
West Lynn	6.00			6.33	6.37									
Lynn	A 6.03			6.35										
East Lynn				6.37										
Swampscott			M 6.30	6.37		6.52	7.49	8.51	9.51	10.51				
Phillips Beach				6.41										
Beach Bluff				6.43										
Clifton				6.45										
Devereux				6.47										
Marblehead				A 6.50										
Salem				6.36		7.00	7.56	8.58	9.58	10.58	12.16			
Beverly				6.41		7.05	8.02	9.03	10.03	11.03	12.21			
Montserrat						7.08	8.06	9.06		11.06				
Prides						f 7.12	e 9.10			e 11.10				
Beverly Farms						7.14	9.12			11.12				
West Manchester														
Manchester						7.18	9.17			11.17				
Magnolia						7.23	9.22			11.23				
West Gloucester						7.29	9.27			11.32				
Gloucester						A 7.37	A 9.35			11.40				
Rockport														
North Beverly				6.45					e 10.07		e 12.25			
Hamilton & Wenham				6.49				8.10	10.11		12.29			
Ipswich				6.57				8.18	10.19		12.37			
Rowley				7.02				e 8.23	e 10.24		12.42			
Newburyport				7.10 ^{PM}				8.32	10.34		12.51			
Salisbury														
Atlantic				7.17				8.39			12.58			
Seabrook														
Hampton Falls								8.44			e 1.03			
Hampton				7.22										
North Hampton				e 7.25				8.47			1.07			
Emery				7.35				8.56			1.17			
Portsmouth				A 7.37				A 8.58			A 1.19			
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM			

No. 2225 runs right and schedule after 11.50 P.M.

Exceptions to Rule S-72:

Swampscott Branch outward first-class trains are superior to inward first-class trains.

Gloucester Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport. Except: No. 2540 is superior to No. 2541 Rockport to Gloucester. No. 255 is superior to No. 250 Newburyport to Emery.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

M "s" stop Saturdays.

PORTSMOUTH N. H. TO BOSTON (INWARD)—(WESTWARD)—FIRST-CLASS BOSTON DIVISION 15
SWAMPSCOTT AND GLOUCESTER BRANCHES

Miles from Portsmouth	Passing Sidings Approximate Capacity Cars	STATIONS.	Ⓜ 206		Ⓜ 2500		H 2106		H 2200		H 208		H 2106		H 2110		H 2400		H 2110		Ⓜ 204		H 2204		
			Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
			Portsmouth	Rockport	Lynn, S.E.	Marblehead	Portsmouth		Lynn, S.E.	Lynn, S.E.	Danvers	Lynn, S.E.	Portsmouth	Marblehead											
.93		Portsmouth	T D X	L 4.45																					
8.22	No. Hampton	Emery	T X	4.47						L 5.55															
		North Hampton	T	4.55						6.04															
10.39	No. Hampton	Hampton	T D	4.59						6.08															
12.55		Hampton Falls	T																						
14.25	37	Seabrook	T	5.04						6.13															
15.44		Atlantic	T																						
17.59		Salisbury	T																						
19.64		Newburyport	T D X	5.13						6.23															
25.78		Rowley	T							6.32															
29.15	51	Ipswich	T D	5.25						6.38															
34.17		Hamilton & Wenham	T D	5.33						6.46															
36.07		North Beverly	T							6.50															
		Rockport	T D X		L 5.45																				
		Glooucester	T D X		5.54																				
		West Gloucester	T		5.58																				
		Magnolia	T																						
		Manchester	D		6.04																				
		West Manchester	T																						
		Beverly Farms	T		6.09																				
		Prides	T		6.11																				
		Montserrat	X		6.14																				
38.58		Beverly	T X	5.40	6.19					6.54															
40.59		Salem	T N X	5.45	6.23					7.01						7.08									
		Marblehead	D X						L 6.42																
		Devereux	X						6.45															L 7.25	
		Clifton	X						6.47															7.28	
		Beach Bluff	X						6.49															7.31	
		Phillips Beach	X						6.51															7.34	
																								7.38	
44.11		Swampscott	T X		6.30				6.56	7.06						7.14								7.43	
44.64		East Lynn	T X		6.32				6.58							7.16								7.38	
45.30		Lynn	T D X	5.53	6.35			L 6.45	7.02	7.08					7.18									7.47	
46.24	Yard	West Lynn	T X		6.37	6.47									7.13									7.41	
50.68		Revere	T X	5.59	6.43			Via Bangs Branch	7.08	7.14					7.24									7.47	
51.15		Forbes	X																					7.53	
52.32		Chelsea	T X	6.01	6.46				7.11	7.16					7.27									7.55	
53.71		Everett	X		6.49			Schedule continued following No. 208	7.14						7.29									7.57	
54.16		Everett Junction	T X	6.03	6.49				7.15	7.19				7.21	7.30									7.52	
55.43		East Somerville	X	6.06	6.52				7.17	7.21				7.24	7.32									7.58	
56.91		Boston	N X	6.10	6.56				7.22	7.25				7.28	7.37									8.00	
																								8.05	

Exceptions to Rule S-72:

Swampscott Branch outward first-class trains are superior to inward first-class trains.
 Gloucester Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport.

Pickman Park, Salem Yard; capacity W. 98, T. (Inward siding at Pickman Park will not be considered as a passing siding, and all trains using this track must expect to find cars standing on same.)

No. 2001 is superior to No. 204 Newburyport to Emery.

Ⓜ Does not carry baggage

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

Ⓜ "s" stop at River Works, West Lynn.

16 PORTSMOUTH N. H. TO BOSTON (INWARD)—(WESTWARD)—FIRST-CLASS BOSTON DIVISION
SWAMPSCOTT AND GLOUCESTER BRANCHES

STATIONS.	H 2504	214	H 2206	H 2402	2508	2506	218	2510	H 2208	220	2514	H 2210	2516
	Ex. Sat. and Sun. Rockport	Ex. Sun. Portam'th	Ex. Sun. Marb'head	Ex. Sat. and Sun. Danvers	Sat. only Rockport	Ex. Sat. and Sun. Rockport	Ex. Sun. Portam'th	Ex. Sat. and Sun. Rockport	Ex. Sat. and Sun. Marb'head	Ex. Sun. Portam'th	Daily Rockport	Ex. Sat. and Sun. Marb'head	Ex. Sun. Rockport
Portsmouth	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Emery		L 6.43					L 7.15			L 8.35			
North Hampton		8 6.45					7 7.17			8 8.37			
Hampton		8 6.53					8 7.25			8 8.45			
Hampton Falls			8 6.58				8 7.29			8 8.50			
Seabrook		7.03					7.34			8.55			
Atlantic													
Sallsbury													
Newburyport		8 7.12					8 7.42			8 9.04 ^{ms}			
Rowley		8 7.21					8 7.50			8 9.14			
Ipswich		8 7.27					8 7.55			8 9.19			
Hamilton & Wenham		8 7.35					8 8.03			8 9.27			
North Beverly		8 7.39 ^{cs}					8 8.07			8 9.31			
Rockport	L 7.00				L 7.26	L 7.34	L 7.34	L 7.52		L 9.10			L 10.20
Glooucester	8 7.08				8 7.34	8 7.42	8 7.42	8 8.00		8 9.18			8 10.28
West Gloucester	8 7.12				8 7.38	8 7.45	8 7.45	8 8.04		8 9.21			8 10.32
Magnolia													
Manchester	8 7.19				8 7.44	8 7.52	8 7.52	8 8.10		8 9.27			8 10.38
West Manchester													
Beverly Farms	8 7.24				8 7.49	8 7.57	8 7.57	8 8.15		8 9.32			8 10.43
Prides	8 7.25				8 7.51	8 7.59	8 7.59	8 8.18		8 9.33			8 10.45
Montserrat	8 7.31				8 7.56	8 8.03	8 8.03	8 8.23		8 9.36			8 10.50
Beverly	8 7.36	8 7.44 ^{ms}			8 8.00	8 8.07	8 8.11	8 8.27		8 9.35	8 9.39		8 10.54
Salem	8 7.43	8 7.50			8 8.05	8 8.14	8 8.18	8 8.34		8 9.41	8 9.45		8 11.00
Marblehead			L 7.45						L 8.30			L 10.05	
Devereux			8 7.49						8 8.33			8 10.08	
Clifton			8 7.51						8 8.36			8 10.10	
Beach Bluff			8 7.53						8 8.38			8 10.12	
Phillips Beach			8 7.55						8 8.40			8 10.14	
Swampscott	7.49	8 7.55 ^{ms}	8 8.00	8 8.05	8 8.10	8 8.19	8 8.23 ^{ms}	8 8.40	8 8.44	9.46	8 9.50	8 10.18	8 11.06
East Lynn			8 8.05	8 8.07									
Lynn	8 7.51	8 7.57 ^{ms}	8 8.05	8 8.10	8 8.13		8 8.26	8 8.43	8 8.47	9.48	8 9.53	8 10.22	8 11.09
West Lynn													
Revere	7.57	8.03	8.11	8.16	8.19	8.26	8.32	8.49	8.53	9.54	10.00	10.29	11.15
Forbes													
Chelsea	7.59	8.05	8.13	8 8.19	8.21	8.28	8.34	8.51	8.55	9.56	10.02	8 10.31	11.17
Everett				8 8.21									
Everett Junction	8.03	8.08	8.17	8.22	8.24	8.31	8.36	8.54	8.58	9.59	10.04	10.34	11.20
East Somerville	8.05	8.10	8.19	8 8.25	8.26	8.33	8.38	8.56	9.01	10.01	10.06	10.36	11.22
Boston	8 8.10	8 8.14	8 8.23	8 8.29	8 8.30	8 8.38	8 8.42	8 9.00	8 9.05	8 10.05	8 10.10	8 10.40	8 11.26
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

Exceptions to Rule S-72:

Swampscott Branch outward first-class trains are superior to inward first-class trains.

Glooucester Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport.

No. 2514 Saturdays and Sundays due Boston 10.15 A.M.

Ⓜ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 10.

ms "s" stop on holidays.

m "s" stop Saturdays.

us "s" stop United Shoe Machinery Works.

r "s" stop Saturdays and Sundays.

PORTSMOUTH N. H. TO BOSTON (INWARD)—(WESTWARD)—FIRST-CLASS SWAMPSCOTT AND GLOUCESTER BRANCHES BOSTON DIVISION 17

STATIONS.	228	2520	2526	236		2530	2534	H 2220	238		2536	H 2418	H × ⊕ 290	H × ⊕ 2290
	Daily	Daily	Ex. Sun.	Ex. Sun.		Daily	Ex. Sun.	Ex. Sat. and Sun.	Sun. only		Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	Portsm'th	Rockport	Rockport	Portsm'th		Rockport	Rockport	Marb'head	Portsm'th		Rockport	Danvers	Lynn	Marb'head
Portsmouth	A M 11.00	PM	PM	PM		PM	PM	PM	PM		PM	PM	PM	PM
Emery	11.02			L 2.15					L 4.15					
North Hampton	11.10			f 2.25					4.25					
Hampton	11.15			s 2.29					s 4.30					
Hampton Falls														
Seabrook	11.20			2.34					4.34					
Atlantic														
Salisbury														
Newburyport	11.29			s 2.42					s 4.42					
Rowley	11.39			f 2.50					s 4.50					
Ipswich	11.45			s 2.56					s 4.55					
Hamilton & Wenham	11.53			s 3.04					s 5.03					
North Beverly	11.57								f 5.07					
Rockport		L 12.10	L 1.35			L 3.05	L 3.50				L 4.55			
Glooucester		s 12.21	s 1.43			s 3.13	s 3.58				s 5.05			
West Gloucester		s 12.25	f 1.47			f 3.16	s 4.01				s 5.08			
Magnolia														
Manchester		s 12.33	s 1.54			s 3.23	s 4.07				s 5.14			
West Manchester														
Beverly Farms		s 12.38	s 1.59			s 3.28	s 4.12				s 5.19			
Prides						f 3.30	f 4.14				f 5.21			
Montserrat		s 12.43	s 2.04			f 3.34	s 4.19				s 5.25			
Beverly	s 12.02	s 12.48	s 2.08	s 3.12		s 3.38	s 4.22		s 5.11		s 5.31			
Salem	s 12.08	s 12.53	s 2.13	s 3.18		s 3.44	s 4.27		s 5.16		s 5.36	s 5.45		
Marblehead														
Devereux								L 4.43						L 6.04
Clifton								s 4.46						
Beach Bluff								s 4.49						
Phillips Beach								s 4.51						
								s 4.53						
Swampscott	12.14	s 1.04	s 2.19	s 3.24		s 3.50	s 4.33	s 4.57	s 5.22		5.41	s 5.51		6.14
East Lynn														
Lynn	s 12.17	s 1.08	s 2.22	s 3.27		s 3.53	s 4.36	s 5.02	s 5.26		s 5.43	s 5.55	L 6.10	6.17
West Lynn														
Revere	12.23	1.14	2.28	3.33		4.00	4.42	5.08	5.32		5.49	6.01	6.16	6.23
Forbes							s 4.43							
Chelsea	12.25	1.16	2.30	3.35		P 4.04	s 4.45	s 5.11	5.34		5.51	f 6.04	6.18	6.25
Everett							s 4.48	s 5.13				s 6.07		
Everett Junction	12.29	1.19	2.33	3.38		4.07	4.49	5.15	5.33		5.55	6.08	6.22	6.29
East Somerville	12.31	1.21	s 2.36	3.40		4.10	4.51	5.17	5.40		5.57	6.10	6.24	6.31
Boston	s 12.35	A 1.25	A 2.40	A 3.45		A 4.15	A 4.56	A 5.21	A 5.45		A 6.02	A 6.15	A 6.29	A 6.35
	PM	PM	PM	PM		PM	PM	PM	PM		PM	PM	PM	PM

Exception to Rule S-72:

Swampscott Branch outward first-class trains are superior to inward first-class trains.

Glooucester Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport. Except: No. 2530 is superior to No. 2527 Rockport to Gloucester.

No. 213 is superior to No. 228 Newburyport to Emery.

No. 217 is superior to No. 236 Newburyport to Emery.

No. 219 is superior to No. 238 Newburyport to Emery.

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

III "s" stop on Holidays.

ES "s" stop at Elliott St., Beverly.

M "s" stop Saturdays.

P "s" stop except Sundays.

18 PORTSMOUTH N. H. TO BOSTON (INWARD) — (WESTWARD) — FIRST-CLASS BOSTON DIVISION
 SWAMPSCOTT AND GLOUCESTER BRANCHES

STATIONS.	H × ②	②	H ② ×	② 538	H ②	② 540	② 46	② 544	② 250	② 548	H ②	② 52			
	292	2420	2492	2538	2224	2540	246	2544	250	2548	252				
	Ex. Sat. and Sun. Lynn	Ex. Sat. and Sun. Danvers	Ex. Sat. and Sun. Danvers	Daily Rockport	Ex. Sat. and Sun. Marblehead	Ex. Sun. Rockport	Daily Portsmouth	Daily Rockport	Sun. only Portsmouth	Daily Rockport	Ex. Sat. and Sun. Newbury				
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M				
Portsmouth							L 6.40		L 9.05						
Emery							6.42 ²⁴³		9.07						
North Hampton							s 6.50		s 9.14						
Hampton							s 6.55		s 9.18						
Hampton Falls															
Seabrook							6.59		9.22						
Atlantic															
Salisbury															
Newburyport							s 7.05 ²⁵¹		s 9.30			10.50			
Rowley							s 7.18								
Ipswich							s 7.24		s 9.41			11.00			
Hamilton & Wenham							s 7.32		s 9.48			11.06			
North Beverly							f 7.36								
Rockport				L 6.24 ²³⁷		L 6.55		L 8.15		10.00					
GloUCEster				s 6.32 ²³⁹		s 7.03		s 8.23		10.08					
West Gloucester				s 6.41				f 8.27		10.11					
Magnolia															
Manchester				s 6.47		s 7.13		s 8.33		10.17					
West Manchester															
Beverly Farms				s 6.52		s 7.18		s 8.38		10.22					
Prides				f 6.54						10.24					
Montserrat				s 6.58				z 8.42		10.23					
Beverly Salem		s 6.47	7.04	s 7.03		s 7.27	s 7.40	s 8.45	s 9.56	10.32		11.15			
				s 7.10		s 7.33	s 7.45	s 8.50	10.02	10.37		11.20			
Marblehead						L 7.07									
Deveraux						s 7.10									
Clifton						s 7.12									
Beach Bluff						s 7.14									
Phillips Beach						s 7.15									
Swampscott		s 6.53	7.10	7.15	s 7.20	7.38	7.50	s 8.56	10.06	10.43	11.26				
East Lynn															
Lynn	L 6.47	s 6.57	7.13	s 7.18	s 7.23	7.42	7.53	s 9.00	10.12	10.46	11.30				
West Lynn															
Revere	6.53	7.03	7.19	7.24	7.29	7.48	7.59	9.06	10.18	10.52	11.36				
Forbes															
Chelsea	6.55	7.05	7.21	7.26	7.31	7.50	8.01	9.08	10.20	10.54	11.39				
Everett															
Everett Junction	6.59	7.09	7.24	7.29	7.34	7.53	8.04	9.12	10.24	10.58	11.43				
East Somerville	7.01	7.11	7.26	7.31	7.36	7.55	8.06	9.15	10.26	11.00	11.46				
Boston	A 7.06	A 7.15	A 7.30	A 7.35	A 7.40	A 8.00	A 8.10	A 9.20	A 10.30	A 11.05	A 11.50				
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M				

Exceptions to Rule S-72:

Swampscott Branch outward first-class trains are superior to inward first-class trains.

GloUCEster Branch outward first-class trains are superior to inward first-class trains Gloucester to Rockport. Except:

No. 2538 is superior to No. 2539 Rockport to Gloucester.

No. 2540 is superior to No. 2541 Rockport to Gloucester.

No. 241 is superior to No. 246 Newburyport to Emery.

No. 243 is superior to No. 246 Newburyport to Emery.

No. 255 is superior to No. 250 Newburyport to Emery.

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

γ "s" stop Saturday and Sunday.

z "s" stop Sundays.

WORCESTER AND LOWELL JCT
**BOSTON
DIVISION**
OUTWARD—(EASTWARD)—FIRST-CLASS

Miles from Worcester	Passing Sidings Approximate Capacity Cars	STATIONS.	81	83	H Q 3109	H Q 3117		
			Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sun.		
			Portland	Portland	Middlesex	Lowell		
		Worcester	A M	A M	P M	P M		
1.56		Garden St. Yard	T N X	L 3.40	L 3.40			
2.92		Barber	T X	3.49	3.49			
10.16		Oakdale	T					
14.93		Clinton Junction	T					
15.82		East Switch	T			L 6.15	L 7.20	
16.76		Clinton	T D	4.08	4.08	S 6.18	S 7.23	
17.46		Clinton Eng. House	T					
18.09		Thayer	T					
23.19		Still River	T					
28.01	Yard	Ayer	T N X	S 4.32	S 4.35	6.35	7.40	
30.34		Willows	X					
41.20		North Chelmsford	T	4.46	4.51	6.55	8.00	
		Middlesex	T X			A 7.05		
44.20		Lowell		S 4.52	S 5.15		A 8.10	
45.09		Bleachery	T N X	5.07	5.17			
47.34		Wamesit	T					
52.73		Lowell Junction	T N	5.17	5.27			
				A M	A M		P M	

INWARD—(WESTWARD)—FIRST-CLASS

Miles from Junction	STATIONS.	3104	H Q 3106	H Q 3112	82		
		Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Daily		
		Middlesex	Middlesex	Lowell	Portland		
	Lowell Junction	T N	A M	A M	P M		
5.39	Wamesit	T			11.43		
7.64	Bleachery	T N X					
8.53	Lowell				11.52		
	Middlesex	T X	L 6.00	L 6.45	L 8.35	S 11.55	
11.53	North Chelmsford	X	6.07	6.50	8.40	12.10	
22.39	Willows	T					
24.72	Ayer	T N X	6.22	7.08	9.05	S 12.28	
29.54	Still River	T					
34.64	Thayer	T					
35.27	Clinton Eng. House	T	S 6.38	S 7.25	S 9.25	12.48	
35.97	Clinton	T D	6.58	7.41	9.45		
36.91	East Switch	T	7.03	7.48			
37.80	Clinton Junction	T					
42.57	Oakdale	T					
49.81	Barber	T X				1.10	
51.17	Garden St. Yd.	N X					
52.73	Worcester	T N X				A 1.20	
			A M	A M	A M		

Graniteville middle capacity 96 cars.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

@ Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

@ Does not carry baggage.

Q Does not carry passengers between Clinton and Lowell.

MANCHESTER AND LAWRENCE BRANCH

19

BOSTON DIVISION

OUTWARD (NORTHWARD) INWARD (SOUTHWARD)

Miles from Boston	Passing Sidings Approximate Capacity Cars.	STATIONS.	
26.04		Lawrence	T N X
28.45	16	Methuen	
32.50	72	Rockingham Park	
32.97	20	Salern, N. H.	
34.78	22	Canobie Lake	
38.84		Windham	
42.00		Derry	D
47.11		Londonderry	
53.21		Manchester	N X

AMESBURY BRANCH

BOSTON DIVISION

OUTWARD (EASTWARD) INWARD (WESTWARD)

Miles from Salisbury	STATIONS.		
2.69	Salisbury	T	
3.85	Salisbury Point	X	
	Amesbury	D X	

PORTSMOUTH BRANCH

BOSTON DIVISION

OUTWARD (NORTHWARD) INWARD (SOUTHWARD)

Miles from Portsmouth	Passing Sidings Approximate Capacity Cars	STATIONS.	
0.93		Portsmouth	T D X
3.92	30	Emery	
9.94	23	Greenland	
17.24		Rockingham	D X
		Epping	
22.90	17	Raymond	D
34.36		Severance	
38.37		East Manchester	X
40.39		Manchester	N X

New Haven R.R. first-class trains between South Worcester and Worcester.

NORTHWARD	From	So. Worcester	Worcester	SOUTHWARD	To	Worcester	So. Worcester
No. 124 Daily	New York	L 3.02 A.M.	3.05 A.M.	No. 125 Daily	New York	L 1.55 A.M.	1.58 A.M.
No. 570 Ex. Sun.	New London	L 11.41 A.M.	11.44 A.M.	No. 573 Daily	New London	L 7.46 A.M.	7.49 A.M.
No. 572 Sun. Only	New London	L 12.30 P.M.	12.33 P.M.	No. 579 Daily	New London	L 4.55 P.M.	4.58 P.M.
No. 580 Daily	New London	L 9.16 P.M.	9.19 P.M.				

(W)

MARBLEHEAD BRANCH

BOSTON DIVISION

OUTWARD — FIRST CLASS — INWARD
(EASTWARD) READ DOWN

READ UP (WESTWARD)

H	H	H	Miles from Salem	STATIONS.		H
2397	2395	2393				2396
Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.				Ex. Sat. and Sun.
AM	AM	AM		Salem	T N X	PM
L 8.03	L 7.10	L 6.30	.73	Castle Hill	T X	
			1.23	Loring Avenue	X	
			1.81	Forest River		
A 8.18	A 7.25	A 6.45	3.52	Marblehead	D X	L 6.07
AM	AM	AM				PM

SALEM BRANCH

BOSTON DIVISION

OUTWARD (EASTWARD)

INWARD (WESTWARD)

Miles from Salem	STATIONS.	
	Salem	T N X
.46	North Street	X
1.08	Grove Street	X
1.99	Peabody	D X
3.71	Proctor	
5.54	West Peabody	
6.26	Phelps Mills	
8.57	South Middleton	

Equipment of Swampscott Branch trains will turn on the wye at Marblehead, and extra trains will keep clear. Marblehead Branch trains will enter and leave Marblehead Station via the Marblehead Branch track.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

X Does not carry passengers.

NEWBURYPORT BRANCH

BOSTON DIVISION

OUTWARD (EASTWARD) — FIRST CLASS — INWARD (WESTWARD)
READ DOWN

READ UP

Miles from Boston	H	H	H	H	H	H	STATIONS.		H	H	H	H	H
	1317	1311	1309	1395	1393	1391			1300	1304	1306	1308	1390
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.			Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
9.38	PM	PM	PM	AM	AM	AM	Wakefield Junction	D X	AM	AM	AM	AM	PM
9.65	8 6.06	5 5.42	5 5.19	8 7.53	7 7.34	8 7.20	Wakefield Center	X	8 7.05	7 7.48	8 8.10	8 8.18	8 5.31
10.91	8 6.09	5 5.45	A 5.21	A 7.55	A 7.36	8 7.22	Lowell Street		8 7.01	L 7.45	L 8.06	8 8.15	L 5.28
12.53	8 6.11	5 5.48				7 7.24	Lynnfield Center		8 6.57			8 8.11	
15.42	14 6.15	5 5.52				7 7.28	West Peabody		8 6.53			8 8.07	
	8 6.21	5 5.59				7 7.34			8 6.47			8 8.02	
17.50	8 6.26	5 6.05				7 7.38	Collins Street		8 6.41			8 7.57	
17.98	13 6.28	5 6.08				7 7.39	Tapleyville		8 6.40			8 7.56	
18.53	9 A 6.32	A 6.17				A 7.43	Danvers	D X	L 6.36			L 7.52	
20.11							Putnamville						
24.12	8						Topsfield		AM	AM	AM	AM	PM

No. 1391 is superior to No. 1304, No. 1306 and No. 1308.

No. 1393 is superior to No. 1304, No. 1306 and No. 1308.

No. 1395 is superior to No. 1306 and No. 1308.

No. 1309 is superior to No. 1390.

X Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

DANVERS BRANCH

BOSTON DIVISION

OUTWARD (EASTWARD) — FIRST CLASS — INWARD (WESTWARD)
READ DOWN

READ UP

H	H	H	H	H	Miles from Salem	STATIONS.		H	H	H	H	H
2417	2413	2403	2401	2491				2400	2402	2418	2420	2490
Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.				Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
PM	PM	PM	AM	AM				AM	AM	PM	PM	PM
L 5.28	L 4.30	L 6.40	L 5.45	L 5.35		Boston	N X	A 7.37	A 8.29	A 6.15	A 7.15	A 7.30
8 6.06	8 5.01	7 7.11	8 6.12	5 5.59	.46	Salem	T N X	8 7.08	8 7.58	8 5.45	8 6.47	7.04
8 6.08	f 5.03	7 7.13	6 6.13	6 6.01	1.08	North Street	X	7.05	8 7.56	5.43	6.45	A 6.55
	8 5.08	8 7.17	8 6.17	8 6.06	1.99	Grove Street	X	f 7.04	f 7.53			
	8 6.13					Peabody	D X	8 7.01	8 7.50	8 5.40	8 6.40	8 6.50
	8 6.19	8 5.13			3.86	Danversport		8 6.54	8 7.43	5.33		
	A 6.22	A 5.17	A 7.26	A 6.26	5.09	Danvers	D X	L 6.50	L 7.40	L 5.30	L 6.30	L 6.40
	PM	PM	AM	AM				AM	AM	PM	PM	PM

X Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

No. 2491 is superior to No. 2401.

No. 2403 is superior to No. 2402.

No. 2413 is superior to No. 2418, No. 2420, No. 2490 and

No. 2492.

No. 2417 is superior to No. 2420, No. 2490 and No. 2492.

Schedule time shown at Boston for information only.

(W)

CONWAY BRANCH

BOSTON DIVISION 21

OUTWARD (NORTHWARD) — FIRST CLASS — INWARD (SOUTHWARD)
READ DOWN READ UP

Ex. Sun.	2917	2911	2955	× 2909	Miles from Rollinsford	Passing Sidings. Approximate Capacity Cars	STATIONS.	2914	2912	2958		
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.				Ex. Sun.	Ex. Sun.	Sun. only		
	N. Conway	N. Conway	N. Conway	Intervale				Intervale	N. Conway	N. Conway		
	PM	AM	AM	AM			Boston	AM	PM	PM		
	6.05	10.30	10.00	9.39			Dover	9.15	5.35	5.50		
	6.10	10.35	9.43				Rollinsford	T 9.10	5.30	8.15		
	6.16	10.42	9.48		2.79	Yard	Somersworth	D 9.04	5.25	8.10		
	6.27	10.56	9.58		9.33	Yard	Rochester	D X 8.50	5.12	7.57		
	6.37	11.06	10.07		14.31		Hays	8.40	5.00			
	6.42	11.12	10.12		17.21	28	Milton	D 8.35	4.52	7.43		
	6.51	11.20	10.20		22.87	14	Union	8.26	4.43	7.33		
	7.00	11.30	10.28		27.21	10	Sanbornville	D 8.17	4.33	7.23		
	7.10	11.33			29.89		Wakefield					
	7.10	11.41	10.38		32.54	18	Burleyville	8.07	4.23	7.12		
	7.23	11.53	10.50		40.61	20	Ossipee	8.53	4.10	6.59		
	7.33	12.01	10.59		45.33	16	Mountainview	D 8.44	4.01	6.49		
	7.43	12.11	11.09		51.16	22	Mt. Whittier	D 8.33	3.51	6.39		
	7.50	12.19	11.17		55.92		Madison	8.24	3.42	6.29		
	8.03	12.30	11.29		62.94	25	Conway	D 8.11	3.30	6.16		
	8.15	12.45	11.40	6.40	68.26	Yard	North Conway	D X 8.00	3.20	6.05		
				6.45	69.89		Intervale	L 6.55				
	PM	PM	AM	AM				AM	PM	PM		

Schedule time shown at Boston and Dover, for information only.

No. 2909 is superior to No. 2914

× Does not carry passengers.

Exception to Rule 5 — At Somersworth, Rochester, Milton, Union, Burleyville, Ossipee, and Conway, the schedule time of trains applies at the passenger station. Unless otherwise specified, the time named in wait orders (Form 8-E) applies at the passing siding.

SAUGUS BRANCH BOSTON DIVISION
OUTWARD — FIRST CLASS — INWARD
(EASTWARD) READ DOWN (WESTWARD) READ UP

H. 2113	H. 2109	Miles from Boston	STATIONS.	H. 2106	H. 2110
Ex. Sat. and Sun.	Ex. Sat. and Sun.			Ex. Sat. and Sun.	Ex. Sat. and Sun.
Lynn	Lynn			Lynn	Lynn
PM	PM			AM	AM
5.56	5.17	2.75	Everett Junction TX	7.21	7.46
5.57		3.15	West Street	7.19	7.45
5.58	5.20	3.65	West Everett	7.17	7.43
6.00	5.23	4.14	Bell Rock	7.15	7.41
6.02	5.26	4.92	Malden (E.)	7.13	7.38
6.04	5.28	5.44	Faulkner	7.10	7.36
6.06	5.30	5.98	Maplewood	7.08	7.34
6.08	5.32	6.32	Broadway	7.06	7.32
6.10	5.35	7.07	Linden	7.04	7.30
6.14	5.38	7.93	Franklin Park	7.02	7.27
6.15	5.40	8.44	Cliftondale	7.00	7.25
6.17	5.42	8.93	Pleasant Hill	6.58	7.23
6.20	5.45	9.59	Saugus	6.56	7.21
6.23	5.48	10.62	East Saugus	6.54	7.19
6.25	5.51	11.16	Raddin X	6.52	7.15
6.28	5.54	11.79	Lynn Common X	6.50	7.14
6.34	6.00	12.55	West Lynn TX	6.47	7.13
PM	PM			AM	AM

⊗ Does not carry baggage.

H. Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19

MEDFORD BRANCH BOSTON DIVISION
OUTWARD (NORTHWARD) INWARD (SOUTHWARD)

Miles from Boston	STATIONS.	
3.38	Medford Junction	T
4.23	Glenwood	
4.61	Park Street	
5.10	Medford	

LAKEPORT BRANCH BOSTON DIVISION
OUTWARD (NORTHWARD) INWARD (SOUTHWARD)

Miles from Gonic	STATIONS.	
0.00	Gonic	
2.06	Rochester	D X
9.66	Farmington	

WOLFEBORO BRANCH BOSTON DIVISION
OUTWARD (NORTHWARD) INWARD (SOUTHWARD)

Miles from Sanbornville	STATIONS.	
5.77	Sanbornville	D X
6.80	Cotton Valley	
11.50	Fernald	
11.98	Wolfboro Falls	X
	Wolfboro	D X (W)

BOSTON TO CONCORD, N. H. OUTWARD TRAINS (NORTHWARD)—FIRST-CLASS
BOSTON AND NEW HAMPSHIRE DIVISIONS

Miles from Boston	Passing Billings, Approximate Capacity Cars	STATIONS.	327		301		391		3104		3106		401		3491		403		393		405		303		
			Sea. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	
			Concord	W. R. Jct.	Nashua	Ex. Sun. Cent. Mass.	Ex. Sat. and Sun. Cent. Mass.	Concord	Stonham	North Chelmsfd	Grape St.	Lowell	Wilmington												
		Boston	N X	A M	L 3.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	
1.85	53	Mystic Junction	N X	2.15	3.05								5.50	6.35	6.38	7.35	7.37	7.53							
2.42		Winter Hill	X																						
2.81		Somerville Junction	X	2.17													7.37								
3.56		North Somerville	T											5.54*											
4.01		Tufts College																						7.40	
4.58	Medford Hillside																								
5.48	West Medford	T	2.20	3.09									5.58	6.39	6.45	7.39	7.44	7.59							
7.34	Wedgemere														6.48	7.41									
7.82	Winchester	T N	2.25	3.12									6.04	6.42	6.50	7.42	7.50	8.03							
8.95		Cross Street														6.53	7.54								
9.45		Woburn Highlands																							
9.96		Woburn												6.20		7.00	7.57								
10.97		Central Square																							
12.18		North Woburn																8.01							
9.00		Winchester Highlands	T																						
9.76		Montvale	T	2.28	3.14										6.46		7.44	8.06							
9.91		Grape Street																							
10.35		Oakland																							
10.96		Lindenwood																							
11.37		Farm Hill	X																						
11.84		Pleasant Street	X																						
12.10		Stonham	T X														6.55								
10.48	39	Walnut Hill																							
12.74		South Wilmington	T																						
13.97		North Woburn Junction	T	2.33																				8.03	
15.20		Wilmington	T D	2.35	3.20													7.11	8.06	8.11					
16.60	49	Silver Lake																							
19.22		East Billerica																							
21.79		North Billerica	T c	2.48	3.26																				
23.32		South Lowell	X																						
24.66		Bleachery	T N X																						
25.55	148	Lowell																							
27.28		Middlesex	T X	2.57	3.31	5.20	6.00	6.45	7.10																
28.55		North Chelmsford	X	3.02	3.50	5.25	6.07	6.50	7.17																
32.11		Tyngsboro	T	3.06	3.54																				
38.96		Nashua, Union Sta.	T D X	3.14	4.02	5.38																			
40.78	The Plant	T	3.35	4.19																					
46.09	Merrimack	T c	3.45																						
47.78	Reeds Ferry	T																							
53.94	South Manchester	T	3.52	4.31																					
55.68	155	Manchester	T N X	3.55	4.24																				
57.90		Amoskeag	X	4.24	4.51																				
64.37		Hooksett	T																						
71.30		Bow	X	4.38	5.05																				
73.32		Concord	N X A	4.45	5.10																				

BOSTON DIVISION

NEW HAMPSHIRE DIVISION

No. 3491 is superior to No. 3104 Montvale to Stonham.
 No. 393 is superior to No. 300 Montvale to Grape Street.
 No. 327 will leave from "A" House at 1.5 a.m. for North Station.
 No. 403 make regular stop at Engine Terminal.
 Q No. 3104 and No. 3106 do not carry passengers between Middlesex and Clinton.

× Does not carry passengers.
 ⊕ Does not handle baggage.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 c Stop to leave newspapers only
 u Stop to leave employes.
 * Not to be advertised.
 ⊕ Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

BOSTON TO CONCORD, N. H. OUTWARD TRAINS (NORTHWARD) — FIRST-CLASS

BOSTON AND NEW HAMPSHIRE DIVISIONS

STATIONS.

STATIONS.	H × ⊕	H Q	H × ⊕	407	305	409	411	415	31	⊕ 419	⊕ 421	⊕ 463	⊕ 309
	Ex. Sat. and Sun. Winch'var	Ex. Sat. and Sun. Cent. Mass.	Ex. Sat. and Sun. Wilm'g'tn.	Ex. Sun. Lowell	Daily Plymouth	Ex. Sun. Lowell	Ex. Sun. W. R. Jct.	Daily Lowell	Daily C. P. R.	Ex. Sat. and Sun. Lowell	Ex. Sun. Lowell	Sun. only Lowell	Ex. Sun. Plymouth
Boston	A M L 8.10	A M	A M L 8.23	A M L 8.40	A M L 9.00	A M L 10.00	A M L 11.00	A M L 12.30	P M L 1.00	P M L 1.30	P M L 2.50	P M L 3.40	P M L 4.00
Mystic Junction													
Winter Hill													
Somerville Junction													
North Somerville													
Tufts College													
Medford Hillside	8.18		8.31	8.50	9.09	10.10	11.10	12.40	1.09	1.42	3.00	3.50	4.08
West Medford	8.19											3.54	
Wedgemere												3.56	
Winchester	A 8.22		8.34	8.55	9.12	10.15	11.16	12.45	1.12	1.50	3.05		4.11
Cross Street										1.53	3.07		
Woburn Highlands										2.05	3.10	4.01	
Woburn				9.00		10.22	11.23	12.50		2.02	3.12	4.04	
Central Square							11.27	12.54		2.03	3.14	4.06	
North Woburn													
Winchester Highlands													
Montvale			8.37		9.15				1.14				4.13
Grape Street													
Oakland													
Lindenwood													
Farm Hill													
Pleasant Street													
Stoneham													
Walnut Hill													
South Wilmington													
North Woburn Junction													
Wilmington			A 8.43	9.06	9.20	10.23	11.30	12.57	1.19	2.12	3.16	4.09	
Silver Lake													
East Billerica													
North Billerica				9.18	9.26	10.40	11.42	1.10	1.25	2.28	3.27	4.20	4.24
South Lowell													
Bleachery													
Lowell		L 8.35	A 9.24	9.32	10.47	11.47	1.16	1.30	2.35	3.35	4.28	4.33	
Middlesex						11.52							
North Chelmsford		8.40		9.37		11.57		1.35					4.36
Tyngsboro													
Nashua, Union Station													
Tie Plant						12.08		1.46					4.47
Merrimack				9.48		12.16		1.49					4.50
Reeds Ferry				9.51		12.20							
South Manchester					10.02		12.36	2.00					5.01
Manchester					10.07		12.39	2.04					5.04
Amoskeag					10.10		12.47	2.07					5.07
Hooksett							12.50						
Bow					10.24		1.04	2.21					5.21
Concord					A 10.28		A 1.08	A 2.25					A 5.25

BOSTON DIVISION

NEW HAMPSHIRE DIVISION

Q No. 3112 does not carry passengers between Lowell and Clinton.

⊕ No. 421 Saturdays arrive Lowell 3.40 P.M.

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

⊕ Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

M Regular stop Saturdays only.

Z Flag stop Sundays only.

BOSTON TO CONCORD, N. H. OUTWARD TRAINS (NORTHWARD) — FIRST-CLASS
BOSTON AND NEW HAMPSHIRE DIVISIONS

STATIONS.	423		311		H 427		H 429		H 313		H 315		433		317		433		H 3413		319		435		321		
	Ex. Sun.		Ex. Sun.		Ex. Sat. and Sun.		Ex. Sat. and Sun.		Ex. Sat. and Sun.		Ex. Sat. and Sun.		Ex. Sat. and Sun.		Ex. Sun.		Ex. Sat. and Sun.		Ex. Sat. and Sun.		Ex. Sun.		Ex. Sun.		Sun. only		
	Wilmington		Lowell		Wilmington		Wilmington		Winchester		Lowell		Lowell		W. R. Jct.		Lowell		Stoneham		Lowell		Wilmington		Concord		
Boston	PM L 4.03	PM L 4.40	PM L 4.43	PM L 5.00	PM L 5.03	PM L 5.14	PM L 5.17	PM L 5.30	PM L 5.34	PM L 5.37	PM L 5.50	PM L 5.53	PM L 6.00	PM L 6.03	PM L 6.06	PM L 6.09	PM L 6.12	PM L 6.15	PM L 6.18	PM L 6.21	PM L 6.24	PM L 6.27	PM L 6.30	PM L 6.33	PM L 6.36	PM L 6.39	PM L 6.42
Mystic Junction																											
Winter Hill																											
Somerville Junction																											
North Somerville																											
Tufts College																											
Medford Hillside																											
West Medford																											
Wedgemere																											
Winchester																											
Cross Street																											
Woburn Highlands																											
Woburn																											
Central Square																											
North Woburn																											
Winchester Highlands																											
Montvale																											
Grape Street																											
Oakland																											
Lindenwood																											
Farm Hill																											
Pleasant Street																											
Stoneham																											
Walnut Hill																											
South Wilmington																											
North Woburn Junction																											
Wilmington																											
Silver Lake																											
East Billerica																											
North Billerica																											
South Lowell																											
Bleachery																											
Lowell																											
Middlesex																											
North Chelmsford																											
Tyngsboro																											
Nashua, Union Station																											
Tie Plant																											
Merrimack																											
Reeds Ferry																											
South Manchester																											
Manchester																											
Amoskeag																											
Hooksett																											
Bow																											
Concord																											

BOSTON DIVISION

NEW HAMPSHIRE DIVISION

No. 3413 is superior to No. 3490 Montvale to Stoneham.

⊕ Does not handle baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

M Regular stop Saturdays only.

Ⓢ No. 429 Saturdays due Wilmington 5.40 P.M.

BOSTON TO CONCORD, N. H. OUTWARD TRAINS (NORTHWARD) — FIRST-CLASS
 BOSTON AND NEW HAMPSHIRE DIVISIONS

BOSTON DIVISION

NEW HAMPSHIRE DIVISION

STATIONS.	H	437	439	441	443	445	29	447	82	449				
	Ex. Sat. and Sun.	Daily	Ex. Sun.	Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily				
	Wilmington	Lowell	Lowell	Concord	Lowell	C. P. R.	Lowell	Portland	Lowell					
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM				
Boston	L 6.30	L 6.50	L 8.00	L 9.00	L 10.00	L 11.00	L 11.03							
Mystic Junction	6.35	6.55	8.05	9.04	10.05	11.05	11.08			12.04				
Winter Hill														
Somerville Junction	6.37		8.07		10.07									
North Somerville														
Tufts College	6.39								11.12					
Medford Hillside	6.42	7.00	8.10	9.10	10.10	11.09	11.14		11.18	12.09				
West Medford	6.46	7.03			10.14				11.18					
Wedgemere	6.48	7.05	8.15	9.14	10.16	11.12	11.20			12.14				
Winchester														
Cross Street	6.51				10.19		11.23			12.17				
Woburn Highlands	6.53	7.08			10.21									
Woburn	6.56	7.10	8.20	9.19	10.24		11.26			12.20				
Central Square	6.59	7.12			10.27									
North Woburn	7.02	7.14	8.24		10.30		11.30			12.24				
Winchester Highlands														
Montvale						11.14								
Grape Street														
Oakland														
Lindenwood														
Farm Hill														
Pleasant Street														
Stoneham														
Walnut Hill														
South Wilmington														
North Woburn Junction	7.05	7.17	8.28	9.24	10.33		11.33			12.27				
Wilmington	A 7.09	7.20	8.31	9.28	10.36	11.19	11.36			12.30				
Silver Lake	P 7.22													
East Billerica	P 7.27		8.36											
North Billerica	P 7.31	8.40	9.35	10.44	11.25	11.43				12.37				
South Lowell														
Bleachery									11.52					
Lowell		A 7.38	A 8.47	9.41	10.50	11.31	11.50		11.52	12.43				
Middlesex					10.58		11.59							
North Chelmsford				9.46		11.36			12.10					
Tyngsboro														
Nashua, Union Station				9.57		11.50								
Tie Plant				10.00		11.54								
Merrimack														
Reeds Ferry														
South Manchester				10.11		12.05								
Manchester					10.15		12.12							
Amoskeag				10.19		12.16								
Hooksett														
Bow				10.35		12.30								
Concord				10.40		12.35								
	PM	PM	PM	PM	PM	AM	PM	AM	AM					

⊕ Does not carry baggage.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 P Regular stop except Sundays.
 Z Regular stop Sundays only.

CONCORD, N. H. TO BOSTON INWARD TRAINS (SOUTHWARD) — FIRST-CLASS

NEW HAMPSHIRE AND BOSTON DIVISIONS

Miles from W. R. Jet.	Passing Sidings, Approximate Capacity Cars	STATIONS.	81		83		402		406		3404		410		412		304		412		300		312	
			Ex. Sun.		Sun. only		Ex. Sun.		Ex. Sun.		Ex. Sat. and Sun.		Ex. Sun.		Ex. Sun.		Ex. Sat. and Sun.		Ex. Sun.		Ex. Sat. and Sun.		Ex. Sun.	
			Portland	Portland	Lowell	Nashua	Stoneham	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	
NEW HAMPSHIRE DIVISION	69.60	Concord	N X																					
	71.62	Bow	X																					
	78.55	Hooksett	T																					
	85.02	Amoskeag																						
	87.24	Manchester	T N X																					
	88.98	South Manchester	T																					
	95.14	Reeds Ferry	T																					
	96.83	Merrimack	T																					
	102.14	Tie Plant																						
	103.96	Nashua, Union Sta.	T D X						L 6.00															
	110.81	Tyngsboro	T						8 6.03															
	114.37	North Chelmsford	X	4.46	4.51				8 6.13														L 7.50	
	115.64	Middlesex	T X																					
	117.37	Lowell		8 4.52 8 5.05	8 4.57 8 5.10	L 5.20		8 6.20				L 6.30 8 6.40	L 7.05 8 7.13	L 7.15 8 7.23									8 7.57	
	118.26	Bleachery	T N X	5.07	5.17	5.22		8 6.22				8 6.42		8 7.25										
	119.60	South Lowell	X																					
121.13	North Billerica	T					8 5.28	8 6.26				8 6.47	8 7.20	8 7.29								8.02		
123.70	East Billerica							8 6.30				8 6.52												
126.32	Silver Lake						8 5.33	8 6.34				8 6.56										8 8.07		
127.72	Wilmington	T D					8 5.36	8 6.37				8 7.00	8 7.30	8 7.37								8.10		
128.95	North Woburn Junction	T					8 5.39	8 6.40				8 7.03	8 7.33											
130.18	South Wilmington	T																						
132.44	Walnut Hill	T																						
BOSTON DIVISION		Stoneham	T X							L 7.05 8 7.10 8 7.12														
		Pleasant Street	X																					
		Farm Hill	X																					
		Lindenwood																						
		Oakland																						
		Grape Street																				L 7.57		
	133.16	Montvale	T																			7.58		
	133.92	Winchester Highlands	T																			8 7.59	8.15	
	130.74	North Woburn							8 5.43	8 6.43														
	131.95	Central Square							8 5.46	8 6.46													8 7.36	
	132.96	Woburn							8 5.50	8 6.51													8 7.40	
	133.47	Woburn Highlands							8 5.52	8 6.53													8 7.44	
	133.97	Cross Street							8 5.54	8 6.55													8 7.47	
	135.10	Winchester	T N						8 5.57	8 6.58	7.20												8 7.51	
	135.58	Wedgemere							8 5.58	8 7.00													8 7.25	
	137.44	West Medford	T						8 6.02	8 7.05													8 7.27	
138.34	Medford Hillside							8 6.04														8 7.33		
138.91	Tufts College																					8 7.36		
139.36	North Somerville	T																				8 7.20		
140.11	Somerville Junction	T						6.07	7.10													8 7.26		
140.50	Winter Hill	T X																				7.40		
141.07	Mystic Junction	T N X						6.09	7.12													7.28		
142.92	Boston	N X						8 6.15	8 7.20	8 7.35												8 7.43		
																						8 7.50		
																						8 7.50		
																						8 8.00		
																						8 8.15		
																						8 8.20		
																						8 8.30		

No. 3491 is superior to No. 3404 Montvale to Stoneham.

No. 393 is superior to No. 300 Montvale to Grape Street.

No. 402 and No. 406 make regular stop at Engine Terminal.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

Ⓛ No. 312 run via Woburn Loop Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19 make "s" stop at Woburn 8.22 A.M. and at Winchester 8.27 A.M., due Boston 8.40 A.M.

CONCORD, N. H. TO BOSTON INWARD TRAINS (SOUTHWARD) — FIRST-CLASS

27

NEW HAMPSHIRE AND BOSTON TERMINALS

STATIONS.

	30	H 318	H 414	H 416	308	404	418	420	424	426	428	430	390
	Daily	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sat. and Sun.
	C. P. R.	Winchester	Wilmington	Wilmington	W. R. Jet.	Lowell	Lowell	Concord	Lowell	Concord	Lowell	Concord	Lowell
	A M	A M	A M	A M	A M	A M	A M	A M	NOON	NOON	P M	P M	P M
Concord	L 6.55				L 8.05			L 9.50		L 12.00		L 1.55	
Bow	6.59				8.08			9.54		12.04		1.59	
Hooksett													
Amoskeag								10.08		12.18		2.18	
Manchester	S 7.13				S 8.26			S 10.11		S 12.22		S 2.22	
	S 7.22							S 10.14					
South Manchester	7.25				8.29			10.17		12.25		2.25	
Reeds Ferry													
Merrimack													
Tie Plant	F 7.37				F 8.40			F 10.29		F 12.36		F 2.36	
Nashua, Union Station	S 7.42				S 8.45			S 10.33		S 12.42		S 2.40	
Tyngsboro	F 7.52				F 8.55			F 10.46		F 12.54		F 2.48	
North Chelmsford	7.57											2.53	
Middlesex													
Lowell	8.04				9.01	L 9.05	L 9.45	10.50	L 12.00	S 1.00	L 2.00	S 3.00	L 3.25
Bleachery													
South Lowell									12.02		2.02		3.27
North Billerica													
East Billerica	8.09				9.05	9.09	9.49	11.00	12.06	1.04	2.05	3.05	3.30
Silver Lake													4.02
Wilmington	8.15	L 8.20	L 8.55		9.11	S 9.17	S 9.56	11.08	12.12	S 1.12	S 2.13	S 3.12	4.10
North Woburn Junction		8.22	8.57			9.19	9.58	11.11	12.14	1.14	2.15	3.14	
South Wilmington													
Walnut Hill													
Stoneham													
Pleasant Street													
Farm Hill													
Lindenwood													
Oakland													
Grape Street													
Montvale	8.20				9.16								4.19
Winchester Highlands													
North Woburn			S 8.25					S 10.02	F 11.14	S 12.17	S 2.18		
Central Square			S 8.25					S 10.05		S 12.20	S 2.21		
Woburn			S 8.31	S 9.03		S 9.25	S 10.08	S 11.19	S 12.23	S 1.20	S 2.24	S 3.23	
Woburn Highlands			S 8.33	S 9.05					S 12.25				
Cross Street			S 8.35	S 9.07					S 12.27				
Winchester	Z 8.22	L 8.30	M 8.39	S 9.10	9.18	S 9.30	S 10.14	S 11.25	S 12.31	S 1.25	S 2.30	S 3.28	4.23
Wedgemere		S 8.32	M 8.40	S 9.12			S 10.16	S 11.26	S 12.33	S 1.29	S 2.32	S 3.33	4.27
West Medford		S 8.36	M 8.42	S 9.16		S 9.35	S 10.20	S 11.31	S 12.37				4.29
Medford Hillside		S 8.39	M 8.43										4.31
Tufts College													
North Somerville													4.33
Somerville Junction		8.42	8.46	9.20		9.38	10.23	11.36	12.42		2.39		
Winter Hill													
Mystic Junction		8.44	8.48	9.22	9.25	9.40	10.25	11.39	12.45	1.35	2.41	3.38	4.35
Boston	A 8.35	A 8.49	A 8.53	A 9.27	A 9.30	A 9.45	A 10.30	A 11.45	A 12.50	A 1.40	A 2.48	A 3.43	A 4.42
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

▼ No. 404 will be run as an extra train Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

No. 428 makes regular stop at Engine Terminal.

⊕ No. 414 Saturdays due Boston 5.58 A.M.

⊕ Stop to leave week-days, Regular stop Sundays.

⊕ Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

B No. 390 will carry shop men and runs via Billerica Shop. Arrive 3.35 P.M. Leave 3.55 P.M.

M Regular stop Saturdays only.

F Regular stop except Sundays.

U Stop to leave employees.

T Stops to take passengers Fridays only.

Z Regular stop Sunday only.

CONCORD, N. H. TO BOSTON INWARD TRAINS (SOUTHWARD) — FIRST-CLASS
NEW HAMPSHIRE AND BOSTON DIVISIONS

STATIONS.	Ⓢ 432	Ⓢ 436	Ⓢ 430	H ⊕ × H ⊕ × H ⊕ × H ⊕ ×	Ⓢ 392	Ⓢ 394	Ⓢ 438	32	Ⓢ 438	440	Ⓢ 396	H × 3490	444	H Q ⊕	3109
	Daily	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Daily	Ex. Sat. and Sun.	Cent Mass
	Lowell	Wilming'n	Lowell	Winchest'r	Winchest'r	Winchest'r	Wilming'n	C.P.R.	Wilming'n	Lowell	Wilming'n	Stonham	Lowell	Lowell	Cent Mass
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Concord								4.44							
Bow								4.58							
Hooksett								5.02							
Amoskeag								5.05							
Manchester															
South Manchester															
Reeds Ferry								5.16							
Merrimack								5.20							
Tie Plant															
Nashua, Union Station															
Tyngsboro								5.30							
North Chelmsford								5.36		L 5.45					
Middlesex	L 4.00		L 5.00												6.55
Lowell															7.05
Bleachery															
South Lowell								5.40		S 5.50					
North Billerica	S 4.07		5.04												
East Billerica															
Silver Lake															
Wilmington	S 4.16	L 4.50	S 5.11		L 5.30	L 5.42	5.47			S 5.56	L 6.50				
North Woburn Junction	4.18	4.52				5.44				5.58					
South Wilmington			V 5.14												
Walnut Hill															
Stonham															
Pleasant Street															
Farm Hill															
Lindenwood															
Oakland															
Grape Street															
Montvale			5.18		5.35		5.52				6.57	7.06			
Winchester Highlands															
North Woburn	S 4.22						5.50								S 7.08
Central Square							5.53								7.10
Woburn	S 4.27	S 4.58								S 6.04					7.13
Woburn Highlands															
Cross Street		f 5.00													
Winchester	S 4.32	S 5.05	5.21	L 5.29	5.37		Schedule continued following No. 32	e 5.55 ¹¹³	S 5.59 ²²	S 6.10	7.00	7.10	S 7.19		
Wedgemere	S 4.37	S 5.10	5.24	5.32	5.41			5.59	S 6.03	6.13	7.04	7.15	S 7.24		
West Medford			5.25		5.42				6.04						
Medford Hillside															
Tufts College															
North Somerville	4.39	5.12			5.43										
Somerville Junction															
Winter Hill								6.04	6.10	6.20	7.09	7.25	7.30		
Mystic Junction	4.41	5.15	5.28	5.36	5.45										
Boston	A 4.48	A 5.20	A 5.33	A 5.42	A 5.50			A 6.10	A 6.18	A 6.25	A 7.15	A 7.30	A 7.35		
	PM	PM	PM	PM	PM			PM	PM	PM	PM	PM	PM		PM

No. 3413 is superior to No. 3490 Montvale to Stonham.

Q No. 3109 does not carry passengers between Clinton and Middlesex.

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

CONCORD, N. H. TO BOSTON INWARD TRAINS (SOUTHWARD) — FIRST-CLASS
NEW HAMPSHIRE AND BOSTON DIVISIONS

29

STATIONS.

STATIONS.	H × ⊕ 398	⊕ 334	⊕ 416	⊕ ⊕ ⊕ 3117	⊕ ⊕ ⊕ 492	⊕ 336	⊕ 448	324	338			
	Ex. Sat. and Sun. Wilmington	Ex. Sun. W. R. Jet.	Ex. Sat. and Sun. Lowell	Ex. Sun. Cent. Mass.	Ex. Sun. Lowell	Sun. only Concord	Daily Lowell	Ex. Sun. W. R. Jet.	Daily Plymouth			
	PM	PM	PM	PM	PM	PM	PM	PM	PM			
Concord	L 6.00					L 8.00		L 8.20	L 9.10			
Bow		6.05				8.04		8.24	9.13			
Hooksett		6.19				8.18		8.38	9.27			
Amoskeag		⊕ 6.22				⊕ 8.22		⊕ 8.41	⊕ 9.31			
Manchester		⊕ 6.33										
South Manchester		6.37				8.25		8.57	9.34			
Reeds Ferry												
Merrimack												
Tie Plant		6.48				8.36		9.09	9.45			
Nashua, Union Station		⊕ 6.54				⊕ 8.40		⊕ 9.12	⊕ 9.49			
Tyngsboro												
North Chelmsford		7.04		8.00		8.50		9.38	9.59			
Middlesex												
Lowell		⊕ 7.09	L 8.00	A 8.10	L 8.30	⊕ 8.54	L 9.30	⊕ 9.43	⊕ 10.04			
Bleachery				8.02				9.32				
South Lowell												
North Billerica		7.20	⊕ 8.06		⊕ 8.36	9.02	9.36	10.00				
East Billerica		7.23										
Silver Lake												
Wilmington	L 7.20	7.26	⊕ 8.14		⊕ 8.50	9.08	⊕ 9.44	10.06	10.14			
North Woburn Junction			8.16		8.52		9.46					
South Wilmington												
Walnut Hill												
Stonham												
Pleasant Street												
Farm Hill												
Lindenwood												
Oakland												
Grape Street												
Montvale	7.26	7.31				9.13		10.12	10.19			
Winchester Highlands												
North Woburn			8.20				⊕ 9.49					
Central Square			8.22									
Woburn			⊕ 8.25		⊕ 9.05		⊕ 9.55					
Woburn Highlands			8.27									
Cross Street												
Winchester	7.28	⊕ 7.38	⊕ 8.31		⊕ 9.12	⊕ 9.17	⊕ 10.00	10.15	⊕ 10.22			
Wedgemere												
West Medford	7.31		⊕ 8.36		9.17		⊕ 10.05		10.25			
Medford Hillside												
Tufts College												
North Somerville												
Somerville Junction			8.40									
Winter Hill												
Mystic Junction	7.35	7.45	8.42		9.25	9.25	10.10	10.23	10.30			
Boston	A 7.40	A 7.50	A 8.50		A 9.30	A 9.30	A 10.17	A 10.30	A 10.35			
	PM	PM	PM	PM	PM	PM	PM	PM	PM			

NEW HAMPSHIRE DIVISION

BOSTON DIVISION

No. 324 and No. 448 make regular stop at Engine Terminal.

Q No. 3117 does not carry passengers between Clinton and Lowell.

× Does not carry passengers.

⊕ Does not carry baggage.

H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

⊙ Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

(W)

CONCORD, N. H. AND WHITE RIVER JCT. NEW HAMPSHIRE DIVISION
OUTWARD TRAINS (NORTHWARD) — FIRST-CLASS

Miles from Boston	Passing Sidings, Approximate Capacity Cars	STATIONS.	29	301 [Ⓢ]	345	411	31	317				
			Daily	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.				
			C. P. R.	W. R. Jct.	Lancaster	W. R. Jct.	C. P. R.	W. R. Jct.				
			AM	AM	AM	PM	PM	PM				
73.32	113	Concord	N X	12.45	5.25	10.35	1.25	2.35	7.08			
79.91		Penacook	T D	12.53	5.33	10.43	1.33	2.43	7.17			
82.65		Boscawen			5.37			2.46	7.21			
86.57		Gerrish	T	1.00	5.41	10.50	1.40	2.50	7.24			
91.99	79	Franklin	T D	1.06	5.42	10.57	1.50	2.58	7.27			
98.20	87	Haleyon	T	1.16	5.50	11.05	2.00	3.07	7.45			
102.54	28	Andover			5.15			3.16	7.50			
104.32		Potter Place	T D	1.23	5.20	11.13	2.08	3.18	7.53			
105.51		Gale	T T		6.22	11.15	2.10	3.18	7.55			
106.24		Converse			6.25				7.58			
111.67	83	Danbury	T	1.32	6.29	11.21	2.18	3.24	8.02			
116.85	110	Grafton	T T	1.38	6.37	11.27	2.24	3.30	8.08			
118.65		Cardigan			6.37				8.11			
124.87	16.84	Canaan	T D	1.48	6.58	11.36	2.24	3.40	8.19			
129.24		Fattee	T	1.54	7.05	11.41	2.39	3.45	8.25			
13	39	Enfield	T		7.10	11.44	2.42	3.48	8.29			
88		Mascoma	T T	2.00	7.13	11.48	2.46	3.52	8.32			
138.30		Lebanon	T D	2.08	7.25	11.56	2.50	4.00	8.39			
142.55		Westboro	X	2.13	7.30	12.01	3.10	4.06	8.45			
142.92		White River Junction	N X	2.25	7.40	12.05	3.25	4.15	8.50			
				AM	AM	PM	PM	PM				

Nos. 411, 31 and 29 will pull by station at White River Jct. and back in on west (CV) side:

No. 29 due to cross diamond 2.15 A.M.

No. 411 due to cross diamond 3.12 P.M.

No. 31 due to cross diamond 4.08 P.M.

Ⓢ Does not carry baggage.

Ⓣ Flag stop Mondays only.

Ⓛ Arrival time to be advertised as leaving time.

Ⓧ Flag stop for express.

INWARD TRAINS (SOUTHWARD) — FIRST-CLASS

Miles from W. R. Jct.	Passing Sidings, Approximate Capacity Cars	STATIONS.	30	308	32	334	324 [Ⓢ]	348				
			Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Sun. only				
			C. P. R.	W. R. Jct.	C. P. R.	W. R. Jct.	W. R. Jct.	W. R. Jct.				
			AM	AM	PM	PM	PM	PM				
.37	90	White River Junction	N X	6.00	6.05	2.45	3.35	6.20	7.20			
4.62		Westboro	X	5.02	6.07	2.47	3.37	6.22	7.22			
8.67		Lebanon	T D	5.14	6.17	2.56	3.50	6.33	7.30			
11.26		Mascoma	T T	5.22	6.23	3.02	4.09	6.40	7.36			
13.68	16.84	Enfield	T		6.27	3.05	4.13	6.44	7.40			
18.05		Fattee	T	5.23	6.30	3.08	4.16	6.47	7.43			
24.27	110	Canaan	T D	5.34	6.36	3.15	4.24	6.53	7.49			
26.07		Cardigan			6.43							
31.25	83	Grafton	T T	5.44	6.47	3.26	4.34	7.02	7.58			
34.68		Danbury	T	5.50	6.55	3.36	4.41	7.08	8.04			
37.41		Converse			6.59							
39.60		Gale	T T	5.58	7.02	3.42	4.48	7.15	8.11			
40.38	87	Potter Place	T D	6.00	7.07	3.46	4.53	7.18	8.14			
44.72		Andover	T		7.10		4.57	7.21				
50.93	79	Haleyon	T	6.08	7.18	3.53	5.03	7.27	8.21			
56.35	113	Franklin	T D	6.20	7.30	4.04	5.17	7.37	8.31			
60.27		Gerrish		6.27	7.37	4.10	5.24	7.44	8.38			
63.01		Boscawen			7.41	4.14			8.42			
69.60		Penacook	T D	6.34	7.46	4.17	5.32	7.55	8.45			
		Concord	N X	6.45	7.55	4.25	5.40	8.05	8.55			
				AM	AM	PM	PM	PM	PM			

Exceptions to Rule 5 — At Potter Place, Lebanon and White River Jct., the schedule time of trains applies at the passenger station. Unless otherwise specified, the time named in wait orders (Form S-E) applies at the passing siding. Schedule time of trains at White River Jct. shown for information only.

When No. 32 and No. 31 meet at Grafton, No. 32 take siding.

When No. 334 and No. 31 meet at Lebanon, No. 334 take siding.

T T Two outside dispatchers' telephones at Mascoma, Grafton and Gale, one at each end of passing siding.

OUTWARD TRAINS (NORTHWARD)—FIRST-CLASS READ DOWN **INWARD TRAINS (SOUTHWARD)—FIRST-CLASS READ UP**

		309	367	305	361	Miles from Concord	Passing Sidings, Approximate Capacity Cars	STATIONS.	360	364	362	338			
Ex. Sun.	Sun. only	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Sun. only	Ex. Sun.
Plymouth		PM	PM	AM	AM			Concord	N X	PM	PM	PM	PM		
L	5.35	L	2.40	L	10.37	L	5.40	Eastside		A	1.52	A	4.25	A	9.00
							5.45	Boyer	T	9.25	1.47	4.20	8.55		
							5.51	Canterbury	T	9.19	1.42	4.14	8.49		
							5.53	Northfield	T						
							6.02	Tilton	T T D	9.01	1.25	3.53	8.33		
f	6.07		3.07		11.04		6.10	Lochmere		8.54					
f	6.12		3.17		11.12		6.19	Winnisquam	T	8.50					
	6.17		3.24		11.24		6.23	Laconia	D X	8.44	1.10	3.38	8.18		
	6.22		3.28		11.29		6.40	Lakeport	T D X	8.39		3.34 ¹¹⁷			
	6.26		3.34		11.37		6.48	Weirs Beach		8.32	12.57	3.27	8.03		
	6.35		3.42		11.37		6.48	Meredith	T	8.23	12.48	3.18	7.53		
	6.45		3.51		11.47		6.58	Winona		8.17					
	6.59		4.05		12.04		7.16	Ashland	T D	8.09	12.34	3.04	7.39		
A	7.10	A	4.15	A	12.15	A	7.30	Plymouth	T D X	8.00	12.25	2.55	7.30		
							53.57	Livermore Falls							
							56.88	Beebe River							
							58.62	Campton	T						
							71.87	North Woodstock	T X						
							72.88	Lincoln	D X						
										AM	PM	PM	PM		

Exceptions to Rule 5 — At Tilton, Laconia and Plymouth, the schedule time of trains applies at the passenger station. Unless otherwise specified, the time named in wait orders (Form S-E) applies at the passing siding.

Old F. and T. Branch in service from Tilton to a point 500 feet south of Franklin Falls freight house switch, balance of Branch out of service.

TT Two outside dispatchers' telephones at Tilton, one in Crossing Watchman's Cabin, other on pole at F. and T. Branch Switch.

No. 361 is superior to No. 360, Concord to Plymouth Pagr. Sta.

No. 305 is superior to No. 364, Concord to Plymouth Pagr. Sta.

No. 309 is superior to No. 338, Concord to Plymouth Pagr. Sta.

* Arrival time to be advertised as leaving time.

WILMINGTON JCT. BRANCH

BOSTON DIVISION

OUTWARD (NORTHWARD) READ DOWN INWARD (SOUTHWARD) READ UP

Miles from Wilton	STATIONS.
2.99	Wilmington T D X Wilmington Junction T

WOODSVILLE AND BLACKMOUNT

NEW HAMPSHIRE DIVISION

OUTWARD (NORTHWARD) READ DOWN INWARD (SOUTHWARD) READ UP

Miles from W. R. Jct.	STATIONS.
40.70	Woodsville D X
46.10	Blackmount D

GOFFSTOWN BRANCH

NEW HAMPSHIRE DIVISION

OUTWARD (WESTWARD) READ DOWN INWARD (EASTWARD) READ UP

Miles from Manchester	STATIONS.
1.02	Manchester N X
5.21	West Manchester X
8.12	Grasmere
	Goffstown D

HILLSBORO BRANCH

NEW HAMPSHIRE DIVISION

OUTWARD (NORTHWARD) READ DOWN INWARD (SOUTHWARD) READ UP

Miles from Nashua Train Station	Passing Sidings, Approximate Capacity Cars	STATIONS.
.82		Nashua U.S. D X
6.29		Nashua South Merrimack X
11.83		Milford D
16.22		Wilton D
20.02		South Lyndeboro D
26.86		Greenfield D
34.39		Bennington D
36.33		Antrim
43.15		Hillsboro

WHITE RIVER JCT. AND BERLIN AND GROVETON BRANCH

NEW HAMPSHIRE
DIVISION

OUTWARD TRAINS (NORTHWARD) — FIRST-CLASS

Miles from White River Junction	Passing Sidings, Approximate Capacity Cars	STATIONS.	29	371	345	163	31	377							
			Daily	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.							
			C. P. R.	Berlin	Lancaster	Me. C. R. R.	C. P. R.	Berlin							
		White River Junction N X	L 3.00	L 8.05	L 12.35										
1.84		Wilder		s 8.09		PM	PM								
4.10	47	Norwich T D	3.08	s 8.14	f 12.43			L 4.30							
9.49	101	Kendall	T 3.16	f 8.21	12.50			s 4.38							
14.09	41	Thetford	D 3.23	s 8.28	f 12.57			s 4.45							
16.30		Northboro		s 8.33	f 1.01										
18.61	97	Ely	T 3.30	s 8.38	1.05			s 4.59							
21.42	33	Fairlee	D 3.34	s 8.46	f 1.10			s 5.03 ^{77A}							
27.09		Bradford (Piermont)	T D f 3.41	s 8.57	s 1.18			s 5.12							
29.05	101	Hooker Siding	T T 3.43	8.59	1.21			5.14							
32.19		Conicut		s 9.04											
35.20		Newbury	T	s 9.10	f 1.30 ³²			5.22							
40.36	42	Wells River T N X A	4.00	9.17	s 1.35 ³¹			A 5.30		L 5.42					
40.70	Yard	Woodsville D X		C. P. R.	s 1.55			C. P. R.		s 5.49					
45.21		Bath		s 9.32				31		s 5.53					
46.27	30	Ross Siding	T	s 9.42	2.02					s 6.02					
50.68	25	Lisbon	D	s 9.52	2.11					s 6.11					
52.72	17	Sugar Hill		9.57	2.15					6.15					
56.15	45	Barrett	T	10.04						6.22					
61.20		Littleton & Bethlehem	D	s 10.11	s 2.31					s 6.33					
	27	Littleton Long Siding	T	s 10.22											
67.10	31	Wing Road	T	10.31	2.41					6.42					
71.94	47	Whitefield Junction T X		s 10.40	s 2.51	s 3.06				s 7.50					
72.48	Yard	Whitefield T D X		s 10.52						s 7.66					
72.65		Whitefield Me. Cent. R.R.													
86.96		Bretton Woods-Fabyan "													
77.56		Waumbek Junction	T	11.04	s 3.01					7.12					
87.03	Yard	Lancaster Me Cent. R.R. D X			A 3.25										
88.10		Coos Jct. B. & M. R.R. T X													
93.22		Northumberland "	T X												
96.91	Yard	Groveton " D X													
80.08	9	Jefferson	T	s 11.10						s 7.20					
86.81	29	Bowman	T	11.22 ^{77A}	11.36					7.35					
90.95	18	Randolph	T	f 11.40						e 7.45					
96.49	29	Gorham		s 11.55						s 7.57					
101.12	Yard	Berlin T D X		A 12.05						A 8.10					

When not making station stop at Bradford, reduce speed to 30 M.P.H. to leave U. S. road.

Exceptions to Rule 5 — At White River Jct., Wells River, Sugar Hill, and Whitefield, the schedule time of trains applies at the passenger station. Unless otherwise specified, the time named in wait orders (Form S-E) applies at the passing siding.

When No. 30 and No. 29 meet at Newbury No. 30 take siding.

No. 371 is superior to No. 376 White River Jct. to Berlin.

When No. 376 and No. 31 meet at Fairlee, No. 376 take siding.

Times at Whitefield, Me. Cent. R.R., Bretton Woods-Fabyan and Lancaster, Me. Cent. R.R. shown for information only.

TT Two outside dispatchers' telephones at Hooker Siding, one at each end of passing siding.

Outside dispatchers' telephone located at south switch Baldwins siding, Wells River.

Arriving time to be advertised as leaving time.

① No. 345 make station stop at Wells River on west side of station before going to Woodsville via south rye.

INWARD TRAINS (SOUTHWARD)—FIRST CLASS.

Miles from Berlin	STATIONS.		30	162	372	32	376	348													
			Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Sun. only												
			C.P.R.	Me. C.R.R.	Berlin	C.P.R.	Berlin	Lancaster													
	Berlin	T D X	A M	A M	A M	F M	F M	F M													
5.63	Gorham				11.00		L 1.50														
10.17	Randolph	T			11.10		2.00														
14.31	Bowman	T			11.21		2.12														
21.04	Jefferson	T			11.30 ^{TT}		2.21														
	Groveton E. & M. R.R.	D X			11.43		2.32														
	Northumberland	"																			
	Coos Jct.	T X																			
	Lancaster, Me. Cent. R. R.								L 4.29												
23.56	Waumbek Jct.	T			11.49		2.40		4.40												
	Bretton Woods-Fabyan								4.45												
	Whitefield	T D X																			
28.64	Whitefield Jct.	T X			11.59		3.02		4.55												
29.18	Wing Road	T			12.00		3.02														
34.02	Littleton Long Siding	T			12.15		3.12		5.04												
39.92	Littleton & Bethlehem	D			12.24		3.20														
44.97	Barrett	T			12.27		3.22		5.15												
48.50	Sugar Hill	T			12.35		3.35														
					12.43		3.43		5.28												
50.44	Lisbon	D			12.48		3.48		5.33												
54.85	Ross Siding	T				C. P. 32															
55.91	Bath	T			12.58		3.58		5.43												
60.42	Woodsville	D X			1.10		4.03		5.52												
60.76	Wells River	T N X	L 3.35		A 1.15		L 1.30		4.20												
65.92	Newbury	T	3.51				1.35 ⁴⁴		4.28												
68.93	Conicut	T	3.52 ⁴³				1.38 ⁴⁴		4.33												
72.84	Hooker Siding	T T	3.59				1.43		4.38												
74.03	Bradford (Piermont)	T D					1.46		4.43												
79.70	Fairlee	D	4.07				1.54		4.53 ⁴¹												
82.51	Ely	T	4.10				1.57		5.08												
84.82	Northboro	T							5.15												
87.03	Thetford	D	4.16				f 2.03		5.20												
91.63	Kendall	T	4.21				2.08		5.27												
97.02	Norwich	T D	4.22				f 2.17		5.35												
99.28	Wildor	T	4.31				2.20		5.39												
101.12	White River Jct.	N X A	4.40				A 2.30		A 5.50												
			A M		F M		F M		F M												

Exceptions to Rule 5—At White River Jct., Wells River, Sugar Hill, and Whitefield, the schedule time of trains applies at the passenger station. Unless otherwise specified, the time named in wait orders (Form S-E) applies at the passing siding.

When No. 30 and No. 29 meet at Newbury No. 30 take siding.

Arriving time to be advertised as leaving time.

No. 371 is superior to No. 376 White River Jct. to Berlin.

When No. 376 and No. 31 meet at Fairlee, No. 376 take siding.

Times at Whitefield, Me. Cent. R.R., Bretton Woods-Fabyan, and Lancaster, Me. Cent. R.R., shown for information only.

TT Two outside dispatchers' telephones at Hooker Siding, one at each end of passing siding.

Outside dispatchers' telephone located at south switch Baldwin siding, Wells River.

34 BOSTON TO TROY, N. Y. OUTWARD TRAINS (WESTWARD) — FIRST-CLASS BOSTON AND FITCHBURG DIVISIONS

Miles from Boston	Passing Sidings Approximate Capacity Cars	STATIONS.	M 523		C 791	U 65	H 3191	H 5201	55	551	67
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Sun. only
			Troy	Troy	Greenfield	Greenfield	Hudson	Maynard	Troy	B. Falls	Troy
			A M	A M	A M	A M	A M	A M	A M	A M	A M
0.00		Boston	W N X	L 12.15	L 2.00						L 8.30
3.37	Yard	Cambridge									
4.16		West Cambridge	T	T 12.24	2.09	2.41					
6.43		Belmont									
7.39		Waverley	T								
8.31		Clematis Brook	T				5.35		8.29		
9.26	151	Beaver Brook	T								
9.86		Waltham	N	T 12.30	2.18	2.50		6.57	8.33		8.50
10.55		Riverview	T								
11.49		Roberts	T					7.01	8.36		
12.23		Stony Brook	T								
13.16	98	Kendal Green	T			3.06			8.39		
13.72		Hastings									
14.71		Silver Hill									
16.66		Lincoln	T	T 12.38	2.26	3.15		7.08	8.44		8.59
20.05		Concord	T	T 12.43	2.31	3.23		7.13	8.49		9.05
21.89	38	West Concord	T	f 2.35		3.31		7.16	e 8.51		9.09
25.06		South Acton	T D	f 2.42		3.37		7.22	8.56		9.16
26.77		West Acton	T			3.50					f 9.19
31.47		Littleton	T D	k 2.50		3.58					
33.72		69	Willows	T							
36.05	Ayer		W N	T 12.56	2.56	4.08			9.07		9.32
39.43	Shirley		T		2.58	4.23			f 9.12		9.37
45.34	North Leominster		T	T 1.06	3.20	4.35			9.21		9.47
49.55	Fitchburg		N	v 1.12	3.19	4.47			9.29	L 9.38	9.54
53.16	114	Wachusett	T	T 1.18	3.42	4.54			9.38	9.43	10.06
59.60		South Ashburnham	T	T 1.23	3.52	5.03			9.47	9.53	10.16
62.14		East Gardner	T		3.56						
64.66		Gardner	N	f 1.36	4.00	5.12			9.55		10.24
70.63		Baldwinville	T		4.23	5.26			f 10.02		10.41
75.35	64	Royalston	T								
81.67		Athol	T D	e 1.58	4.44	5.44			10.20		10.59
86.02		Orange	T	k 2.04	4.54	6.00			10.26		11.05
91.03		Erving	T D		5.01	6.09			10.32		
97.11		Millers Falls	T D	2.18	5.11+	6.17			f 10.40		11.19
100.47	Yard	Montague	T								
103.40		East Deerfield	N								
105.36		Greenfield	T N	e 2.30	2.29 2.50	5.50	6.30		10.55 11.20		11.31
118.39		Shelburne Falls	T	2.48	6.19				f 11.33		12.03
127.13		Charlemont	T	3.00	6.32				f 11.50		12.15
134.73	Yard	Hoosac Tunnel	T	3.11	6.45			f 12.04		12.27	
142.16		North Adams	D	f 3.27	7.02			f 12.20		12.43	
146.79		Williamstown	T D	3.34	7.20			f 12.27		12.58	
151.20		Pownal	T								
153.81		North Pownal	T		7.31						
158.14	95	Petersburg Junction	T	3.48	7.37				12.40		1.10
159.96		Hoosick	T		7.45						
163.20		Hoosick Falls	T		7.51						
164.78		Hoosick Junction	T	3.58	8.03					12.47	1.20
167.13		Eagle Bridge	T D	4.01	8.12					12.49	1.23
169.25	173.89	East Buskirk	T		8.16				f 12.53		1.26
173.89		Johnsonville	N	4.10	8.23						
176.56		Valley Falls	T		8.28					f 1.05	1.44
181.70		Melrose	T	4.25	8.39					1.10	1.44
190.17		Troy	N X	A 4.45	A 8.55				A 1.25		A 1.59

X Does not carry passengers.
 @ Does not carry baggage.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 C No. 791 Springfield to East Deerfield via East Deerfield Branch and back to Greenfield via East Station via Fitchburg Division main line.
 K Stops to leave passengers from Boston.
 M No. 523 does not carry passengers west of Williamstown, and terminates at Troy Engine House.
 @ No. 65 will leave from "A" House, East Cambridge, at 2.30 A.M. and will run at a speed by non-stop stations which will allow safe delivery of newspaper packages.
 + Lake Pleasant 5.15 A.M.
 v "e" stop 6.38 A.M.

BOSTON TO TROY, N. Y. OUTWARD TRAINS (WESTWARD) — FIRST-CLASS

STATIONS.	57	553	505	507	H 3107	Q 95	557	H 3109	59	X 95	555	557	515	H 3111
	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	Troy	B. Falls	Fitchburg	Fitchburg	Hudson	Springfield	B. Falls	Middlesex	Troy	Springfield	B. Falls	B. Falls	Fitchburg	Hudson
Boston	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Cambridge	10.00	11.50	12.30	1.00	2.00	3.20	4.20	4.50	5.00		5.00		5.14	5.18
West Cambridge	10.08	11.58	12.37	1.08	2.08	3.28	4.28	4.58	5.07		5.07		5.22	5.26
Belmont			12.42	1.13			4.33	5.05						5.27
Waverley			12.45	1.16	2.17		4.35							5.33
Clematis Brook					2.19			5.08						5.37
Beaver Brook														5.40
Waltham	10.20	12.07	12.49	1.21		3.35	4.40		6.15		5.16		5.32	
Riverview														
Roberts														
Stony Brook														
Kendal Green	10.25			1.27			4.45							
Hastings				1.29										
Silver Hill				1.31			4.48							
Lincoln	10.31	12.15	12.56	1.35		3.48	4.52		5.23		5.24		5.42	
Concord	10.38	12.20	1.02	1.41		3.53	4.57				5.29		5.48	
West Concord	10.43	12.23	1.05	1.45		4.04	5.00		5.28		5.31		5.52	
South Acton	10.53		1.09	1.50		4.14	5.05				5.36		5.59	
West Acton	10.56			1.54		4.19	5.08				5.44		6.03	
Littleton	11.03			2.01		4.27	5.15						6.10	
Willows														
Ayer	11.09	12.36	1.21	2.09		4.33	5.22		5.43		5.50		6.17	
Shirley	11.15	12.41	1.26	2.15		4.48	5.27		5.48		5.55		6.23	
North Leominster	11.34	12.49	1.34	2.24		5.05	5.36		5.56		6.04		6.33	
Fitchburg	11.41	12.56	A 1.41	A 2.32		5.15	5.45		5.59		6.13	6.13	6.43	
Wachusett	11.58	1.02				5.47			6.12		6.19	6.19		
South Ashburnham	12.10	1.12				6.00			6.21		6.29	6.29		
East Gardner	12.16					6.05		Schedule continued following No. 555						
Gardner	12.20								6.29	6.45				
Baldwinville	12.32							Schedule continued following No. 59	6.35	6.52				
Royalston	1.00								6.52	7.10				
Athol	1.12								6.52	7.30				
Orange	1.35								6.58	7.39				
Erving	1.45								7.12	7.48				
Millers Falls	1.55													
Montague	2.05									8.04				
East Deerfield														
Greenfield	2.15								7.25					
Shelburne Falls	3.20								7.30					
Charlmont	3.35								7.48					
Hoosac Tunnel	3.50								7.59					
North Adams	4.15								8.26					
Williamstown	4.42								8.33					
Pownal	4.52													
North Pownal	4.58													
Petersburg Junction														
Hoosick														
Hoosick Falls	5.20													
Hoosick Junction	5.23													
Eagle Bridge	5.39													
East Buskirk	5.45													
Johnsonville	5.53													
Valley Falls	5.58													
Melrose	6.05													
Troy	A 6.20													
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

BOSTON DIVISION

FITCHBURG DIVISION

x Does not carry passengers.
 @ Does not carry baggage.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 ♦ f Lake Pleasant 1.59 P.M. for passengers or mail.
 Q Does not carry passengers west of Fitchburg.
 ① Stops to take passengers for west of Fitchburg.

Via East Deerfield Branch

36 BOSTON TO TROY, N.Y. OUTWARD TRAINS (WESTWARD)—FIRST-CLASS FITCHBURG AND BOSTON AND FITCHBURG DIVISIONS

STATIONS.	H 3215	H 5205	3217	3117	69	61	517	H 591	559	99	521	519	525	527
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sat.	Sat. only
	Bedford	Maynard	Bedford	Lowell	Troy	Greenfield	Fitchburg	Fitchburg	N. Falls	Sp'ngfield	Greenfield	Fitchburg	Fitchburg	Troy
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 5.22	L 5.35	L 5.48	L 5.52	L 5.55	L 6.05	L 6.05		L 7.30	L 8.15	L 9.30	L 9.45	L 11.55	L 11.55
Cambridge	V 5.29	S 5.43	S 5.56	S 6.00	S 6.02	S 6.13	S 6.13		S 7.38	S 8.24	S 9.37	S 9.52	S 12.02	S 12.02
West Cambridge														
Belmont	5.31	S 5.49	S 5.58		S 6.05									
Waverley		S 5.52			S 6.08	HM 6.18								
Clematis Brook														
Beaver Brook		S 5.56												
Waltham		S 5.58			S 6.10	S 6.21	S 6.21		S 7.47	S 8.31	S 9.46	S 10.00	S 12.11	S 12.11
Riverview		S 6.00												
Roberts		S 6.03												
Stony Brook		S 6.05												
Kendal Green		S 6.08				S 6.26	S 6.26						S 10.05	
Hastings		S 6.11											S 10.07	
Silver Hill		S 6.13											S 10.10	
Lincoln		S 6.17			6.18	S 6.31	S 6.31		7.55	8.39	S 9.55		S 10.15	S 12.21
Concord		S 6.22			S 6.22	S 6.36	S 6.36		S 8.00	S 8.44	S 10.00		S 10.15	S 12.25
West Concord		S 6.26				S 6.40	S 6.40						S 10.18	S 12.25
South Acton		S 6.34			6.28	S 6.45	S 6.45	L 7.00	8.07		S 10.07		S 10.23	S 12.32
West Acton						S 6.48	S 6.48	L 7.09					S 10.26	S 12.35
Littleton					6.34	S 6.55	S 6.55		8.14				S 10.32	S 12.41
Willows														
Ayer		Loss right and schedule after 7.15 P. M.			S 6.40	S 7.02	S 7.02	7.12	S 8.20	8.59	S 10.20	S 10.38	S 12.48	S 12.48
Shirley						S 7.07	S 7.07		S 8.22			S 10.43		
North Leominster						S 7.15	S 7.15				S 10.30	S 10.50	S 12.58	S 12.58
Fitchburg					S 6.55	S 7.24	S 7.24	A 7.30	S 8.40	9.13	S 10.37	S 11.00	A 1.08	S 1.12
Wachusett					7.00	7.30			S 8.51	9.19	10.42			S 1.18
South Ashburnham					7.09	S 7.41			9.01	9.28	10.51			1.23
East Gardner						S 7.17	S 7.49				9.35	S 10.58		f 1.36
Gardner					7.24	S 7.56				9.42	11.04			
Baldwinville						f 8.02								
Royalston						S 8.13				9.58	S 11.20			e 1.58
Athol					S 7.47	S 8.19				10.04	S 11.26			K 2.04
Orange						8.25				10.16	11.39			2.18
Erring					7.59	e 8.34								
Millers Falls										10.27				
Montague														
East Deerfield					S 8.11	A 8.48					S 11.52			S 2.30
Greenfield					S 8.25									
Shelburne Falls					S 8.43									2.48
Charlemont					8.55									3.00
Hoosac Tunnel					9.06									3.11
North Adams					S 9.22									f 3.27
Williamstown					S 9.30									e 3.34
Pownal														
North Pownal														
Petersburg Junction					9.42									3.48
Hoosick														
Hoosick Falls					S 9.50									3.58
Hoosick Junction														4.01
Eagle Bridge														
East Buskirk														
Johnsonville					10.03									4.10
Valley Falls														
Melrose					10.11									4.25
Troy					10.25									A 4.45

BOSTON DIVISION

FITCHBURG DIVISION

TROY, N. Y. TO BOSTON INWARD TRAINS (EASTWARD) — FIRST-CLASS FITCHBURG AND BOSTON DIVISIONS 37

Miles from Troy	Passing Sidings. Approximate Capacity Cars.	STATIONS.	⊕ 502	H ⊕ 3100	H ⊕ 3210	506	⊕ 3104	⊕ 508	⊕ 3212	H 510	H ⊕ 5202	H ⊕ 3106
			Ex. Sun. Fitchburg	Ex. Sat. and Sun. Hudson	Ex. Sat. and Sun. Bedford	Ex. Sat. and Sun. Fitchburg	Ex. Sun. Middlesex	Sat. only Fitchburg	Ex. Sat. and Sun. Bedford	Ex. Sat. and Sun. Fitchburg	Ex. Sat. and Sun. Maynard	Ex. Sat. and Sun. Middlesex
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
		Troy	N X									
8.47		Melrose	T									
13.61		Valley Falls	T									
16.28		Johnsonville	N									
21.45		Buskirk	T									
23.37		Eagle Bridge	T D									
25.90		Hoosick Junction	T									
27.76		Hoosick Falls	T									
31.15		Hoosick	T									
32.97		Petersburg Junction	T									
37.21		North Fownal	T									
39.82		Pownal	T									
44.23	99	Williamstown	T D									
48.86	Yard	North Adams	D									
56.29	37	Hoosac Tunnel	T									
63.89		Charlemont	T									
72.63		Shelburne Falls	T									
85.66	Yard	Greenfield	T N									
	Yard	East Deerfield	N									
90.55		Montague	T									
93.91		Millers Falls	T D									
99.99	64	Erving	T									
105.00		Orange	T									
109.35		Athol	T D									
115.67		Royalston	T									
120.49	116	Baldwinville	T									
126.36	245	Gardner	N									
128.88		East Gardner	T									
131.12		South Ashburnham	T									
137.86	Yard	Wachusett	T									
141.47		Fitchburg	N L 5.43			L 6.30		L 7.00			L 7.10	
145.68		North Leominster	T 5.50			5.637		5.706			5.716	
151.58		Shirley	T 5.59			5.646		5.714			5.725	
154.97	108	Ayer	N 6.05			5.621		5.719			5.730	
157.30		Willows	T									
159.55	38	Littleton	T D 6.12			6.704		6.725			6.737	
164.25	151	West Acton	T 6.18			6.711		6.730			6.743	
165.96		South Acton	T D 6.22			6.715		6.733			6.747	8.00
169.13		West Concord	T 6.23			6.720		6.738			6.752	8.05
170.97		Concord	T 6.33			6.726		6.741			6.756	
174.36	98	Lincoln	T 6.39			6.732		6.746			6.802	8.11
176.31		Silver Hill	6.44			6.736		6.749			6.763	8.14
177.30		Hastings				f 7.39		f 7.51			6.816	8.16
177.86		Kendal Green	T			6.740		6.753			6.809	
178.79		Stony Brook				6.742		f 7.55				
179.53		Roberts	T 6.48			f 7.45		f 7.58				
180.47		Riverview	T			6.747						
181.16		Waltham	N 6.54			6.750		6.803			6.816	8.22
181.76		Beaver Brook	T 6.56			f 7.52					6.824	8.24
182.71		Clematis Brook	T 6.58	7.01		6.754	8.02	8.07			8.19	
183.63		Waverley	T 7.00	7.05		6.758	8.04				8.21	
184.59		Belmont	T 7.07	7.12		6.801	8.07					8.46
186.86	Yard	West Cambridge	T	7.12	7.51						8.25	8.49
187.65		Cambridge	T 7.06	7.14	7.54	8.06	8.12	8.15	8.23		8.28	8.32
191.02		Boston	N X 7.15	7.22	8.04	8.14	8.20	8.23	8.31		8.37	8.40
			AM	AM	AM	AM	AM	AM	AM		AM	AM

FITCHBURG DIVISION

BOSTON DIVISION

⊕ Does not carry baggage.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 ⊕ Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.

38 TROY, N. Y. TO BOSTON INWARD TRAINS (EASTWARD) — FIRST-CLASS FITCHBURG AND BOSTON DIVISIONS

STATIONS.

STATIONS.	Ⓜ 512	× 90	Ⓜ 552	Ⓜ 50	H Ⓜ 3112	× 90	52	54		× 92	Ⓜ 520	H × Ⓜ 3190	Ⓜ 58
	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Ex. Sun.		Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Daily
	Greenfield	Sp'ngfield	B. Falls	Troy	Lowell	Sp'ngfield	Greenfield	Troy		Sp'ngfield	Fitchburg	Lowell	Troy
	A M	A M	A M	A M	A M	A M	A M	A M		NOON	P M	P M	P M
Troy				L 6.15				L 7.30					L 12.30
Melrose				6.30				7.45					12.45
Valley Falls								7.52					
Johnstonville				6.38				7.58					12.54
Buskirk								8.05					
Eagle Bridge				6.46				8.12					1.02
Hoosick Junction				6.49				8.15					1.05
Hoosick Falls				6.53				8.23					1.09
Hoosick								8.30					
Petersburg Junction				7.00				8.33					
North Pownal								8.41					1.16
Pownal													
Williamstown				7.13				8.52					1.30
North Adams				7.20				9.00					1.40
Hoosac Tunnel				7.36				9.25					1.55
Charlemont				7.45				9.39					2.00
Shelburne Falls				7.57				9.52					2.18
Greenfield	L 6.40			8.13			L 9.10	10.10					2.35
East Deerfield		6.55		7.00						12.00			
Montague		7.08		8.27									3.02
Millers Falls	6.52	7.18					9.22	10.53		12.10			
Erving		7.28		8.41				11.09		12.23			3.15
Orange	7.05	7.35		8.48			9.42	11.15		12.30			3.21
Athol	7.11	7.45						11.20					
Royalston	7.22	8.00						11.30					
Baldwinville	7.29	8.08		9.05				11.38		12.48			3.38
Gardner	7.36	8.10		9.13				11.53		12.55			3.45
East Gardner	7.39	8.30						11.56					
South Ashburnham	7.43	8.40	9.13	9.20			10.14	12.00		1.03			3.52
Wachusett	7.51	8.48	9.21	9.28			10.22	12.07		1.11			3.59
Fitchburg	7.58	8.55	9.30	9.36			10.30	12.13		1.18	L 2.55		4.06
North Leominster	8.05	9.24	9.36					12.20			3.01		
Shirley	8.14	9.35						12.29			3.08		4.18
Ayer	8.19	9.41	9.46	9.52			10.09	12.33		1.33	3.15		4.23
Willows								12.45					
Littleton	8.26						10.15	12.52			3.21		
West Acton	8.33										3.28		
South Acton	8.35			9.57	10.04		10.20	1.00			3.31		
West Concord	8.39				10.08			10.58			3.36		4.34
Concord	8.42			10.03			10.30	1.08		1.46	3.39		4.37
Lincoln	8.47			10.08	10.13		10.40	11.04	1.13	1.52	3.44		
Silver Hill													
Hastings											3.48		
Kendal Green	8.52												4.45
Stony Brook													
Roberts	f 8.55												
Riverview													
Waltham	8.58			10.17	10.22		10.55	11.14	1.25	2.02	3.56		4.50
Beaver Brook													
Clematis Brook	9.00				10.24	10.46							4.02
Waverley						10.48							4.00
Belmont													4.02
West Cambridge	9.05			10.25	10.31	10.54	11.05	1.33		2.12		4.10	4.55
Cambridge	9.07			10.35	10.40	11.04	11.15	1.35			4.07		5.00
Boston	9.15			10.35	10.40	11.04	11.15	1.45		2.25	4.15	4.20	5.10
	A M	A M	A M	A M	A M	A M	A M	P M		P M	P M	P M	P M

FITCHBURG DIVISION

BOSTON DIVISION

× Does not carry passengers.
 ⊕ Does not carry baggage.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 z "s" stop Sundays only.
 ▼ See at 9.33 A.M.
 ● Reduce speed to 30 M.P.H. for dispatch of U. S. mail.

TROY, N. Y. TO BOSTON INWARD TRAINS (EASTWARD)—FIRST CLASS FITCHBURG AND BOSTON DIVISIONS SECOND-CLASS 39

STATIONS.

STATIONS.	⑥ 554		68	X 94		H, X 3192		⑥ 60		M 524		550
	Daily	Sun. only		Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily			
	B Falls	Troy		Sp'gfield	Hudson	Troy	Troy	Troy	Milk			
	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	A.M.			
Troy												
Melrose		L 2.45						L 5.10	L 6.15	L 5.25		
Valley Falls		3.00						5.25	6.30	5.40		
Johnsville		3.08						5.37	6.38	5.48		
Buskirk								5.44				
Eagle Bridge		3.16						5.47	6.46	5.55		
Hoosick Junction		3.33						5.50	6.49	6.12		
Hoosick Falls		3.37						5.54	6.53	6.20		
Hoosick												
Petersburg Junction		3.44						6.00	7.00	6.28		
North Pownal												
Pownal												
Williamstown		3.57						6.12	7.13	6.43		
North Adams		4.05						6.19	7.21	6.50		
Hoosac Tunnel		4.21						6.34 ⁿ	7.36 ⁿ	7.21		
Charlemont		4.30						6.46	7.47	7.31		
Shelburne Falls		4.41						6.57	7.58	7.45		
Greenfield		4.08						7.13	8.15	8.02		
East Deerfield		4.10			L 3.45			7.18	8.30	8.30		
Montague								7.26				
Millers Falls		5.22			3.57			7.32	8.42	8.42		
Erving								7.40				
Orange		5.35			4.13			7.47	8.55	8.57		
Athol		5.42			4.20			7.53	9.01	9.10		
Royalston					4.38			8.04				
Baldwinville		5.59			4.52			8.11		9.27		
Gardner		6.07			5.00			8.19	9.25	9.33		
East Gardner					5.15					9.43		
South Ashburnham	5.37	6.14			5.28			8.25	9.31	9.50	1.30	
Wachusett	5.45	6.21			5.31			8.31	9.38	9.57	1.37	
Fitchburg	5.55	6.28			5.37			8.37	9.45	10.10	1.42	
North Leominster	6.02				5.00						1.56	
Shirley					6.06							
Ayer		6.13	6.43		6.25			8.52	10.00	10.25	2.05	
Willows					6.40							
Littleton	z 6.18											
West Acton	6.23											
South Acton	6.28	6.49			6.22							
West Concord	P 6.31	6.54			7.05				10.14	10.43	2.18	
Concord	P 6.35	6.58			7.12			9.08				
Lincoln	f 6.40	7.03			7.17				10.20	10.48	2.24	
Silver Hill												
Hastings												
Kendal Green												
Stony Brook												
Roberts												
Riverview												
Waltham												
Beaver Brook	6.49	7.12			7.21			9.21	10.28	10.58	2.32	
Clematis Brook								7.48				
Waverley												
Belmont												
West Cambridge					7.35			7.55				2.40
Cambridge	7.00	7.21						9.30	10.37	11.10		
Boston	7.10	7.30			7.45			9.38	10.45	11.25		2.50
	P.M.	P.M.			P.M.			P.M.	P.M.	P.M.		A.M.

FITCHBURG DIVISION

BOSTON DIVISION

CENTRAL MASSACHUSETTS BRANCH

FITCHBURG AND
BOSTON DIVISIONS

OUTWARD TRAINS (WESTWARD) — FIRST-CLASS — INWARD TRAINS (EASTWARD)
READ UP

BOSTON DIVISION

Miles from Boston	Passing Sidings, Approximate Capacity Cars	3117		3111		3109		3107		3106		3112		3190		3192		
		Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
		Lowell	Hudson	Middlesex	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson	Hudson
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
		L 5.52	L 5.58	L 4.50	L 2.00	L 5.20												
8.30		e 6.10	s 5.40	s 5.08	f 2.19	5.35												
9.77	19	s 6.14	s 5.44	s 5.11	s 2.23													
10.35		s 6.18	s 5.48	s 5.15	s 2.26													
12.93	18	s 6.25	s 5.55	s 5.22	s 2.32	5.44												
13.69		e 6.28	f 5.58		f 2.34													
15.24		e 6.31	e 6.01	e 5.27														
15.50	16	s 6.35	s 6.05	s 5.30	s 2.40													
18.55		e 6.40	f 6.09		2.43													
19.70	11	s 6.43	s 6.12	s 5.37	s 2.47	5.57												
23.84		f 6.50	f 6.20	f 5.44	f 2.54													
25.35		e 6.53	f 6.23	f 5.47	f 2.59													
26.09		6.56	6.27	5.50	3.03	6.03												
27.69	4																	
30.25	Yard																	
27.69	22	s 7.00	A 6.30	s 5.54	A 3.07	A 6.10												
31.42	9	e 7.08		s 6.02														
35.24		e 7.15		6.10														
36.00		A 7.18		A 6.13														
36.50		PM	PM	PM	PM	AM												

LEXINGTON BRANCH BOSTON DIVISION

OUTWARD TRAINS (NORTHWARD) — FIRST-CLASS — INWARD TRAINS (SOUTHWARD)
READ DOWN

Miles from Boston	Passing Sidings, Approximate Capacity Cars	3217		3215		3210		3212	
		Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
		Bedford	Bedford	Bedford	Bedford	Bedford	Bedford	Bedford	Bedford
		PM	PM	AM	AM	AM	AM	AM	AM
		L 5.48	L 5.22	N X A 8.04	A 8.31				
		5.58	5.31	T X	8.21				
4.16				X	7.50	8.19			
4.57		5.59	5.32	X	7.48	8.17			
5.48		s 6.02	s 5.36	T D	7.45	8.15			
6.34	11	s 6.05	s 5.40		7.42	8.12			
7.21		s 6.09	s 5.44		7.40	8.10			
8.06	14	s 6.12	s 5.48		7.37	8.07			
9.02		s 6.15	s 5.51						
9.72		s 6.17	s 5.54		7.35	8.05			
10.09		s 6.20	s 5.56		7.33	8.03			
11.06	14	s 6.23	s 6.00		7.31	8.00			
12.28		s 6.27	s 6.05		7.25	7.55			
14.81	8	A 6.32	A 6.13	T D X	7.20	7.50			
15.03									
15.83									
19.01									
16.83									
17.90									
19.13									
20.09									
20.69									
22.61									

⊕ Does not handle baggage.
 × Does not carry passengers.
 H Will not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 ⊕ Will not run Nov. 28, Dec. 25, Jan. 1, Feb. 22.
 No. 3191 is superior to No. 3100.
 No. 3107 is superior to No. 3190.
 Nos. 3111 and 3117 are superior to No. 3192.
 Schedule times shown at Boston for information only.

WATERTOWN BRANCH
BOSTON DIVISION

OUTWARD (WESTWARD) — INWARD (EASTWARD)
READ DOWN

Miles from Boston	Passing Sidings, Approximate Capacity Cars	STATIONS.	
		West	East
4.16	Yard	West Cambridge	T X
5.00		Fresh Pond	X
6.93	25	North Market	X
8.58		West Watertown	
9.03		Bemis	
9.95		Bleachery	T X
10.49		Newton Street	X
10.89	Yard	Waltham	T N X

Time shown at Boston and West Cambridge is for information only.

(W)

44 W. R. JCT. TO SPRINGFIELD INWARD TRAINS (SOUTHWARD) — FIRST-CLASS

FITCHBURG
DIVISION

Miles from White River Junction	STATIONS.	70		710		72		714 716		78		74		724	
		Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Sun. only				
		C. V. Ry.	Greenfield	Greenfield	W. R. Jct.	Greenfield	Greenfield	W. R. Jct.	C. V. Ry.	Greenfield					
		A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M
4.96	White River Jct.	N X	L 1.45			L 6.05				L 12.30			L 2.45		
9.71	Everts	T	1.52			s 6.13				12.38			2.53		
9.71	Hartland	T	1.59			⊙ 6.20				12.44			2.59		
14.08	Windsor	N	2.05			s 6.27				12.51			s 3.06		
14.08	Windsor	N	2.05			s 6.30				12.51			s 3.06		
22.01	Claremont Junction	N X	2.17			s 6.46				s 1.04			s 3.21		
26.71	North Charlestown	T													
30.85	Springfield Station	T													
32.09	Charlestown	T	2.30			s 7.00				f 1.17			s 3.35		
38.61	North Walpole Yard	T W X	2.37			7.07				1.25			3.43		
39.20	Bellows Falls	N X	s 2.40			s 7.09				s 1.30			s 3.48		
39.47	Tunnel Switch	T X	2.41			s 7.17							s 3.55		
43.05	Westminster	T													
51.20	East Putney	T				s 7.23				f 1.37			3.56		
53.93	Putney	T D	2.57			s 7.37				s 1.51			f 4.10		
61.81	West River	T X	3.09			7.47 ⁷³				2.01			4.21		
62.87	Brattleboro	N X	s 3.11			s 7.50				s 2.04			s 4.23		
62.76	Brattleboro	N X	s 3.12			s 7.55				s 2.06			s 4.28		
68.13	Vernon	T				s 8.03									
73.30	East Northfield	N X	3.26			s 8.10				s 2.20			s 4.43		
71.29	Dole Junction	T	Via Vernon			Via Vernon				Via Vernon			Via Vernon		
73.52	East Northfield	N	3.26			s 8.14				s 2.24			s 4.43		
77.03	Mount Hermon	T													
80.56	Bernardston	T	3.35			8.24				2.32			4.53		
85.47	Silver Street	T X	3.41			8.30				2.39			4.58		
87.12	Greenfield	N X	s 3.44	L 6.15		L 7.25		s 8.33	11.20	L 1.25	s 2.43		s 5.00	L 6.20	
88.59	Deerfield Junction	T X				s 8.45							s 5.16		
90.49	Deerfield	T		v 6.21		s 7.30				f 1.30					
94.82	South Deerfield	T D	3.53	s 6.28		s 7.36		s 8.56	11.30	f 1.35	f 2.53		5.20	f 6.30	
97.05	Whately			f 6.31											
102.39	Hatfield	T													
106.14	Northampton	T X	4.07	s 6.46		s 7.50		s 9.12	11.45	s 1.51	s 3.08		s 5.36	s 6.45	
108.47	Mount Tom	T		s 6.49		7.53									
115.27	Holyoke	T D X	4.18	s 7.00		s 8.02		s 9.28	11.57	s 2.06	s 3.20		s 5.53	s 6.57	
115.93	Riverside	X		f 7.02											
119.76	Chicopee	T X	4.22	7.06				9.34	12.03	2.12	3.26		5.59	7.03	
121.20	Brightwood	X				e 8.08									
	W A Tower	N X	4.28					9.38					6.04		
123.19	Springfield	N X	A 4.35	A 7.12		A 8.15		A 9.45	A 12.10	A 2.20	A 3.35		A 6.15	A 7.10	
		A M	A M	A M		A M		A M	P M	P M	P M		P M	P M	P M

No. 70, No. 72 and No. 74 will run to N. H. R. R. yard and back to Springfield passenger station.

⊕ Does not carry baggage.

⊙ Makes flag stop to handle bulky or fragile parcels of U. S. mail.

W. R. JCT. TO SPRINGFIELD. INWARD TRAINS (SOUTHWARD) — FIRST-CLASS FITCHBURG DIVISION 45

STATIONS.	Ⓢ 726	× 95	76	× 99	760															
	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only															
	Greenfield	Boston	W. R. Jct.	Boston	W. R. Jct.															
White River Jct.	PM	PM	PM	PM	PM															
Evarts			L 6.30		L 8.35															
Hartland			6.37		8.42 ⁷⁷															
Windsor			6.43		8.56															
Windsor			6.50		9.03															
Claremont Junction			6.53		9.03															
North Charlestown			7.05		9.15															
Springfield Station																				
Charlestown																				
North Walpole Yard			7.30		9.28															
Bellevue Falls			7.37		9.35															
Tunnel Switch			7.40		9.40															
Westminster			7.57 ⁷⁷																	
East Putney			8.06		9.45															
Putney																				
West River			8.23		9.57															
Brattleboro			8.36		10.08															
Brattleboro			8.40		10.11															
Vernon			9.00		10.13															
East Northfield			9.10		10.21															
East Northfield			9.18		10.23															
Dole Junction			Via Vernon 9.24		Via Vernon 10.28															
East Northfield			Via East Deerfield Branch 9.34		Via East Deerfield Branch 10.37															
Mount Hermon			9.41 ⁷⁷		10.37															
Bernardston			9.44		10.43															
Silver Street			10.35		10.43															
Greenfield	L 8.25		10.37	10.34	10.48															
Deerfield Junction		8.10	10.37	10.34	10.48															
Deerfield																				
South Deerfield	8.35	8.18	10.46	10.42	10.58															
Whately																				
Hatfield																				
Northampton	8.50	8.50	11.06	10.57	11.12															
Mount Tom																				
Holyoke	9.02	9.15	11.20	11.10	11.27															
Riverside																				
Chicopee	9.08	9.23	11.27	11.16	11.32															
Brightwood																				
W A Tower																				
Springfield	9.15 PM	9.30 PM	11.40 PM	11.30 PM	11.42 PM															

No. 760 will run to N. H. R. R. yard and back to Springfield passenger station.
 When No. 760 meets No. 77 at Evarts, No. 760 take siding.

× Does not carry passengers.
 Ⓢ Does not carry baggage.

**GREENVILLE AND
HOLLIS BRANCHES**
FITCHBURG DIVISION
**INWARD
(EASTWARD)
READ DOWN**
**OUTWARD
(WESTWARD)
READ UP**

Miles from Greenville or Hollis	Passing Sidings, Approximate Capacity Cars	STATIONS.		
0.00	Yard	Greenville		H. Br. Greenville Branch
4.57		F Pratt		
7.43		Mason		
11.99		West Townsend		
13.61		Townsend		T D
15.42		Townsend Harbor		
19.06		Vose		
19.92		West Groton		
3.51		Hollis		T D
8.15		Pepperell		
11.58	Yard	Ayer	W N X	

PETERBORO BRANCH
OUTWARD (EASTWARD) READ DOWN **FITCHBURG DIVISION** **INWARD (WESTWARD) READ UP**

Miles from Barber	Passing Sidings, Approximate Capacity Cars	STATIONS.		
5.29		Barber		X
6.48		Holden		
10.08		Jefferson		
12.93		Brooks		30
17.04		Princeton		
23.20		Hubbardston	N X	
24.16		Gardner	X	
32.98		Heywood		D X
37.62		Winchendon		
38.84		Wetmore		D X
42.35		West Rindge		
44.95		Jaffrey		
47.48		Hadley		
48.90		Noone		X
		Peterboro		

EASTHAMPTON BRANCH
OUTWARD (NORTHWARD) READ DOWN **FITCHBURG DIVISION** **INWARD (SOUTHWARD) READ UP**

Miles from Mount Tom	Passing Sidings, Approximate Capacity Cars	STATIONS.		
2.35		Mount Tom	X	X X
3.31		Hampton Mills	X	
		Easthampton	X	

MAYNARD BRANCH
**OUTWARD TRAINS
(WESTWARD)
READ DOWN**
BOSTON DIVISION
**INWARD TRAINS
(EASTWARD)
READ UP**
FIRST CLASS

H 5205	H 5201	Miles from Boston	STATIONS.		H 5202	H 5204
Kt. Sat. and Sun.	Kt. Sat. and Sun.				Kt. Sat. and Sun.	Kt. Sat. and Sun.
Maynard	Maynard				Maynard	Maynard
PM L 5.35	AM L 6.40		Boston	W N X	AM A 8.40	PM
6.34	7.22	7	South Acton	D X	8.00	6.57
6.44	7.35	24	Maynard		L 7.50	L 6.47
Losses right and schedule after 7.45 p.m.	Losses right and schedule after 8.50 a.m.				AM	PM
PM	AM				Through	

X Does not carry passengers.

H Does not run Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

No. 5201 is superior to No. 5202 South Acton to Maynard.

No. 5205 is superior to No. 5204 South Acton to Maynard.

Schedule time shown at Boston for information only.

ASHUELOT BRANCH
FITCHBURG DIVISION
OUTWARD (NORTHWARD) READ DOWN **INWARD (SOUTHWARD) READ UP**

Miles from Junction	Passing Sidings, Approximate Capacity Cars	STATIONS.		
2.63	32	Dole Junction		T D
6.13		Hinsdale		
8.32	27	Ashuelot		
13.71	14	Westport		T D X
16.25		West Swanzy		
19.45		Swanzy		
21.75	Yard	Keene		

BENNINGTON BRANCH
FITCHBURG DIVISION
OUTWARD (WESTWARD) READ DOWN **INWARD (EASTWARD) READ UP**

Miles from Bennington	STATIONS.		
0.00	North Bennington		D X
1.86	White Creek		
4.66	Walloomsac		T T
5.93	North Hoosick		
6.81	Hoosick Junction		T

WHEELWRIGHT BRANCH
FITCHBURG DIVISION
OUTWARD (WESTWARD) READ DOWN **INWARD (EASTWARD) READ UP**

Miles from Northampton	Passing Sidings, Approximate Capacity Cars	STATIONS.		
39.58		Wheelwright		X
36.74		Creamery	X B.A.R.R. (R)	
34.08		Gilbertville		D
30.06		Ware		
25.45		Forest Lake		
22.20		Bondsville		D
18.70		Canal Junction		
16.94		Belchertown		X
9.87		Norwottuck	C.V.I.y. (R)	
7.38	4	Amherst		D
3.07	13	Hadley		
		Northampton		T X

JOHNSONVILLE AND MECHANICVILLE
FITCHBURG DIVISION
OUTWARD (WESTWARD) READ DOWN **INWARD (EASTWARD) READ UP**

Miles from Johnsonville	Passing Sidings, Approximate Capacity Cars	STATIONS.		
0.00		Johnsonville		N T T X
2.74		West Valley Falls		
4.14	30	Schaghticoke		
11.67		E. Saratoga Jct.		
12.92	Yard	Mechanicville	W N X	

(R) Refer to Special Instructions; Operations between Norwottuck and Canal Jct., and between Creamery and Forest Lake.

CHANGES IN AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT

Rule 11 (Added):

Except in some extreme emergency, fuses must not be dropped or spiked on track bridges or trestles.

Rule 16. Communicating whistle signals when used to control movements of passenger trains or drafts are to be given, regardless of the direction in which engine is headed, to rail for movement with relation to the normal direction of movement of draft or train.

Rule 17. First sentence changed as follows:

The headlight, lighted, will be displayed to the front of every Diesel-powered and Motor Car train by day and of every train by night. Remainder of the rule remains unchanged.

Rule 19. Following sentence added:

On the Budd rail motor cars and certain stainless-steel passenger cars, the built-in electric markers at rear of train displaying red indications to the rear, and lighted, both day and night, may be used as markers. Display of standard oil marker lamps in addition is not required.

Rule 28(b). Add to Aspects of Signals:

INTERMEDIATE RESUME SPEED BOARD.

Yellow Light, Yellow Board with Black Letters

(To be used when a secondary restriction is set up within the limits of a restriction.)

Location: 100 ft. beyond the point to be protected and upon the right of an adjoining track to which it refers.

Indication: Authorities resuming speed indicated, which should be that of the longer, and still applying, restriction.

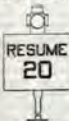


FIG. 17K

Rule 31a (added): When running against the current of traffic use whistle signal 14(a).

Rule 93a (changed): That part of Rule 93a which reads "without waiting three minutes" is changed to read "without waiting five minutes."

Rules 409-412 inclusive. The Automatic Cab Indicator Rules are superseded by the following:

AUTOMATIC CAB INDICATOR RULES.

These rules apply to engines from which train brakes are controlled when operating in automatic cab indicator territory.

Automatic Cab Indicator territory will be designated by time-table.

400. Automatic cab indications supplement automatic block signal indications in governing the use of blocks but do not supersede the superiority of trains nor dispense with the use or the observance of automatic block or interlocking signals or other signals, except as provided for in Rule 402.

401. The normal indication of the automatic cab indicator is Green-Proceed indication.

402. A Lunar white cab indication in automatic cab indicator territory indicates a restricted condition of the track ahead and the engineer must immediately control his train in accordance with the following conditions:—

- If the cab indication changes to Lunar white as the locomotive is passing a wayside signal, other than a CLEAR signal, the speed of the train will be governed in accordance with the wayside signal indication.
- If the cab indication changes to Lunar white as the locomotive is passing a CLEAR wayside signal or white between signals, the train will be brought to a STOP and then proceed at restricted speed to the next wayside signal. In "Grade Signal" territory (see General Rule 501b) train may proceed at restricted speed without stopping.
- If the cab indication remains Lunar white passing the second consecutive CLEAR wayside signal, thereby indicating a probable defect in the cab signal equipment, the train will proceed governed by wayside signal indications but not exceeding a speed of forty (40) miles per hour, reporting the condition to the Superintendent at the first point of communication.

If, thereafter, an absolute block can be established in advance of the train, Engineer may be authorized by telegram signed by the Superintendent to resume normal speed governed by wayside signal indications.

NOTE.—An Absolute Block is defined as a block into which no train is permitted to enter and is controlled by another train.

(c) Engineer will not operate the acknowledgeur on a change of cab indication from green to Lunar white until the warning whistle sounds and until the governing indication is observed and is in process of being obeyed.

(d) Lunar white indication should change to green as the engine passes over the energized loop at the entrance to cab indicator territory. Engineer will then be governed by Rules 401, 402 (a) and b1).

Rule 403 canceled by General Order No. 988, which reads as follows:

"If a train is proceeding under a Lunar white cab indication after passing an Automatic Block Signal indicating Stop, or after entering main track between signals (Rule 509c), train will proceed at restricted speed to the next signal regardless of whether or not cab indication changes from Lunar white to green between signals."

404. (revised) If the wayside signal indication is more restrictive than the cab indication, the speed of the train will be governed by the wayside signal indication except that the speed must not exceed a speed of forty (40) miles per hour until the wayside signal indication and the cab indication agree. On the fact it is reported to the Superintendent at the first available point of communication. Train will thereafter be operated, so long as the condition exists, as prescribed by Rule 402(b2).

NOTE.—The Lunar white cab indication will change to dark and may change to green before returning to Lunar white when an engine is within a section 100 feet long immediately preceding a wayside signal indicating other than clear.

405. On engines, the main switch must be in "on" position or the changeover switch on the operating end must remain in "continuous" position (except in case of failure of equipment) while the engine is in automatic cab indicator territory or on sidings pertaining thereto.

409. (revised) Whenever an engine is not equipped for such operation is running backward or is pushing cars, or is running against the current of traffic, the cab indication will be Lunar white except that the cab indication should change to dark, then to green, when the engine is within a section 100 feet long immediately preceding each home signal. The movement with the current of traffic will be governed by the wayside signal indications, but not exceeding medium speed. The movement against the current of traffic will be governed by the applicable general rules. (See Rules 91a and 110a.)

407. (revised) **DEPARTURE TEST.**—Before leaving initial terminal area for operation in automatic cab indicator territory the engineer or authorized employee must move main switch to "cut in" position or changeover switch to "continuous" position and note that cab indicator displays a Lunar white indication; that warning whistle sounds until acknowledged, and that pneumatic equipment is cut in and sealed. To acknowledge, move handle on acknowledging switch to acknowledging position for approximately two (2) seconds and then allow handle to snap to normal position. The engine will then pass over an energized test circuit, locations of which are shown below, at which time the cab indicator should change to display a green indication. After passing off the energized test circuit, the cab indicator should change to display a Lunar white indication and warning whistle should sound and continue to sound until proper acknowledgment is made. Employee making departure test will fill out Record of Departure Test Form M1-250 and leave in designated holder in cab of engine.

LOCATION: DEPARTURE TEST LOOPS

ENGINE HOUSE TERRITORY: Boston, Bellows Falls, East Fitchburg, East Deerfield, Gardner, Middlesex, Mechanicville, Rigby, Springfield, Troy, Westboro, Worcester.

BOULDER: Fitchburg Division outward main track approx. 500 feet west of Prison Point Bridge.

New Hampshire Division outward main track approx. 500 feet west of Prison Point Bridge.

BELLOWS FALLS: Main line track approx. 100 feet west of Watpole engine house switch.

FITCHBURG: Station track approx. 250 feet east of platform.

SPRINGFIELD: Main line and Running tracks approx. 300 feet south of Lobby 1 Tower.

409. Whenever a change of cab indication from green to Lunar white occurs in either automatic cab indicator territory or non-automatic cab indicator territory the warning whistle will sound after which the engineer may silence it by acknowledging.

NOTE.—When under a signal indication other than "clear," and passing a signal displaying an indication other than "clear," the cab indicator should change from Lunar white to dark, then to green, when an engine is passing over a section 100 feet long immediately preceding the wayside signal, then to Lunar white, and the warning whistle should sound until acknowledged.

410. (revised) Pneumatic equipment must not be cut out while engine is operating in automatic cab indicator territory unless necessitated by reason of a broken pipe or failure when the continuous sounding warning whistle can be silenced by making the seal and moving the cut-out cock to the "cut-out" position. Use of the cut-out must be reported to the Superintendent from the first available point of communication. Electrical equipment if in proper condition must remain cut in. If the cut-out is used train will thereafter be operated, so long as the condition exists, as prescribed by second paragraph of Rule 402(b2).

411. (new) Engines from which brakes are controlled but not equipped with cab indicators must not be operated in cab indicator territory except

when authorized by Time-Table Special Instructions, by Bulletin Notice, or by telegram signed by the Superintendent. When so authorized, such engines will proceed governed by wayside signal indications but not exceeding a speed of forty (40) miles per hour.

412. Enginemen will report the operation of the automatic cab indicator equipment on the work sheet. If the equipment functioned as intended, did not function properly, give a detailed account as to place, cab indications received, and any other information possible, filling out Form ML-162A, leaving it with Departure Test Form ML-250 in designated holder in cab of engine.

501. SEMAPHORE AUTOMATIC APPROACH SIGNALS.

Signal "Fig. 2F" on page 84 and signal "Fig. 5E" on page 87 of "Rules for the Government of the Operating Department" are permanently discontinued. In Note A on page 87 delete 5E.

A new semaphore automatic approach signal, with forked yellow arm at an angle of 45° in upper right-hand quadrant, will indicate "Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed."

Name — Approach.

Note: — Signal may be used for an approach signal for home interlocking signal or signals in advance in addition to next home automatic signal. Signal displays automatic block number.

Rule 513 (changed): That part of Rule 513 which reads "wait three minutes" is changed to read "wait five minutes."

Rule 513A. Insert Note following 3rd line at top of page 124 of "Rules for the Government of the Operating Department."

NOTE: — Pushing signal button at spring switch location will set main track signal to stop indication, which will be indicated by a white light in control box. If white light does not light, Rule 513 must be fully complied with, and the exceptions contained therein with respect to Rules 513a and 513b are cancelled. If "Clearing Time" shown in time-table under Rules 513a or 513b is longer than 5 minutes, the longer time must be observed.

Rule 513b. Change present NOTE to read:

NOTE: — Both NOTES under Rule 513a apply to Rule 513b.

Rule 513c revised to read:

513c. Before operating signal button or reversing switch in accordance with Rules 513a or 513b, observe approach indicator lights in same box. Green light indicates no train approaching; red light indicates train on approach circuit. If necessary to operate signal button or reverse switch with a train on the approach circuit, care must be used to be reasonably certain no approaching train is close, as operation of signal button or switch will set any clear main track signal to "stop" indication and may thereby give an approaching train a "stop" signal after it has passed a clear "approach" signal.

Add new paragraph: —

A white light in box at spring switch location indicates that operation of push button in box has set the main track signal to stop indication.

COLOR-LIGHT AUTOMATIC ROUTING SIGNALS.

513d. Indications and Aspects for Diverging Routes.

(B) Proceed through crossover or turnout at not exceeding slow speed, then resume normal speed.

Name: Slow Clear

(Y) Proceed through crossover or turnout at not exceeding slow speed, prepared to stop at next signal.

Name: Slow Approach

(R) Stop; then proceed in accordance with Rules S-509 or D-509. (S-509 applies when entering single track from double track.)

Name: Stop and Proceed

Automatic Routing Signals display a yellow disc with a black letter R thereon.

601. SEMAPHORE APPROACH INTERLOCKING SIGNALS.

Signal "Fig. 7F" on page 89 and signal "Fig. 9D" on page 91 of "Rules for the Government of the Operating Department" are permanently discontinued. Cancel notes at bottom of page 89 referring to Fig. 7F and page 91 referring to Fig. 9D.

A new semaphore approach interlocking signal, with forked yellow arm at an angle of 45° in upper right-hand quadrant, will indicate "Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed."

Name — Approach.

Rule 713c (changed):

Train baggagemen will not accept mail in a damaged condition at Boston, Portland, Worcester, or Springfield, points at which Railway Mail

Service transfer clerks are on duty at all times, or at Concord, White River Jct., or Troy, when Railway Mail Service transfer clerks are on duty (clerks being on duty at these points during certain hours only) unless endorsed by postal representative "received in bad condition at," and dated with an appropriate stamp by postal representative. Neither will station employes accept mail in bad order from railway postal clerks on trains unless similarly endorsed.

Rule 920 (added):

920 (a). When moving Diesel engines or rail-motor cars light (without cars) sand must not be used except in emergency.

When Diesel engines or rail-motor cars without cars are stopped on sand in Automatic or Interlocking Signal territory, the engine or motor car must immediately be moved forward or backward far enough to get at least one pair of wheels off the sanded rail.

GENERAL SPECIAL INSTRUCTIONS

These general special instructions are in effect on all divisions.

Special instructions referred to by letter or number relate to "Rules for the Government of the Operating Department" of corresponding letter or number.

2. WATCH INSPECTION.

Watches that have been examined and certified to by a designated Watch Inspector must be used by Trainmasters, Train Dispatchers and Assistants; Train Directors; Conductors; Train Baggage-men; Trainmen; Flagmen; General Yardmasters; Yardmasters and Assistants; Station Agents; Ticket Agents; Operators and Towermen; Yard Foremen and Helpers; Retarder Operators; Switchtenders; Ball Signalmen; Road Foremen; Fuel Supervisors; Engineers, Firemen; Track, Bridge and Building and Signal Supervisors and Inspectors; Track Foremen and Assistant Track Foremen; Bridge and Building Foremen and Assistant B. and B. Foremen; Signal Construction Foremen; Leading Signalmen; Signalmen; Signal Maintainers and Motor Car Operators; and such other employes as may be designated by the head of their Department. Ticket agents at non-telegraph stations who have absolutely nothing to do with train operation will be relieved from complying with watch inspection rules.

See General Order 968 for requirements as to comparisons, inspection, cleaning, etc.

3.

STANDARD CLOCKS.

Bellevue Falls,	Pass. Station.
Boston,	North Station, First floor, Baggage Building.
Charlestown, Mass.,	JD Telegraph (Trainmaster's) Office.
Charlestown Junction,	Engine Dispatcher's Office.
Concord, N. H.,	Telegraph Office.
Dover,	Pass. Station and Engine House.
East Deerfield,	Trainmen's Room.
East Fitchburg,	Engine House and Yard Office.
Fitchburg,	Engine House.
Gardner,	Telegraph Office.
Greenfield, Mass.,	Yard Office.
Haverhill, Mass.,	Train Dispatcher's Office.
Keene,	Telegraph Office.
Lawrence,	Ticket Office.
Lowell,	Ticket Office, Tower and Engine House.
Manchester, N. H.,	Telegraph Office and Middlesex Engine House.
Mechanicville,	Passenger Station.
Mystic Junction,	Yard Office and Engine House.
Nashua,	Crew Dispatcher's Office.
North Adams,	Telegraph Office, U. S.
North Conway,	Passenger Station.
Northampton,	Telegraph Office.
Plymouth,	Freight Office.
Portsmouth,	Passenger Station.
Reading,	Telegraph Office.
Rockport,	Ticket Office.
Salem, Mass.,	Ticket Office.
Springfield, Mass.,	Ticket Office.
Troy, N. Y.,	B. & A. R. R. Station Master's Office.
Wells River, Vt.,	Plainfield St. Yard Office, N. H. Engine House.
Westboro,	Telegraph Office and Engine House.
White River Jct.,	Passenger Station.
Whitefield,	Engine House.
Woodville,	Telegraph Office and New Yard Office.
Worcester,	Waiting Room.
	Y. Office.
	Telegraph Office, Union Station, and at the dormitory in Crew Dispatcher's Office, South Worcester.

12. HEAD END — DIESEL SWITCH ENGINES AND DIESEL ROAD-SWITCHERS.

The end of Diesel switch engines and of Diesel road-switchers on which the letter "F" is stenciled on each side is the head or forward end.

14.(J). ENGINE WHISTLE SIGNAL APPROACHING CROSSING AT GRADE.

The last blast of whistle is to be sounded when engine is closely approaching the crossing, starting in time to serve as a final warning, and ending as engine goes onto crossing.

33. PUBLIC CROSSINGS.

An upper quadrant yellow arm has been installed on whistle or ring post at all crossings where trains and engines are to stop and protect, or stop and proceed, as designated in Special Instructions of each Division.

GATE-PROTECTED CROSSINGS.

At all gate-protected public highway crossings in the State of Massachusetts, the gates must be lowered for the passage of all rail movements over such crossings.

If it becomes necessary to operate special trains, snow plows, work trains, wreck trains, derailed trains, etc. over any line in Massachusetts, outside of the scheduled hours of protection as shown in this time table or in Bulletin Orders currently in effect, the regular assigned crossing watchman must be held on duty to cover such movements, or a so-called "traveling crossing-watchman" must be provided to protect such movements over part-time gate-protected public highway crossings.

AUTOMATIC CROSSING PROTECTION.

At public crossings where more than one track crosses protected only by crossing protection operating automatically, a member of the crew must protect travel over all tracks while switching is being done.

At such protected public crossings, manually protect as follows:

When movements over public crossings are required to be protected by trainmen, they will protect as prescribed by Rule 902, except they will display a red flag by day.

When a siding is used over a highway crossing at which an automatic crossing signal functions only for main track operations, movements over crossing on siding must be protected.

Movements requiring protection by a member of the train crew on tracks over crossings with automatic signal protection for main line movements shall be protected as above unless the automatic signal is equipped with a manual control device, in which case highway traffic shall be controlled by use of the automatic signal instead of by use of flag, lantern or disk. Movement must not be made over crossing until signal has been operating for at least 20 seconds.

In two or more track territory, trains operating against the current of traffic must stop, protect as above, and then proceed at restricted speed over highway crossings protected by automatic signals which are not operative for reverse running. Crossings which are signaled for either direction operation will be listed in the Special Instructions of each Division.

When a train stops on a circuit that keeps an automatic crossing signal or bell operating or automatic crossing gate down, a member of crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption the standing train is the only one with the signal, when a train from the opposite direction might be approaching. See Rule 33a.

Certain highway crossings, as listed in the Special Instructions of each Division, have "cut-out" devices in control box located at or in approach of crossing. These cut-outs must be operated as required to prevent unnecessary operation of automatic highway crossing protection. Instructions as to movements, and the operation of the cut-outs, are inside control box, or standing in the circuit.

Cut-out and manual operation boxes must be closed and locked after using.

Except when cutout is used, train crews will, so far as possible, avoid leaving their train or performing switching operations so as to cause automatic crossing signals to operate when train is not immediately to pass over the crossing.

In addition, at crossings protected by automatic gates, every effort must be made to avoid stopping unnecessarily in the approach operating circuit for the gates. Wherever possible, any required stop should be made with entire train beyond crossing. Work trains, or equipment, must not work within automatic gate approach-circuits unless it is known that arrangements have been made to manually protect crossing.

At crossings protected by automatic crossing signals of any kind, such protection at most locations does not cover reverse movements after train has passed over the crossing, but has not passed out of the operating circuit

for reverse movements. Therefore, when necessary to make reverse movements after a train or engine passes over the crossing, the crossing must be protected by a member of the crew as flagman unless a crossing tender is on duty, or unless it is known that the crossing signals are in operation protecting the crossing.

Concrete posts similar to whistle posts, except to display $\frac{X}{C}$ instead of "W," are installed, to mark the start of the normal direction operating circuit for automatic highway crossing gates with flasher signals. In some instances these posts are also installed for automatic highway crossing flasher signals.

Where there are two or more protected crossings in close succession, and the operating point for the second crossing is located between the operating point for the first crossing and that crossing, each post will be marked with the number of its respective crossing, which number is shown at each crossing on crossing signal or apparatus housing.

33a. EMERGENCY CONTROL BOXES FOR AUTOMATIC GATES.

Emergency control boxes have been installed, as listed under Rule 33a in the Special Instructions of each Division, at crossings having automatic highway crossing gates with flasher signals. In double track territory, a separate box is provided for each main track.

Boxes are marked:

"EMERGENCY CONTROL EASTWARD TRACK" "EMERGENCY CONTROL WESTWARD TRACK"

(or for northward track and southward track, as case may be).

Boxes are usually located on a steel signal case near the crossing. Each box contains a plug connector to be used when necessary to cut out the automatic protection for its respective track. Directions for use of plug connector are contained in each box.

In the event of a train occupying the track circuits operating automatic highway crossing gates for an abnormally long time, such as might be caused by an accident, break-apart, hot box, or work train in circuit, etc., a member of train crew must immediately proceed to crossing and operate permit gates to clear or prevent unnecessary delay to highway traffic. Operation of this control will clear gates only for track occupied by the train, and will not affect normal operation of crossing protection on any other protected track.

As soon as proper control plug has been moved into "GATES UP" position, member of crew may leave crossing to perform his normal duties.

When train is ready to proceed, the control plug must be returned to "NORMAL" position by the same member of crew that first operated it, and the control box must be closed and locked. Train must not pass over crossing until gates are down and flasher lights have been operating for at least 20 seconds.

S-72. SUPERIORITY OF TRAINS.

Inward trains are superior to outward trains of the same class unless otherwise provided.

88. CAPACITY OF PASSING SIDINGS.

Wherever shown, capacity of passing sidings is based on 45 feet per car plus 90 feet for one engine.

93. Protection required by Rule 93b must be provided before any facing point switch is opened.

A wait of five minutes must occur under Rule 93a after facing point main track switch is opened, and switch must not be left unattended during that time. Man must be in position to restore switch to normal quickly if necessary. (The possibilities under the "note" to Rule 93 make this important.)

99. When providing rear end protection under the provisions of the Note to Rule 99, the meaning of, and when recalled the leaving of, torpedoes may be omitted under ordinary conditions. The leaving of a lighted fuse will provide ample protection.

99. GENERAL INSTRUCTIONS REFERENCE HANDLING OF WORK TRAINS AND OBSERVANCE OF RULE 99 WHEN WORKING WITH WRECKERS AND WORK TRAIN EQUIPMENT WHICH MAY, OR CAN, FOUl TRACKS OTHER THAN THE ONE OCCUPIED BY THE EQUIPMENT.

Work Train Foreman is in charge of operation of cranes, or any other work equipment being used, and is responsible for knowing the Work Equipment Operator carries out his duties, and that equipment is not put in service until required flag protection has been provided.

It is the duty of Work Equipment Operator when equipment is to be put in service at any time to see that it is not unlocked and put in service without a definite arrangement having been had with Work Train Foreman. When shutting down for short periods, or when clearing trains on adjacent tracks, cranes must have locking devices applied so that crane cannot

swing. When quitting work for the day the crane must be properly secured and locked.

It is the duty of Conductor or Yard Foreman assigned to work equipment to notify the Work Train Foreman when required flag protection is provided before such equipment is placed in service. When shut-downs are to take place for short periods, or when clearing trains on adjacent tracks, a definite understanding between Conductor or Yard Foreman and Work Train Foreman (or with man designated by him to act for him in his necessary absence from the crane) must be had each time shut-down occurs, and Conductor or Yard Foreman must be advised crane is secured before flag protection is withdrawn.

Conductor or Yard Foreman must when possible arrange the work with Work Train Foreman so as to clear up for scheduled trains, and for other trains about which he has advice, without delay to such trains.

Flames must go out in accordance with instructions of Conductor or Yard Foreman and in full compliance with Rule 99, placing torpedoes. They will permit no train or engine to pass until it is first stopped and fully advised as to the presence and location of work equipment, unless called in by whistle recall signal or on personal advice of Conductor or Yard Foreman that line is clear for safe passage.

They must definitely know the whistle recall signal was sounded by their equipment before withdrawing flag for passage of train or engine and must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

The above applies also in the handling of wreck cranes. On such equipment the Wreck Master is the man in charge.

When a train or yard crew is furnished in connection with the operation of self-propelled work equipment, the operator of the equipment must have permission of the work train foreman to move, and must then move only on direct hand signals given by the conductor or other operating man in charge.

99. PROTECTING LIGHT ENGINES.

When trains are overtaken by light engines without flagman, the flagman stopping engine will continue protecting until recalled and engine man of light engine must know that proper protection is afforded.

107. PROTECTION OF PASSENGERS.

In two or more track territory Express Passenger and Fast Freight trains leaving terminals, entering two or more tracks at junctions, and passing terminals of short-run local passenger trains, will, when practicable, be notified of any overdue Local Passenger Trains moving in the opposite direction. Unless otherwise provided by Division Special Instructions or Bulletin Order, it will be the duty of Train Dispatchers to transmit this notice. This does not relieve engineers from responsibility in compliance with General Rule 107.

In all cases where passenger trains are cut for crossings or other purposes, and there is liability of passengers boarding or leaving train, conductors and trainmen must see that guard chains or gates are in position to prevent people walking off end of cars.

Outside vestibule doors and platform gates on cars in passenger trains will be kept closed on both sides of both through and local trains, except the doors or doors that it is necessary to use to receive or discharge passengers.

When passenger trains stop at stations, coaches must be kept clear of bridges to avoid liability of injury to passengers. This rule must also be observed at stations where there are other openings not properly protected for the safe delivery of passengers. Trains must in all cases stop to clear such bridge or opening.

Every possible effort must be made by freight engine men on two or more tracks to avoid getting into station where passenger train is scheduled to stop, on the time of such passenger train, thus preventing passengers from crossing in opposite track to board their train.

In cases where this cannot be anticipated, passenger conductors will not start their train until passengers are given an opportunity to get across to their train.

When two passenger trains on two or more tracks approach a station at the same time the outward train will hold back in entering the station between midnight and 12 noon, and the inward train will hold back between 12 noon and midnight between Boston and Beverly, Lawrence, Lowell, and Ayer.

Unauthorized and unscheduled stops of any train, either freight or passenger, for the purpose of entraining or detaining persons, either paying passengers or employees, must not be made except in emergency cases where the conductor, feeling that the conditions warrant, instructs that the stop be made.

In no case, and under no conditions, must any arrangement other than for a full and positive stop be made for the purpose of entraining or detaining any passenger, paying or non-paying, and no stop shall be made except on instructions, or in a real emergency, at any point other than a designated passenger station.

116. SPEED RESTRICTIONS — ENGINES.

The maximum speed of various types of engines in various services is as follows; these limits do not authorize any operations at a speed in excess of that shown for the specific line in the Division Special Instructions:

DIESEL LOCOMOTIVES:

Maximum permitted Engine Speeds:

Engines	M.P.H.	Engines	M.P.H.
110-119	35	1250-1261	45
800-869	45	1262-1273	45
1105-1105	40	1500-1519	65
1109-1132	45	1530-1545	65
1161-1162	40	1550-1577	65
1163-1188	45	1700-1749	65
1200-1213	45	4224-4225	65
		4250-4268	60

All Types (except 110-119).

Light or with caboose	40 M.P.H.
Backing up with Freight Equipment	20 M.P.H.
Backing up with Passenger Equipment	25 M.P.H.

SPEED RESTRICTIONS — OTHER THAN ENGINES.

Scale Test Car 3586 must be handled only in local freight trains, made up next ahead of caboose, maximum speed 30 M.P.H.

Railroad-owned locomotive cranes with boom attached may be moved in work trains at a maximum speed of 30 M.P.H.

Locomotive cranes whose boom overhang does not exceed 34 feet may be moved with boom attached and raised to clear boom car in local freight trains at a maximum speed of 30 M.P.H.

Except for specially equipped cranes described below, all locomotive cranes having a boom overhang in excess of 34 feet must have boom detached to move in any revenue freight train, and must be handled on rear of trains, heavy end forward, and at a maximum speed of 30 M.P.H.

Specially equipped cranes with snubbers and special horizontal boom as well with boom end trailing, may be operated on rear of freight or work trains at authorized freight train speed.

Conductor must have written notice from Engineering Department Work Equipment Operator or Supervisor, or from Foreman Car Inspector, that crane is properly secured and prepared for movement and will notify engineers when such equipment is in the train.

Barro cranes W 3325 and W 3326 are usually assigned at Boston. These cranes must not be moved on their own wheels in excess of 15 M.P.H.

They are not to be handled in revenue trains on their own wheels, and when moved in emergency to clear main tracks, or when moved in work trains, speed is limited to 15 M.P.H.

Except as outlined above, these cranes will be loaded into a car for any point-to-point movement.

201. Train orders required by trains operating on Boston Division will be issued as follows:

From Boston to Division limit sign between New Hampshire and Boston Division north of North Billerica by Superintendent of New Hampshire Division.

From Boston to Division limit sign between Boston Division and Fitchburg Division at Willows and on Central Mass. Branch east of Clinton Jct. and East Switch by Superintendent of Fitchburg Division.

In all other territory by Superintendent of Boston Division.

221. Correct application of this Rule is that when "Stop" is indicated upon arrival of a train, the train must not leave without Form A Clearance even though signal is changed to "Proceed" before departure.

D-509. In Centralized Traffic Control System (C.T.C.) Territory on a neutral track, regardless of the number of main tracks, Automatic Block Signal Rule D-509 is the applicable rule.

513-513a. In Automatic Signal Territory no freight train or light engine is to enter the main track from a passing track, or cross over between main tracks under the provisions of Rule 513 or 513a, without first calling Train Dispatcher, or Operator, as the case may be, for permission to do so. This does not govern if no telephone is available, or if telephone is found out of order. Permission granted does not affect compliance in full with Rule 513 or 513a.

711. RAILROAD SURGEONS. All station agents, trainmen, or other employees, having occasion to call a physician or surgeon to attend a passenger, employe, or other person injured while in train or on premises of the railroad, will act promptly to notify the railroad surgeon. If not available and a local surgeon must be called, the railroad will be responsible only for such primary treatment as is necessary for the proper transportation of injured person to residence or hospital. In all cases where further treatment is required, the railroad's surgeon will take charge.

If the injured person is a trespasser, the railroad will take such action as may be humane for first aid and if any further attention is required and the injured person has no home or visible means, he should be turned over to the proper local authorities. If in such case hospital treatment is required, the hospital should be immediately notified that the railroad will not be responsible for expense.

The railroad will not be responsible for bills of any surgeons other than the railroad surgeons except as above, or such as are especially authorized by the Claim Department.

796. At terminals, when passenger trains are moved intact with road engine from storage yard to passenger station, and no change made in consist of train after departure from storage yard, road conductors at that terminal may accept brake test made in yard and reported to engineer and back-up man or member of crew handling back-up movement as compliance with Air Brake Rules 12 (2nd paragraph) and 14 (C).

843. When a draft is stopped enroute and it is necessary for employe operating back-up valve to leave movement for any reason, back-up valve must be left open, with air brakes applied, until same employe is in position to again control movement in accordance with the rule.

920. Diesel locomotives must NOT be operated through water deeper than THREE (3) inches above the top of the rail.

Budd rail motor cars must NOT be operated through water deeper than EIGHT (8) inches above the top of the rail.

Diesel locomotives and Budd rail motor cars must NOT be operated in excess of FIVE (5) miles per hour when passing through water over the top of the rail.

921. MOVEMENT OF LIGHT DIESEL ENGINES.

When making movements with double-end multiple units, engineer and fireman must be in the leading cab except when making a switching move accompanied by a trainman riding leading end and controlling move with hand signals.

When making back-up movements with a single-end unit, engineer must see where he is heading all the time.

The fireman is under instructions of the engineer and may be required, if the engineer thinks advisable, to go to the leading end of the engine, use the signal system of the engine to communicate with the engineer, and, in case of necessity, use the air brake valve to stop the move.

WARNING.

Employes are prohibited from riding top of cars when making moves against the current of traffic on tracks not signaled for such moves.

Bridge guards (telltales) are not provided to protect such movements.

CLASSIFICATION OF DIESEL ENGINES.

ROAD ENGINES

Class	Road Nos.	Class	Road Nos.	Class	Road Nos.
DF 1b	4224-4226	DP 1a	3800-3819	RDC-1	6100-6156
DF 2a	4250-4264	DP 1b	3821	RDC-2	6200-6213
DF 3a	4227-4228			RDC-3	6300-6372
DF 3b	4265-4268			RDC-9	6900-6929

ROAD SWITCHERS

Class	Road Nos.	Class	Road Nos.	Class	Road Nos.
DRS-1a	1500	DRS-1e	1505-1519	DRS-3c	1561-1562
DRS-1c	1501-1504	DRS-2a	1550-1553		1572-1577
	1530-1534	DRS-3b	1555-1560	DRS-3d	1563-1571
DRS-1d	1535-1545			DRS-4a	1700-1749

SWITCHERS

Class	Road Nos.	Class	Road Nos.	Class	Road Nos.
DS 1a	110-119	DS-3b	1163-1188	DS 5a	1220-1231
DS 2b	1103-1105	DS-4a	1200-1209	DS-6a	800-807
DS 2c	1109-1132	DS-4b	1260-1271	DS-6b	860-869
DS 2d	1161	DS-4c	1210-1213		
DS 3a	1162	DS-4d	1272-1273		

PERMISSIBLE ENGINE COMBINATIONS IN MULTIPLE UNIT OPERATION.

- 4265-68, 1555-62 or 1572-77 should not be leading unit if 4224-28 or 4250-64 are in consist.

Note: This restriction covers leading unit only. 4265-68, 1555-62 or 1572-77 may be in the middle or trailing.

- 1501-04 and 1530-45 should be trailing unit or units in any MU combination with 1505-19.
- All moves must be made from 1505-19 when in MU combination with 1501-04 or 1530-45, complying with General Special Instructions on Rule 921 covering back-up movements with a single-end unit.
- 1700-1749 must not be the leading unit when used in combination with 4224-4228, 4250-4264 but may be in middle or trailing.
- 1700-1749 may be used in any position in combination with 1505-1519, 1555-1562, 1572-1577 or 4265-4268 A or B.

If in emergency combination has to be made other than as above, Master Mechanic, Road Foreman or Enginehouse Foreman must be contacted for proper instructions.

Engine combinations not permitted in multiple unit operation:

- 1700-1749 must not be used in multiple unit combination with 1501-1504 or 1530-1545.

BOSTON

SPECIAL INSTRUCTIONS APPLYING ONLY WITHIN BOSTON YARD LIMITS

EMPLOYEES' TIME-TABLES.

Boston yard employes working within Boston yard limits (except employes not required to have current time-table in their possession while on duty, but will be required to have copy of current "North Station Track and Yard Book" in their possession while on duty.

If yard crew is required to go outside of Boston yard limits, yard foreman must procure copy of current time-table before going beyond those limits.

In all cases where a personal or property accident, however slight, occurs, or the normal movement of traffic is interfered with on Boston Div., report at once and direct to Superintendent of Boston Division by telephone or telegraph, and make full written report promptly on prescribed forms.

During night hours and on Sundays and Holidays notify Trainmaster's office, North Station.

33. PUBLIC CROSSINGS CROSSINGS NOT CONTINUOUSLY PROTECTED AND OTHER PUBLIC CROSSING REGULATIONS:

- (G) Gates must be lowered in accordance with General Special Instructions.
- (S) When protection is not provided, all moves over crossings must be stopped within fifty (50) feet of crossing and a member of crew protect.
- (A) Approach Crossing prepared to stop unless crossing protection signals are seen to be in operation.

Charlestown

- (S) Warren Avenue.
(S) Charles River Avenue.
(S) Hoosac Pier No. 1.

Mystic Branch, Charlestown.

	Protection	Mon. to Fri. Inc.	Saturday	Sunday
(G) Rutherford Avenue.	Gates	Continuous	12.01AM to 11.00PM	11.00PM to MID.
(G) Main Street.	Gates	Continuous	12.01AM to 11.00PM	11.00PM to MID.
(S) Wiggin Lumber Yds.	Watchman	7.00AM to 5.00PM		
(G) Revere Sugar (Two Crossings).	Gates	6.45AM to 5.45PM	6.45AM to 5.45PM	
(G) Wyman Allen.	Gates	6.45AM to 5.45PM	6.45AM to 5.45PM	
(S) N. E. C. & C. Co.	Watchman	6.45AM to 5.45PM		
(S) Terminal Street.	Watchman	7.00AM to 6.00PM	7.00AM to 6.00PM	

- (S) Austin Street. Yard 19.
(S) Foley Street. Yard 21.
(S) Ford Motor. No. 2 track. (outside track.) Yard 21.

Unprotected Yard Crossings:

There are numerous crossings over yard tracks at piers, freight houses, delivery tracks, etc., which are not provided with warning signals or human protection.

All movements of engines and cars over such crossings must be made under control and with all the care necessary to prevent accident.

HIGHWAY CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE. (See General Special Rule 33)

Trains that use the cut-out must use at least 20 seconds after cut-out is restored before passing over the crossing.

Wellington.....Fifth Street.

About 300 feet west of crossing.

Westward movements on eastward main track, if authorized to pass westward dwarf interlocking signal located about 160 feet east

of Fifth Street, must consume at least 20 seconds between this signal and Fifth Street crossing. Westward movements over crossover connecting eastward main track and Boulevard track, located about 250 feet east of Fifth Street, must consume at least 20 seconds between a point about midway of the crossover and Fifth Street crossing.

SPEED RESTRICTIONS.

(Both Directions)
(Unless otherwise indicated)

110.	MILES PER HOUR	
	Pass.	Frt.
Boston, North Station and Hoosac Tunnel Diamond	15	15
Hoosac Tunnel Diamond and Draw No. 7 and No. 8, East Somerville	40	20
Over Draw No. 7, East Somerville	20	20
Over Draw No. 8, East Somerville	20	20
Hoosac Tunnel Diamond to Tower "H" outward	25	25
Tower "H" to Hoosac Tunnel Diamond inward	20	20
Hoosac Tunnel Diamond and Washington St. underpass (1.77) at Mystic Jet.	35	35
Washington St. underpass (1.77) at Mystic Jet. and Winter Hill	50	40
Highway Crossings on Mystic Branch	12	12
Drafts backing into North Station, between north end of station platform and bunter	8	8
Medford track, Draw 8 to Medford Jct.		30

SIGNALS GOVERNING ENTRANCE TO NORTH STATION TRACKS.

When the last signal which a train or engine receives entering a station track displays a GREEN (clear) indication, it indicates that track is clear to a point approximately 75 feet north of the toe of baggage ramps on platforms, and may or may not be clear beyond that point to the bunter.

SPRING SWITCHES HAVING INTERLOCKING SIGNALS.

(Rule 670 APPLIES)

Medford Jet, on the easterly end of crossover between eastward main track and Boulevard track.

NOTE:—On the westerly end of this crossover is a hand operated switch. The normal position of this hand operated switch is for movements from the Boulevard Track to the eastward main track.

If the color light dwarf signal located to right of Boulevard Track about 100 ft. east of Fifth St., Wellington, governing eastward movements on the Boulevard Track, has been cleared but has not been accepted and passed by the train for which it was cleared, the hand operated switch on the westerly end of the crossover connecting the Boulevard Track with the eastward main track must not be restored to normal position until permission to do so has been received from Tower Director at Tower "C".

Telephone connected with Tower "C" is located near eastward three light home signal at Medford Junction.

The Boulevard Track is a yard track and its use is governed by Rule 105.

Everett Jet. — At end of double track on Saugus Branch.

SIGNALS FOR MOVEMENTS AGAINST CURRENT OF TRAFFIC.

Movements between the Hoosac Tunnel Diamond and Tower "C" on the Boston to Portland and Boston to Portsmouth Routes may be made against traffic on signal indication.

45 DEGREE INDICATION — TOWER "H."

A green flag by day or green light by night displayed from window on Fitchburg Route main track side of Tower "H" will be a 45 degree indication.

Head ends of westward inferior trains which are west of Tower "H" when ready to go will accept the signal indication as authority to depart ahead of superior trains and will understand 45 degree signal is displayed at Tower "H" for information of superior trains which they are preceding.

SWITCH CONNECTING M. T. A. SIDING.

Electric lock on hand operated switch connecting Met. Transit Authority Siding to eastward main track just west of Draw 7 is controlled from drawtender's house. Rules 268 and 272 govern.

DIRECTION OF TRAFFIC ON YARD TRACKS.

Mystic Branch track toward Mystic Wharf — Eastward
Mystic Branch track toward Tower "C" — Westward

From East Somerville Station toward Yards 2, 20, 19, and former East Somerville Enginehouse — Southward

From Yards 2, 20, 19 and former East Somerville Enginehouse toward East Somerville Station — Northward

The Medford Track, so-called, is signaled for eastward (outward) movements from Draw No. 8 to Medford Jct. and the direction of traffic is eastward (outward). Inward movements between Medford Jct. and Draw No. 8 may be made only when authorized by operator at Tower "C," or under pilot or flag protection.

SPECIAL RULES.

The following Special Rules apply only within Boston yard limits.

NOTE—The words "backup man" as used in these Special Rules apply to any trainman or yardman in charge of backing a train or draft.

When Tower "A," "C" or "H" whistles sound a series of short blasts, everything moving under signals at these points must come to a full stop at once, then proceed only in accordance with General Rule 13 (b). At all other points whistles will be sounded in emergency to stop all movements on freight tracks at lower end of yards 8 and 9 and the "Valley" tracks. This does not affect movements within the interlocking limits of Tower "C."

1. Trains departing from North Station, after being inspected, and two minutes before leaving time, conductor will ring out train from box located at the end of train shed. Conductor, after ringing out train, must proceed to the head end of train in time to give starting motion to engine man, so that train can start on time.

2. When trains, engines or drafts, standing in North Station on tracks other than 1 or 2, are beyond first signal, engine man or man in charge must first obtain permission from "Tower A" yardmaster, or his representative, to proceed to next signal. Yardmaster or his representative, before giving this permission, will first secure permission from operator at Tower "A."

3. Trainmen or yardmen are not allowed to handle trains or drafts in backup movement without first having passed signal examination covering the territory over which they are to run, and must be stationed as required by, and comply with, Rule 843.

3a. Engine men before running in Boston Territory must pass signal examination covering territory over which they are to run.

No engine man qualified in Boston Passenger Yard and North Station territory, who has not operated an engine in the territory in the previous six months, will be permitted to do so until he has reviewed the physical characteristics and special rules with Road Foreman, Passenger Trainmaster or Passenger Yardmaster at Boston.

Engine men bidding off jobs in or out of North Station must comply with the above before taking the job.

Engine men catching a job from an outside spare board must request pilot on first trip in, and comply with the above during their stay in Boston. In such cases pilots will be picked up at Tower "H," East Somerville, or Mystic Junction. It is the duty of the Engine man to inform Crew Dispatch, when reporting, that he requires pilot, and to file a telegram addressed to his Superintendent requesting pilot.

No Conductor or Trainman qualified in Boston Passenger Yard and North Station territory, who has not handled drafts in the territory in the previous six months, will be permitted to do so until he has complied with first paragraph of this rule.

Conductors and Trainmen bidding off jobs in or out of North Station must comply with the above before taking job.

Conductors and Trainmen catching a job from an outside spare board must comply with the above during their stay in Boston. It is the duty of Conductors in such cases to wire Trainmaster's office, North Station, that backup man will be required to handle draft to yard, and to see that his trainman does not attempt to handle draft.

4. After arrival of inbound trains in North Station, rear trainman will remain at rear end of his train until relieved by backup man, who is to move draft to storage yard. Engines removing one or more cars from rear of train will relieve trainman of this duty.

5. After final stop is made on inward trains at North Station, and after train brakes are released, engine man receiving one long whistle on communicating signal appliance must lap the automatic brake valves, and it must be left in lap position until the backup man in charge of draft has complied with following instructions:—

After attaching riding hose to rear end of rear car and giving one long whistle, backup man will make a service reduction sufficient in amount to stop the brakes on the draft, and note that the rear brake applies. When the draft is ready to move, a member of crew of backup man must personally notify engine man that draft is unloaded and ready to back-up. Backup man will then operate push button in train shed to notify Operator in Tower "A" that draft is ready, then give four whistle signals to the engine man to release the train brakes. The backup man will ascertain that

the rear brakes released and will give three whistle signals to the engine man when ready to back.

The engine man on receiving signal to release will note that there has been a reduction made in brake pipe pressure, after which he will release and have brake pipe pressure fully restored before acting on the three whistle signals.

6. On drafts of local inward trains that have cars on head end containing milk, mail, baggage, or express, trainmen will remain at the head end of trains unless relieved by another trainman, in order to give signal to backup man when train is unloaded.

On drafts of other local inward trains, trainmen will remain in their respective positions at platform steps until all passengers are unloaded, and on drafts of man in turn will relay signal to man on rear end that draft is ready to be backed out.

Conductors of all local inward trains will designate a member of crew, other than the backup man, to operate button in train shed to notify operator in Tower "A" that draft is ready to move. Draft will then proceed to first color-light dwarf signal and be governed by its indication.

On drafts of trains in turnward trains, trainmen will remain at their respective positions at platform steps until all passengers are unloaded, when with exception of trainman designated to wait for backup man and trainman in charge of unloading mail, baggage or express, may be relieved from duty.

6a. Before any passenger draft is moved from Storage Yard to North Station or elsewhere involving a back-up movement, the following rule must be complied with:—

After the engine is attached to draft, train brakes tested, and O.K. given by the inspector to engine man or trainman (or the engine man personally notifies the backup man that the inspector has personally notified engine man brakes have been tested), backup man must personally notify engine man that he is in charge of draft, after which the engine man shall lap the automatic brake valve.

Backup man will then return to rear car of draft and after attaching the riding hose will comply with the provision of Rule 843.

7. When switching in North Station area, man who is to handle backup moves must know that he has control of the air brakes before move is started.

7. Backup man in charge of drafts backing into station tracks will, upon entering station track, give engine man backup signal (three whistles) by use of communicating signal. Engine man failing to receive this signal must stop draft at once and must not move until given proper signal.

8. Backup man giving signals from rear of draft to engine man will be held responsible for movement of draft.

8a. Backup man backing draft to passenger storage yards onto tracks already occupied by cars must bring draft to a stop one car length from standing cars.

Cars left in passenger storage yards must be coupled, or be spaced not less than one car length apart.

9. Special care must be used in moving a train or draft in North Station while a train is discharging passengers on an adjoining track.

10. Conductors must see that gates or doors on track side of all cars are closed while trains are entering, leaving, or standing in North Station.

On all trains ENTERING station, it shall be the duty of conductor and trainmen to be stationed on car platform.

11. On inward passenger trains entering the North Station, the engine must be stopped clear of the ramp when the train is short enough to permit the rear of the train to clear lead or adjoining track, this in order to avoid the necessity of passengers having to pass between engine and ramp.

On inward trains when rear cars extend beyond train-shed platform, trainmen should not permit passengers to alight, but should arrange to pass them through other cars where they may alight at platform.

On inward rail motor car trains (Budd RDC Cars) on entering North Station tracks, whether in movement as an inward passenger train or a draft, the leading end of the train or draft must be stopped clear of the toe of the ramp.

12. Trains pulling ahead in North Station to make sure that cars to be left uncoupled should move carefully and only enough to make sure drawbars are unlocked, so that passengers boarding trains will not be inconvenienced.

Engine man receiving whistle or hand signal to pull ahead to cut off a car in North Station will not pull ahead to foul another track without the tower signal.

13. Engines of drafts between North Station and storage yard must be on lookout for hand or lamp stop signal that may be given from man on rear of draft or from man on ground.

14. Engines must not be coupled to trains in North Station until passengers have alighted.

15. Enginemens must not couple onto cars in North Station until engine has come to a full stop and then only when proper hand signals have been given.

Drafts backing in on uncoupled tracks at North Station must have knuckle on rear end of rear car closed.

17. Kicking of cars is prohibited in the North Station or passenger yards.

18. Slack must be taken to make sure coupling is made when coupling engine or cars to trains or drafts in North Station, when yard engines are making up trains in storage yards, and before moving drafts from storage yard to North Station.

19. Empty passenger train drafts and light engines moving between Hoosac Tunnel Diamond and North Station within interlocking limits of Tower "A" will be relieved from provisions of Rules 93 and 99.

Light engines moving outward on outward (westward) Fitchburg Route main track from Hoosac Tunnel Diamond to Tower "H" are relieved from complying with the provisions of Rules 93 and 99 between these points.

20. Toilet doors of all cars on inward trains must be locked before trains reach Prison Pt. Bridge and be kept locked while cars remain in or near North Station. Toilet doors of all cars on outward trains must be kept locked until cars have passed Prison Pt. Bridge.

21. After passengers have left the train, trainmen will go through cars and pick up articles left therein and send at once to Baggage Room or, after office hours, Sundays and holidays, to Passenger Trainmaster's Office, North Station.

22. Conductors on local trains will get outward train mail from and will leave inward mail at mail room, North Station.

Conductors of inward passenger trains handling deadhead equipment, special or milk cars will deliver waybills for such cars to Trainmaster's Office, North Station.

Conductors of outward passenger trains handling such equipment will rail for waybills for those cars at Trainmaster's office, North Station.

23. Train baggagemen on arrival must see that no baggage or mail matter is overlooked.

24. Riding on top of locomotives, tenders and cars between Draw 1 and bumper end of tracks in the North Station area, including Yard 12 and leads to Charles River Stores and Loose Wiles, is strictly forbidden. Riding on the side of cars at awning height while passing the North Station awning is forbidden.

25. Trainmen and yardmen must see that bridges and runs have been removed from express and baggage cars before moving them.

26. Trainmen and yardmen before kicking or humping cars onto tracks where rider is necessary must test hand brakes to see that they are in proper working order.

28. Before any engine or draft moves out to foul the lead from tracks 17 to 23 inclusive, lower yard 8, Mystic Jet., a member of the crew must call yardmaster in Tower 5 for permission to move out of the track.

29. Any engine or draft coming out of REAR of the Boston Engine Terminal on to VALLEY track must first notify and obtain permission from Tower 5 before going on to Valley track.

30. Any crew which has been occupying Valley track while switching must notify yardmaster at Tower 5 when switching is completed; and under no circumstances leave cars on Valley No. 1 without his permission.

31. Tower "C" and Tower "H" must in every case obtain permission from Tower 5 before allowing any movement to enter Valley track.

All movements entering Valley track at the Tower "H" and Tower "C" ends will accept signal for authority to enter on to Valley track.

32. Where illuminating gas or oil burning switch heaters, used to clear snow and ice from switches, are installed it is permissible for rail motor cars to run over these heaters when burning in above territory; but enginemens operating trains or drafts propelled with rail motor cars which stop with motor over these switches during period heaters are liable to be lighted will, if gas heaters are burning, turnoff heater by closing valve located at each switch.

INSTRUCTIONS REGARDING HANDLING OF EQUIPMENT THROUGH CAR WASHING MACHINES.

1. Speed of cut moving through machines when being washed must not exceed one (1) mile per hour (equivalent to one car per minute).

2. Cars must move through machines from yards toward Boston when being washed. Do not move cars in the opposite direction when machines are in operation.

3. Do not take slack on cars while they are in the machines when in operation.

4. When moving cut through the machines during operations, engines must not enter into machines until the brushes are reseeded and enginemans receives motion from the ground crew to move through the machines.

5. When moving a cut into the machines to be washed, cut must be brought to a stop about one car length from the machines before moving into the machines to allow enginemans to get the speed of cut under proper control.

6. Before cars are allowed to go through the machines, windows, doors and traps must be closed; mail catchers and cinder guards on mail cars and dust deflectors on Pullman cars must be removed. Failure to do so will cause damage to the machines.

7. An air whistle is mounted on the outside of the washing machine operator's control cabin to be sounded by the operator to signal the ground crew.

Movements to be made as follows:

1 blast — Stop.

2 blasts — Move away from North Station.

3 blasts — Move toward North Station.

Enginemans must not move on these signals without first getting a proper motion from a member of the ground crew.

RESTRICTIONS GOVERNING SWITCHING OF OIL AND OTHER PLANTS.

Engines are forbidden to go beyond a certain point, and lighted lanterns (other than electric) are not permitted inside the yards of the following oil concerns:— Gulf Refining Co., Yd. 10, Mystic Jet.; Penn Oil Co., Tide Water Oil Co., Terminal Oil Co., Yd. 21, Mystic River Yd.

Signs will be located just outside of each of above plants designating:— the point beyond which engines are not to go, — and the point beyond which trainmen or others are not to use lighted oil lanterns, — and each sign will also instruct crews, when stopping at sign, to procure an

ELECTRIC LIGHT from the Oil Plant Office (leaving oil lantern outside) before going into Oil Co. premises when switching oil plant during time that lighted lanterns are necessary.

FORD PLANT.

Do not use oil lanterns in switching Ford No. 11 — outside track at Ford plant; use electric lanterns obtainable at Gateman's office.

SWITCHES AT BOSTON ENGINE TERMINAL.

A non-interlocked direct setting switch with pot light target, controlled from Tower 5, is located under the New Hampshire Division Route bridge connecting Valley 1 track with track 4 (near enginehouse lead). Normal position of this switch is for movements on Valley 1 track.

A spring switch leads from Track No. 4 (rear of Engine House) to Stall No. 20 Engine House. Normal position of this switch is for movements on Track 4.

Spring switches are located at west end of engine house tracks Nos. 17 and 18 and Diesel ready track No. 16. The normal position of these switches is for movements on track No. 18.

Tracks 17 and 18 are storage tracks.

Track 16 is a Diesel ready track.

All hand thrown switches west end Engine House Territory must be left lined for Engine House Lead after having been used.

Telephones connecting with Tower "H" and Tower 5 located as follows:

One between Track No. 4 and track leading to Stall No. 20, rear of Engine House, opposite north end of power plant. A member of crew of all engines and trains moving out over these tracks will call Tower 5 giving engine number and destination.

One located in switchtender's shanty at the entrance of New Engine House. Switchtender will call Tower "H" identifying engines and their destination moving out.

One located on post at west end of Engine House Territory connecting with Tower "H." Trains or engines being stopped for no apparent reason at this point will immediately use this telephone to notify Tower "H" their engine number and destination.

FREIGHT YARDS 8, 9 and 10, MYSTIC JUNCTION.**Clearance Marks Hump Yard Classification Tracks.**

Yellow marks are located on rails and ties 75 feet beyond the clearance point on all classification tracks, Yards 8 and 9, Mystic Junction.

Cars are not to be left standing between these yellow marks and the clearance point except when engine is attached to them or train or draft extends onto or is doubled out on the lead.

Trains or drafts which are yarded on tracks 1 to 6 inclusive in Receiving Yard 8 and cars of which extend south of Bridge 1.32 must have at least two good hand brakes set on south end. Before the hump end portion of a yarded train or draft is cut off, two good hand brakes must also be set on the hump end of the remaining portion of the yarded train or draft.

The hand brakes on the south (East Cambridge) end of trains or drafts must not be released until the engine pulling the cars from the hump end has the entire cut of cars being pulled in motion towards the hump, this to avoid possibility of pins being pulled some place in the cut and cars starting down the grade into yard 7 when the slack is taken to start the train.

The yardman who releases the hand brakes must remain with cut until it is clear of Bridge 1.32. In the event any portion of the cut is left south of Bridge 1.32, at least two (2) good hand brakes must be set on the south end before yardman leaves the tail end.

Trains or drafts yarded on any other track in Yard 8 and on any track in Yard 9 must have at least two good hand brakes set on hump end.

Note: — The air must be bled from cars before setting hand brakes.

Retarder operators must have retarders fully released before allowing any engine, train or draft to move through retarders.

Snow plows and Jordan spreaders must not operate through retarders.

Trains or drafts to be placed on any other classification tracks in Yards 8 and 9. Running track 9 and receiving tracks 16 and 17 in Yard 9 are not to be skated unless they are being used temporarily for classification purposes; after such use skates must be removed immediately.

When bumping cars to shop or scale tracks in Yard 8, tracks must be skated the same as classification tracks.

It shall be the duty of the field man to see that tracks in his territory are properly skated at all times.

When a track is to be shovelled down to lower end of Yards 8 and 9 (see note covering tracks 10, 11 and 12, Yard 8) do not shove with skates under wheels of equipment. Apply sufficient hand-brakes, remove skates, and after reaching lower end, at least five (5) good hand-brakes must be applied. Skates need not be reset on rails unless there are less than five (5) cars on track.

Crews setting cars in on classification tracks lower Yards 8 and 9 must remove the skates, couple cars onto other cars on the track and apply brakes on cars as specified in above rule. In the event there are less than 5 cars on the track at lower end, skates must be replaced on the track in addition to setting hand brakes on the cars.

Note: — On the so-called "Slot" Tracks, Nos. 10, 11 and 12 in Yard 8, two sets of skates will be used; one set at lower end of track and one set fifteen car lengths from head end of track. Before shoving these tracks down, couple up the cars, remove the upper skates and apply sufficient brakes on engine till have to work, power on being off them. After cars are skated to lower end, at least five (5) good hand-brakes, then replace skates at the upper end of these cars to permit more cars being humped against the skates. Do not hump cars against these cars on lower end until skates are replaced as above stated. Crews moving cars from Tracks 10, 11 and 12, Yard 8, must look out for skates that may be in middle of train.

Keep Portion of Yard 8 Scale Track Clear.

Space on Scale Track between skates at hump end of scale house and cross-walk at lower end of office must be kept clear. If necessary to move cars over this restricted space, a member of crew must precede the movement to warn men who may have occasion to cross the scale track.

THIRD AND FOURTH IRON.

The so-called "Third Iron" from Boston Yard limit board located 1000 ft. south of Somerville Junction to the Dwarf signal located to the right of the third iron just north of Medford St. Bridge is an inward freight lead and the direction of traffic is inward (southward).

OUTWARD (northward) movements over this track may be made in emergency only when authorized by yardmaster, AND UNDER FULL FLAG PROTECTION.

The so-called "Fourth Iron" extending from its connection with "Third Iron" at Walnut St. Bridge to the entrance of inward Yard 8 is a continuation of the Inward Freight Lead and the direction of traffic is Inward (southward).

OUTWARD (northward) movements over this FOURTH IRON may be made only on outward (verbal or hand signal) from towerman at Mystic Junction OR UNDER FULL FLAG PROTECTION.

The above instructions covering both "THIRD" and "FOURTH IRON" movements do not affect movements on these tracks within the home signal limits of the interlocking at Winter Hill. Movements within the interlocking limits will be governed by the General Rules.

All movements on "THIRD IRON" and "FOURTH IRON" will be made as prescribed by Rule 105.

YARD 10 LEAD.

THE YARD 10 LEAD between Medford Street Bridge (just south of Winter Hill Station) and Washington Street Bridge at entrance to Yard 10 is an INWARD FREIGHT LEAD and the direction of traffic is INWARD (southward).

OUTWARD (northward) movements over this track may be made only on permission (verbal or hand signal) from towerman at Mystic Junction OR UNDER FULL FLAG PROTECTION.

All movements on Yard 10 lead will be made as prescribed by Rule 105.

Humping Signals of the color light type are in service and govern Humping Operations on Yard 8 and 9 Hump Leads.

Indications of these humping signals which face north are as follows:

Single Red Stop.
Single Yellow Proceed at normal humping speed about 3 miles per hour.

Double Yellow Proceed at fast humping speed about 6 miles per hour.
Green Proceed at normal yard speed.

Yellow over Red Track up.

The signal indications specified above are repeated simultaneously at three locations on Yard 8 Hump Lead and five locations on Yard 9 Hump Lead.

These signals apply only to engines engaged in humping operations. All other train, yard and engine crews moving on Hump Lead will comply with general Rules Governing the Operation on Yard Tracks.

YARD 8 TRIMMER SIGNAL.

Mounted on signal pole (facing the Classification Tracks) located between the Island Track and the receiving Yard lead just south of the humping signal at the apex of the Hump is a single color light signal known as a Trimmer Signal, the indication of which shows either Red or Green.

When Red it will signify to engine, yard and train crews occupying Tracks 1 to 30 inclusive, Shop Tracks and Scale Track at the upper (hump) end that **humping is proceeding**, and engines must not foul Hump Lead; but while Trimmer Signal shows Red, engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engine man or fireman receives proper signal from a member of his crew.

When Green it will signify **humping has stopped**, and movements may be made on to Hump Lead from above mentioned tracks after engine man or fireman receives signal from a member of his crew (providing switches are properly lined).

Yard 8 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a dwarf signal located to the right of the Hump Lead about 650 feet north of the Northern Artery Bridge.

All movements on to the Hump Lead from the upper (hump) end of Receiving Tracks 1, 2, 3, 4 and 5, and Caboose Track 6, may be made only after receiving proper hand signal providing switches are properly lined.

It shall be the duty of the Yard Foreman working the Hump engine to see that the switch leading from the Hump Lead to the Receiving Yard is properly lined before allowing any engine assigned to humping cars to move out of any tracks in the Classification Yard or Receiving Yard Tracks 1 to 5 inclusive and the Caboose Track on to the Hump Lead.

YARD 9 TRIMMER SIGNAL.

Mounted on signal pole (facing the Classification tracks) located at the apex of the Hump is a single color light signal known as a Trimmer Signal, the indication of which shows either Red or Green.

When Red, it will signify to engine, yard and train crews occupying Classification Tracks 1 to 24 inclusive and Receiving Tracks 19, 20, 21, and 22, at the upper (Hump) end, that **humping is proceeding**, and engines must not foul Hump Lead; but while Trimmer Signal shows Red, engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engine man or fireman receives proper signal from a member of his crew.

When Green, it will signify **humping has stopped**, and movements may be made on to Hump Lead from above mentioned tracks after engine man or fireman receives proper signal from a member of his crew (providing switches are properly lined).

Yard 9 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a dwarf signal located to the right of the Hump Lead about 700 feet north of the Northern Artery Bridge.

All movements on to the Hump Lead from the upper (Hump) end of Receiving Tracks 1, 2 and 3, and Caboose Track, and Track 35, may be made only after receiving proper hand signal (providing switches are properly lined).

It shall be the duty of the Yard Foreman working the Hump engine to see that the switch leading from the Hump Lead to Receiving Tracks 1, 2, 3,

and Caboose Track, and the switches leading from the Hump Lead to Track 35, are lined in normal position for the Hump Lead, before allowing any engine assigned to humping cars to move out of Classification Tracks 1 to 34 inclusive, or Receiving Tracks 19, 20, 21 and 22, to enter upon the Hump Lead. Any other crews using these switches must leave them properly lined for the Hump Lead after having been used.

NOTE:—The indication shown on the Trimmer Signals and the "Back Up" indication as shown on the Humping Signals do not relieve train, yard and engine crews from complying with the General Rules governing operation on yard tracks.

USE OF AIR ON DRAFTS.

Air must be coupled and cut in on drafts moving to and from Mystic Wharf.

In cases where it is not possible to limit the number of cars in a drag in order to comply fully with Rule 12 (I), except when the drag is being handled with air and back-up hose, arrangements must be made to haul the cars, even though it requires running around the drag.

MYSTIC BRANCH TRACKS.

Drafts moving into Mystic Wharf must be limited to 40 cars.

Drafts moving between Rutherford Ave. Yards Nos. 19 and 20 and other yards (EXCEPT MYSTIC WHARF) via Mystic Branch must be limited to 20 cars.

Trolley wires are over Mystic Branch tracks at Main St. crossing and employees are prohibited from riding on top of locomotives or cars at that location.

Movements over East Somerville railroad crossing will be governed by signals operated from Power "C."

Slow speed signals governing movements in opposite directions on the so-called Right-Hand track, Left-Hand track, or engine house track will simultaneously give the Proceed indication, which will allow shifting movements to be made on track governed by signals as long as signals give the Proceed indication.

Signal located to right of outward Mystic Branch track, about fifty feet east of Main Street, is not interlocked with hand switches between that point and next home signal in advance.

MYSTIC WHARF.

At the Old Scrap Dock, "Digger No. 1 Above" and "Digger No. 2 Above" have been retired up to Bent 195, where clog block has been installed.

Flashing red lights inside of Pier 1 above top of cars on tracks 3, 4 and 5 indicate trucking bridge in raised position and no coupling onto cars or switching movement is to be made on these tracks. These flashing red lights in no way relieve crews from full compliance with General Rule 877.

520.

SPRING SWITCH SIGNAL.

Spring switch signal is located at trailing point switch leading from outward Mystic Branch track to the third iron about 100 feet west of Wiggin Lumber Yard crossing.

SPECIAL INSTRUCTIONS

BOSTON DIVISION

Boston Division limits extending from Boston, and which include all branch lines within the area, are identified by "Division Limit" signs between the Fitchburg, and New Hampshire Divisions, and are further identified on the schedule pages of the time-table.

On the New Hampshire Division Route at a point north of North Billerica Station.

On the Fitchburg Division Route east of Willows.

14. ENGINE WHISTLE SIGNALS.

Public crossing signal 14 (1) is not to be sounded for the crossings or in the territory as listed below except in cases of emergency:

Between Boston and Willow Street, Reading Highlands, inclusive.

Between Boston and Salem.

Between Wakefield Junction and Lowell Street.

On Saugus Branch.

On Medford Branch.

Within city limits of Lawrence.

Crossings:

LOCATION	STREET	DIRECTION
BOSTON TO PORTLAND		
Ballardvale	Andover	Both
Andover	Essex	Both
North Andover	Sutton	Both
Exeter	Front	Inward
"	Main	Both
"	Salem	Outward
Dover	Central Ave.	Outward
"	Third and Chestnut Sts.	Inward
North Berwick	Main	Both
Biddeford	Main	Both
Old Orchard Beach	Union Ave.	Inward
" " "	Atlantic Ave.	Both
" " "	Old Orchard St.	Both
" " "	Walnut Ave.	Outward
*Oct. 1 to May 1 inc., sound 14 (m)		
"	At Old Orchard St.	Eastward
"	At Atlantic Ave.	Westward

BOSTON TO PORTSMOUTH

Beverly	Congress	Inward
"	Elliott	Both
"	Balsch	Both
"	Kittredge	Both
North Beverly	Dodge	Both
"	Private crossing 2100 feet west of station	Both
Hamilton and Wenham	Larch	Both
"	Main	Both
"	Asbury	Both
Ipswich	Topsfield	Inward
"	Washington	Both
"	Mineral	Both
"	Liberty	Both
"	Linebrook	Both
Newburyport	Washington	Both

WORCESTER TO LOWELL JCT.

Worcester	Exchange	Both
"	Central	Both
"	Thomas	Both
"	School	Both
"	Garden St.	Outward
Lancaster	Neck Road (South Crossing)	Outward
"	Bolton Road	Outward
"	Neck Road (North Crossing)	Inward
"	Center Bridge Road	Inward

NEWBURYPORT BRANCH.

West Peabody	Lake	Inward
"	Winona	Outward
Danvers	Pickering	Inward
"	Charter	Both
"	Maple	Both
"	Oak	Both
"	Poplar	Both
"	Chestnut	Outward

LOCATION	STREET	DIRECTION
DANVER'S BRANCH.		
Salem, Mass.	Flint Grove	Inward
"	Howley	Both
Peabody	Callier	Inward
"	Wallis	Both
"	Central	Both
Danversport	Purchase	Outward
Danvers	Elm	Outward
"	Cherry	Inward

FORMER SOUTH READING BRANCH.

Peabody	Franklin Church	Inward
"	Lowell	Both

SALEM WHARF TRACK.

Salem, Mass.	Collins	Both
"	Port Ave.	Both
"	Derby	Both

SALEM BRANCH.

West Peabody	Newbury Lowell	Inward
"	"	Outward

SWAMPSCOTT BRANCH.

Phillips Beach	Humphrey	Outward
Beach Bluff	Seaview Ave.	Inward
"	Beach Bluff Ave.	Inward
"	{ School and	Both
"	{ Bessom (Between 9 P.M. and 6 A.M. daily)	
Marblehead		

MARBLEHEAD BRANCH.

Salem	Canal St.	Both
Loring Ave. Station	Loring Ave.	Both
Forest River	Lafayette	Both

GLOUCESTER BRANCH.

Beverly	Elliott	Both
"	Cabot	Both
Montserrat	Spring	Both
"	Essex	Both
"	Paradise Road	Outward
Prides	Hale (east of station)	Both
"	East Thissell	Both
"	West Thissell	Both
"	Outward trains sound whistle 14(m).	
Beverly Farms	West (at station)	Both
"	West, Lee's Crossing	
"	east of station	Both
"	Beach	Both
Manchester, Mass.	Beach	Both
"	Sea	Both

SPECIAL:

East Kingston All trains and engines will sound one long whistle (14m) for Kensington Road crossing just east of station and must not exceed three (3) seconds duration.

Dover Avoid unnecessary whistling during night. Make sounds of shortest duration possible.

Wakefield Center All trains and engines will sound one long whistle (14m) for private crossing about 2400 feet east of station.

PUBLIC CROSSINGS

CROSSINGS NOT CONTINUOUSLY PROTECTED AND OTHER PUBLIC CROSSING REGULATIONS:

- (G) Gates must be lowered in accordance with General Special Instructions.
- (S) When protection is not provided, all moves over crossings must be stopped within fifty (50) feet of crossing and a member of crew protect.
- (A) Approach Crossing prepared to stop unless crossing protection signals are seen to be in operation.

BOSTON TO PORTLAND.

Wellington — Fifth Street. Westward movements on eastward main track, if authorized to pass westward dwarf interlocking signal located about 160 feet east of Fifth Street, must consume at least 20 seconds between this signal and Fifth Street Crossing. Westward movements over crossover connecting eastward main track and Boulevard track, located about 250 feet east of Fifth Street, must consume at least 20 seconds between a point about midway of the crossover and Fifth Street Crossing.

Wyoming — Outward trains scheduled to stop, with eight cars or less, will stop clear of West Wyoming Avenue. Inward trains scheduled to stop will clear West Wyoming Avenue.

Melrose — Outward trains scheduled to stop, with six cars or less, will stop to clear West Emerson Street Crossing. Inward trains scheduled to stop will clear West Emerson Street Crossing. Outward trains may pull in while inward train is standing at station but must stop before reaching West Emerson Street Crossing. Inward trains will not pull in while outward train is standing at station but must stop before crossing West Emerson Street Crossing and not pull in until outward train is clear of station.

Melrose Hlds. — Westward trains scheduled to stop will stop so that leading car in train will be clear and east of Franklin Street Crossing.

Wakefield — Westward trains scheduled to stop will stop so that leading car in train will be clear and east of Albion Street Crossing.

Reading — Station crosswalk. Rule 33 of General Special Instructions applies to this pedestrian crossing.

Ballardvale — Eastward trains will clear crossing with rear car when making station stop account electric gates.

Lawrence — Outward trains from Andover Street Yard will see that Andover Street Crossing is not unnecessarily blocked. Trains must not stop to haul over Andover Street Crossing until they are sure that they have the proper signals and can clear crossing quickly.

- (S) South Broadway. Lowell Hill.
 (S) Beacon Street. Lowell Hill.
 (S) Merrimac Street. At Passenger Station. Yard Tracks.
 (S) Union Street. North Canal.
 (S) Central Bridge. North Canal.

North Andover — In order to avoid false indication on highway crossing flasher signals at North Main Street, movements to and from the former Machine Shop Branch must be made in the following manner: On movements from Lawrence to Machine Shop — stop to clear insulated joints 25 feet west of Marblehead Street Crossing. Trainman walk ahead and open branch track switch and engine will not be moved until this switch is open. Do not restore switch to normal until engine or cars have cleared insulated joints on branch track, which are located 100 feet east of main line frog. On movements from Machine Shop to Lawrence — stop to clear insulated joints 100 feet east of main line frog. Trainman walk ahead and open main line switch. Do not restore switch to normal until engine or cars have cleared insulated joints on eastward main track located 25 feet west of Marblehead Street Crossing.

- (S) Main Street .04 mile east — Machine Shop Branch.
 (S) Elm Street .01 mile east — Machine Shop Station.
 (S) State Highway 2275 feet east — Machine Shop Station.
 (S) Osgood Street .01 mile east of Stevens — Machine Shop Branch.

Bradford — Former Georgetown Branch.
 (S) Appleton's Crossing 5000 feet east.

Newton Jet. — Former Merrimac Branch.

- (S) Whittier's Crossing east of Station.
 (S) Main Street east of Old Newton Station.
 (S) Whittier's Crossing 0.6 mile east of Old Newton Station.

Dover — Former Dover Branch.

- (S) Washington Street.
 (S) Folsom Street.
 (S) Fisher Street.
 (S) Central Avenue.
 — Former Lakeport Branch track.
 (S) Fourth Street.

North Berwick

Station store must be made to clear Main Street Crossing. WESTWARD trains on either track with work to do at North Berwick will stop and leave train sufficient distance east of $\frac{X}{C}$ post east of Junkins Bridge so that entire train will be east of post when ready to proceed to operate gates at Main Street for westward move.
 (S) Main Street. Delivery track on west side. } Speed not to
 (S) Wells Street. East on former Eastern Route. } exceed 5 M.P.H.

Biddeford — In making station stop, EASTWARD trains on either EASTWARD or WESTWARD tracks will stop to clear $\frac{X}{C}$ post east of overhead bridge located just east of Biddeford station, start of crossing circuit for Main Street Crossing, Saco.

Shifting movements over Lincoln Street and Elm Street leading to Peppercorn Manufacturing Company, member of the crew protect crossing and speed not to exceed 6 M.P.H.

- (S) Main Street — Former Eastern Route.
 (S) Lincoln Street — Former Eastern Route. } Speed not to
 (S) Bradley Street — Former Eastern Route. } exceed 5 M.P.H.
 (S) North Street — Former Eastern Route.
 Tannery Crossing, no cars should be placed closer than fifty (50) feet of crossing.
 (S) Gooch Street — York Mfg. Co. track.

Old Orchard Beach — In making station stop, EASTWARD trains on either EASTWARD or WESTWARD tracks will stop to clear $\frac{X}{C}$ post just west of Old Orchard Street crossing, start of crossing circuit for Walnut Avenue Crossing. WESTWARD trains on either EASTWARD or WESTWARD tracks making stop at Old Orchard Beach must stop to clear Old Orchard Street.

BOSTON TO PORTSMOUTH.

Chelsea

- (S) Eastern Avenue — Gulf Oil Co. track.

Forbes

- (S) Forbes Litho. Co. Plant and operate bell on garage.

Revere — East Boston Branch.

- (S) Railroad Avenue.
 (S) State Highway, Maverick Mills 4 m.p.h.
 (S) Addison Street.

Swampscott

- (S) Danvers Road, Lynn Sand and Stone Co. track, 4 m.p.h., flagman protects but when not seen, train crew must protect.

Salem — Phillips Wharf Branch.

- (S) Fort Avenue.
 (S) Collins Street.
 (S) Derby Street.

Beverly

- (S) Cabot Street, Gulf Refining Co. track 10 m.p.h.
 (G) Elliott Street. Gates

Mon. to Fri. Inc.	Saturday	Sunday
4.30AM to 12.30AM	4.30AM to 12.30AM	3.40AM to 12.10PM 2.50PM to 12.30AM

Wenham

- (G) Main Street. Gates

Mon. to Fri. Inc.	Saturday	Sunday
4.35AM to 12.35AM	4.35AM to 12.35AM	3.50AM to 12.01PM 3.00PM to 12.35AM

Ipswich

- (G) Topsfield Road. Gates

Mon. to Fri. Inc.	Saturday	Sunday
5.00AM to 12.45AM	5.00AM to 12.45AM	4.00AM to 12.01PM 3.10PM to 12.45AM

(G) Washington Street. Gates	Mon. to Fri. Inc.	Saturday	Sunday
	5.00AM to 12.45AM	5.00AM to 12.45AM	4.00AM to 12.01PM 3.10PM to 12.45AM
(S) Mineral Street. Watchman	Mon. to Fri. Inc.	Saturday	Sunday
	5.00AM to 12.45AM	5.00AM to 12.45AM	4.00AM to 12.01PM 3.10PM to 12.45AM

At above crossings, watchmen will remain on duty until passage of last regular train, including sections thereof, and Portsmouth-Boston local freight due to leave Portsmouth at 7.45PM except Sundays.

Newburyport — City Railroad

- (S) Parker Street.
- (S) Purchase Street.
- (S) Water Street.

Portsmouth

(S)† Market Street. Gates	Mon. to Fri. Inc.	Saturday	Sunday
(S)† Green Street. Gates	7.30AM to 3.30PM	7.30AM to 3.30PM	7.30AM to 3.30PM
(S) Bartlett Street. Yard	7.30AM to 3.30PM	7.30AM to 3.30PM	7.30AM to 3.30PM
(S) State Road Crossing. Navy Yard Branch.			
(S) Pine Street. Navy Yard Branch. 6 M.P.H. Stop not required.			
(S) Navy Yard Crossing. Navy Yard Branch.			
(A) Old Dover-Portsmouth Road. Newington Air Base track.			
(A) Spaulding Turnpike, northbound. Newington Air Base track.			
(A) Spaulding Turnpike, southbound. Newington Air Base track.			

†Crossing watchmen will remain on duty until switcher comes off former Dover Branch on last trip.

*Moves over Vaughn Street, Portsmouth, between 3.30PM and 11.30 PM Monday to Saturday inclusive, must be protected by a member of crew lowering gates until move over crossing is completed. Passenger trains or drafts are not to pass over Vaughn Street when regular gateman is not on duty.

SAUGUS BRANCH.

Bell Bock	Protection	Mon. to Fri. Inc.
(S) Medford Street.	Watchman	6.40AM to 7.50AM 5.20PM to 6.20PM

Malden (E)

(G) (A) Main Street.	Gates	6.40AM to 7.45AM 5.20PM to 6.20PM
(G) Ferry Street.	Gates	6.40AM to 7.45AM 5.20PM to 6.20PM

Faulkner

(S) Franklin Street.	Watchman	6.35AM to 7.45AM 5.20PM to 6.20PM
(S) Bryant Street.		

(S) Faulkner Street.

(S) Cross Street.	Watchman	6.35AM to 7.45AM 5.20PM to 6.20PM
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Maplewood

(S) Maplewood Street.	Watchman	6.35AM to 7.45AM 5.20PM to 6.20PM
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Broadway

(G) Broadway.	Gates	6.30AM to 7.40AM 5.20PM to 6.20PM
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Linden

(G) Beach Street.	Gates	6.30AM to 7.40AM 5.25PM to 6.25PM
(S) Lynn Street.	Watchman	6.30AM to 7.40AM 5.25PM to 6.25PM

Franklin Park

(S) Salem Street.	Watchman	6.25AM to 7.35AM 5.30PM to 6.30PM
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Cliftondale

(S) Essex Street.		
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Pleasant Hill

(S) Adams Avenue.	Watchman	6.20AM to 7.30AM 5.30PM to 6.30PM
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Saugus

(S) Central Street.	Watchman	6.20AM to 7.30AM 5.35PM to 6.35PM
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East Saugus

(S) Boston Street.	Watchman	6.20AM to 7.25AM 5.40PM to 6.30PM
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Raddin

(S) Summer Street.	Watchman	6.15AM to 7.25AM 5.40PM to 6.40PM
(S) Ashland Street.	Watchman	6.15AM to 7.25AM 5.40PM to 6.40PM

Lynn Common

(S) Cottage Street.	Watchman	6.10AM to 7.20AM 5.40PM to 6.40PM
(S) Spencer Street.	Watchman	6.10AM to 7.20AM 5.40PM to 6.40PM

(G) Western Avenue.

Gates	6.10AM to 7.20AM 5.40PM to 6.40PM	
(G) Summer Street.	Gates	6.10AM to 7.20AM 5.40PM to 6.40PM

Outward trains scheduled to stop will stop clear of Western Avenue Crossing. When train is ready to start, engine bell must be sounded but train will not start until gates are lowered or crossing otherwise protected.

Watchmen will remain on duty until passage of 2110 in AM and 2113 in PM.

SWAMPSCOTT BRANCH.

Phillips Beach

Humphrey Street. Westward trains making station stop, avoid blocking crossing.

Marblehead

(S) School Street.	Protection	Mon. to Fri. Inc.	Saturday
	Watchman	6.00AM to 10.15AM 4.20PM to 8.50PM	6.15AM to 8.00AM

Protection for regular trains only. All extra trains, drafts and light engine movements in and out of Marblehead must stop and a member of crew protect crossing.

Bessom Street. Automatic flasher signal circuits extend 500 feet west to 350 feet east of Bessom Street Crossing. When train starts, makes reverse move or switches within signal circuit, member of crew must operate flasher signals manually. Three-position manual control lever on signal case at crossing operates as follows: "ON" Signals operate continuously.

"OFF" Signals stop and highway traffic passes over crossing. "NORMAL" Signal operate automatically and lever must be left in this position when manual operation completed.

Speed restricted to 6 m.p.h. over School Street and Bessom Street crossings.

MARBLEHEAD BRANCH.

Loring Avenue

- (S) Crossing at Station.

Forest River.

- (S) Crossing at Station.

Marblehead

(S) Bessom Street — Stop	member of crew protect by manually-operated flasher signals.		
(S) School Street.	Protection	Mon. to Fri. Inc.	Saturday
	Watchman	6.00AM to 10.15AM 4.20PM to 8.50PM	6.15AM to 8.00AM

Protection for regular trains only. All extra trains, drafts and light engine movements in and out of Marblehead must stop and a member of crew protect crossing.

DANVERS BRANCH.

Grove Street

(S) Flint Street.	Protection	Mon. to Fri. Inc.	Saturday
	Watchman	5.40AM to 8.00AM 2.00PM to 7.15PM	5.40AM to 8.00AM
(S) Grove Street.	Watchman	5.40AM to 8.00AM 2.00PM to 7.15PM	5.40AM to 8.00AM

Peabody

(S) Howley Street.	Watchman	5.40AM to 8.00AM 2.00PM to 7.15PM
(S) Caller Street.	Watchman	5.40AM to 8.00AM 2.00PM to 7.15PM
(S) Wallis Street	Watchman	5.40AM to 8.00AM 2.00PM to 7.15PM

(G) Central Street. Continuously protected from 5.30AM Monday until 9.30PM Saturday. Sundays will be protected from 5.30AM to 1.30PM.

(S) Central Square.	Former So. Reading Branch.
(S) Church Street.	" " " "
(S) Franklin Street.	" " " "
(S) Allen's Lane.	" " " "
(S) Summit Street.	" " " "

Danvers

- (S) Elm Street.
- (S) Cherry Street.
- (S) Driveway on Wye.

Crossing watchmen will remain on duty until passage of last regular train.

SALEM BRANCH.**Peabody**

- (S) Crowninshield Street.
- (S) Crowninshield Street. A. C. Lawrence Leather Co. Siding.
- (S) Endicott Street.

Proctor

- (A) Circumferential Highway.
- (A) Prospect Street.
- (A) Lowell Street.

West Peabody

- (S) Albert Road (private crossing). Member of crew must operate the manually-controlled highway crossing signals. Rule 33 of General Special Instructions applies to this private crossing.
- (S) Newburyport Turnpike. Member of crew must operate the manually-controlled highway crossing signals.

Phelps Mills

- (S) Lowell Street.
- (S) Russell Street. (Kennedy.)

South Middleton

- (S) Russell Street.
- (S) Boston Street.

WORCESTER TO LOWELL JCT.

Worcester — School Street — Crossing protection circuit over School Street on the Merrill & Usher sidetrack or on the crossover connecting the westward main track with the Merrill & Usher sidetrack extends only about 50 feet west of crossing and about 25 feet east of crossing. Trains or engines using these tracks must stop within these distances and wait until gates are down and flashers have operated for 20 seconds before passing over crossing. Leave no cars in circuit.

Lowell — Meadowcroft Street Crossing must not be blocked. Track holds 125 cars and engine, station to Meadowcroft Street. Conductors must report to Superintendent any case where this crossing is blocked.

Wamest — Old Southern Div. Track.

- (S) Avery Chemical Co. Crossing. Old Southern Div. Track.
- (S) North Street. Tewksbury Center.
- (S) East Street, 4 m.p.h. State Hospital track. Tewksbury.

MEDFORD BRANCH.**Greenwood**

- (S) Spring Street, just south of Station.

NEWBURYPORT BRANCH.

Wakefield Jct. Wakefield Ctr.	{ North Ave. Main St. Bennett St. Richardson St.	{ Flashers. Stop not required.

Watchman located in cabin at Main Street operates flashers for these four crossings while trains are standing on track circuits 7:00AM to 8:00PM or until departure of last regular train Mondays to Fridays inclusive and for high car local east and west on Saturdays.

Wakefield Ctr.

- | | | |
|-----------------------|---|--------------------------------------|
| (S) Water Street. | Protection | Mon. to Fri. Inc. |
| | Watchman | 6.50AM to 8.30AM
5.00PM to 7.00PM |
| (S) New Salem Street. | Watchman | 6.50AM to 8.30AM
5.00PM to 7.00PM |
| | Salem Street. 5 m.p.h. Stop not required. | |

Lowell Street

- (S) Crossing at Station.

Lynnfield Ctr.

- (S) Summer Street. Watchman. Protected for No. 1300, No. 1391 and No. 1308.

West Peabody

- (S) Pine Street.
- (S) Newburyport Turnpike. A member of crew must operate the manually-controlled highway crossing signals.

Collins Street

- (S) Crossing at Station.

Tapleyville

- (S) Holton Street.

Danvers

- (S) Pickering Street.
- (S) Charter Street.
- (S) Maple Street.
- (S) Adams Street Siding to Hygrade-Sylvania plant, 4 m.p.h.

Putnamville

- (S) Crossing at Station.
Wenham Road, 5 m.p.h. Stop not required.

Topshfield

- High Street, 1.07 miles west, 5 m.p.h. Stop not required.
- (S) Newburyport Turnpike. A member of crew must operate manually-controlled highway crossing signals.
- Summer Street, .09 mile west, 5 m.p.h. Stop not required.
- Main Street, .08 mile east, 5 m.p.h. Stop not required.

MANCHESTER AND LAWRENCE BRANCH.**Lawrence**

- | | | | | |
|----------------------|--------|----------------------|------------------|---------------------|
| (G) Merrimac Street. | Gates | Tues. to Fri. Inc. | Saturday | Sunday |
| | Monday | 8.00AM to 4.00PM | 8.30AM to 4.30PM | 12.00NOON to 2.40PM |
| (G) Broadway. | Gates | Tuesday to Fri. Inc. | Sunday | |
| | Monday | 8.00AM to 4.00PM | 8.30AM to 4.30PM | 12.00NOON to 2.40PM |
- When crossing tender goes off duty, he must leave the lights showing green and the lights should remain on.
- | | | | | |
|-------------------|--------|--------------------|------------------|---------------------|
| (G) Water Street. | Gates | Tues. to Fri. Inc. | Sunday | |
| | Monday | 8.00AM to 4.00PM | 8.30AM to 4.30PM | 12.00NOON to 2.40PM |
| (G) Essex Street. | Gates | Tues. to Fri. Inc. | Sunday | |
| | Monday | 8.00AM to 4.00PM | 8.30AM to 4.30PM | 12.00NOON to 2.40PM |
- Crossing tenders remain on duty until after passage of M&L Local, south, Monday to Friday inclusive.
- (S) Haverhill Street. Watchman.
Mon. to Fri. Inc.
9.30AM to 5.30PM
- Crossing will not be protected on Nov. 28, Dec. 25, Jan. 1, Feb. 22.

Methuen

- (S) Union Street. South of Station.

Salem, N. H.

- (S) Main Street. Crossing at Station.

Canobie Lake

- (S) Crossing just north of Station.

Windham

- (S) Three crossings known as "Stickey's," 0.2 mile, 0.5 mile and .07 mile north of Station.

Derry

- (S) South Avenue.
- (S) Broadway. Crossing at Station.

Manchester, N. H.

- (A) Baker Street.
- (A) Beech Street.

CONWAY BRANCH.**Rochester**

- (S) Winter Street.

Hayes

- (S) Highway Crossing on Spaulding's Track.
- (S) State Highway on Spaulding's Track between Hayes and Milton.

Milton — No cars to be placed closer than fifty (50) feet of crossing.

Sanbornville

- (S) Main Street.

North Conway — Sign reading "Flashers Start Here" located 685 feet south of Kearsarge crossing north of North Conway and northward trains must not exceed speed of fifteen (15) miles per hour between this sign and crossing. Engines using Engine House track will not pass sign. Trains will do switching at south end of yard.

LAKEPORT BRANCH.

Genie

- (S) Railroad Ave. Spaulding Turnpike — All trains and engines in either direction must come to a stop at STOP POST located about 20 feet from Crossing, with their lead trucks within 30 feet in approach of STOP POST and wait 20 seconds before proceeding over the crossing.

Rochester

- (S) Upham Street.
(S) Main Street.
(S) Winter Street.
(S) Portland Street.
(S) Wakefield Street.
Spaulding Turnpike — All trains and engines in either direction must come to a stop at STOP POST located about 20 feet from crossing with their lead trucks within 30 feet in approach of STOP POST and wait 20 seconds before proceeding over the crossing.

Farmington

- (S) Route 11 — .07 mile south of Farmington.

WOLFEBORO BRANCH.

Wolfboro Falls

- (S) Center Street.

GLOUCESTER BRANCH.

Beverly

- | | | | |
|---------------------|------------|-------------------|-------------------|
| | Protection | Mon. to Sat. Inc. | Sunday |
| (G) Elliott Street. | Gates | 4.50AM to 12.40AM | 8.05AM to 12.40AM |
| (G) Cabot Street. | Gates | 4.50AM to 12.40AM | 8.05AM to 12.40AM |

Crossing tenders will remain on duty until passage of No. 2549.
Beverly Farms — If any part of a westward train occupies the section of track between Beach Street and a point about 400 feet east of West Street on the westward track for more than 70 seconds, the crossing protection at West Street will automatically cut out.

A train occupying this track for more than 70 seconds, then proceeding westward over West Street Crossing, must use at least 20 seconds between a point 400 feet east of crossing and the crossing.

Manchester, Mass. — A positive STOP post has been installed about 450 feet west of Sea Street Crossing governing eastward trains on either track.

All eastward trains after making stop must consume at least 25 seconds between this STOP post and Sea Street Crossing.

Gloucester

- | | | | |
|------------------------|------------|-------------------|------------------|
| | Protection | Mon. to Sat. Inc. | Sundays |
| (G) Washington Street. | Gates | 5.10AM to 1.10AM | 8.35AM to 1.10AM |

Crossing tenders will remain on duty until passage of No. 2549.

Eastward trains consisting of 7 cars or less must stop with rear end to clear Washington Street. In making stop, make sure engine does not extend beyond the $\frac{X}{C}$ post, start of crossing circuit for Maplewood Avenue Crossing.

If for any reason it is necessary to foul $\frac{X}{C}$ post, member of crew operate cut out for Maplewood Avenue, Willow and Cedar Streets located on signal case opposite $\frac{X}{C}$ post.

Westward trains stop clear of crossing and when ready to start must ring engine bell but must not start train until the gates are lowered or the crossing is otherwise properly protected.

Relative to operation of automatic highway crossing flasher signals at Maplewood Avenue Crossing and at Willow and Cedar Street Crossing, Gloucester:

When switching is required at The Merchants Box Co. siding located 250 feet east of Cedar Street Crossing, movements must be made as follows:

1. Do not switch siding on westward movement from Rockport. Switch siding only on an eastward movement from Gloucester.
2. For eastward movement, approaching Cleveland Street, the crossing protection at Cleveland Street Crossing will operate until the switch to the siding is reversed.
3. After train or engine gets into clear on the siding, the derail and switch must be lined back normal.
4. When ready to pull out of siding, the reversing of the switch will start the automatic flashers operating at Cedar, Willow and Maplewood Crossings.
5. Train must not pass over crossings for at least 20 seconds after switch is reversed in order to allow time for flashers to operate.

AMESBURY BRANCH.

Sallybury

- (A) Cushing Street.

Sallybury Point

- (A) Rabbit Road.
(A) Fowler's Crossing.
(A) Rocky Hill Road.

PORTSMOUTH BRANCH.

Greenland

- (S) Crossing south end of station.

Epping

- (S) Two crossings just south of station.

Raymond

- (S) Crossing north end of station.

East Manchester, N. H.

- (S) Massabesic Street.

Manchester, N. H.

- Taylor Street. Bell. Stop not required.
Belmont Street. Bell. Stop not required.
(S) Valley Street.
(S) Wilson Street.
Hayward Street. Flasher and bell. Stop not required.
Lincoln Street. Bell. Stop not required.

Silver Street.

(S) Maple Street.

Beech Street. Flashers. Stop not required.

Willow Street. Flashers. Stop not required.

Willow Street. Flashers. Stop not required.

Watchman located in elevated cabin between Beech and Union Streets operates flashers on Beech, Union and Willow Streets to avoid false indication. On duty 8.35AM to 12.20PM weekdays only.

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS. (See General Special Rule 33.)

Boston to Reading.....	All crossings.
Reading Highlands.....	Willow Street.
North Wilmington.....	Second Ave. Middlesex Ave. Salem Street.

No. Wilmington to

P. T. Tower One.....	All crossings.
Stony Brook Branch.....	All crossings.
Lowell Branch.....	All crossings.
Everett to, but not including Railroad Ave., Rowley.....	All crossings.
Newbury.....	Knights Crossing. Parker Street.
Newburyport.....	Washington Street.

Montserrat.....

	Spring Street. Essex Street. Paradise Road. Hale Street.
--	---

Prides.....

	East Thissell Street. West Street (Station Crossing).
--	--

Beverly Farms.....

	Beach Street. West Street (Lee's Crossing).
--	--

Manchester, Mass.....

	Beach Street. Sea Street.
--	------------------------------

Worcester.....

	Exchange Street. Central Street. Thomas Street. School Street. Garden Street.
--	---

West Boylston.....

	Temple Street (Brigham's Crossing). Newell Hill Road.
--	--

Lanester, Mass.....

	Neck Road South 01 mi. east on eastward track only (30 MPH for reverse movement). Damon's Crossing 1 mile east.
--	--

HIGHWAY CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE — (See General Special Rule 33)

Trains that use the cut-out must use at least 20 seconds after cut-out is restored before passing over the crossing.

- East Everett..... Second Street.
On steel case on southwest corner of Second Street.
On crossing cabin at Spruce Street.
On steel case at west end of Railway Express Co. Office, Chelsea.
Chelsea..... West Third Street.
On crossing cabin at Arlington Street.
The 3 control boxes listed above under Second Street will also cut out West Third Street.

- The hours of crossing tenders on duty at automatic gate protected crossings at Second Street, East Everett, and West Third Street, Chelsea, are 9.00 A.M. until 5.00 P.M. daily except Sunday.
- Chelsea..... Eastern Avenue.
On steel case southwest corner of Eastern Ave.
On post on northeast corner of Eastern Ave.
Hamilton and Wenham..... March Row.
On post 700 feet west of station.
Hamilton and Wenham..... Asbury Street.
On crossing shanty at Main Street.
Ipswich..... Liberty Street.
Linbrook Street.
On side of shanty at Mineral Street.
Newburyport..... Parker Street.
On steel case at southeast corner of crossing.
Newburyport..... Washington Street.
On post near center of main line crossover east of Parker Street
On post 50 feet west of crossing.
On post 50 feet east of crossing on station platform.
Deverux..... Pleasant Street.
On steel case at wye switch.
Manchester, Mass..... Beach Street.
On post just west of drawbridge.
On canopy post 100 feet west of station.
Gloucester..... Maplewood Avenue.
Willow Street.
Cedar Street.
On steel case on north side of tracks near dwarf signal G 317-2.
Wellington..... Fifth Street.
About 200 feet west of crossing.
Oak Grove..... Winter Street.
On post just west of station.
Melrose..... West Easter Street.
On crossing cabin, West Wyan Avenue, Wyoming.
On crossing cabin, West Emerson Street, Melrose.
Wakefield Jct..... Broadway.
On main track side of Wakefield Jct. Station.
On side of crossing cabin at Albion Street.
Reading..... Station crosswalk.
On post just west of freight house.
North Wilmington..... Salem Street.
On post near switch about 350 feet east of station.
Ward Hill..... Cross Street.
On steel case on southeast corner of crossing.
Plaistow..... Main Street.
On west end of station.
On case on southeast corner of crossing.
East Kington..... Kennington Road.
On steel case on southeast corner of crossing.
Newfields..... Swampscott (Foundry) Street.
On steel case at northwest corner of crossing.
Newmarket..... Exeter Street.
On steel case at southeast corner of crossing.
On west end of Newmarket station.
Newmarket..... Shackford's Road.
On post 1000 feet west of crossing.
Salmon Falls..... Foundry Street.
On post near switch at west end of crossover.
On post, southwest corner of crossing.
Cummings..... Slattery's Crossing.
On post, southwest corner of Foundry Street, Salmon Falls.
On post, southeast corner of Slattery's Crossing.
North Berwick..... Main Street.
On front of station.
Old Orchard Beach..... Union Ave. and Atlantic Ave.
On side of crossing shanty at Atlantic Ave.
On post about 600 feet west of station.
Old Orchard Beach..... Old Orchard Street.
On post about 600 feet west of station.
On steel case about 300 feet east of Old Orchard Street.
Rollinsford, Conway Br. Broadway crossing (Electric Gates)
On pole north of wye switch on Conway Branch.
Foundry..... Indigo Hill Road.
On steel case at northeast corner of crossing.
Rochester..... Portland Street.
On steel case northeast corner of Portland Street.
On depot track side.
Rochester..... Summer Street.
On post near switch at "New York" track.
On post 350 feet north of crossing.
- Hayes..... South of Hayes Station.
On pole about 100 feet south of north end of passing siding.
Milton..... Lebanon Street.
On north end of station.
On steel case at south switch of passing siding.
Union..... Main Street.
On awning post at north end of station.
On post 150 feet north of Excelsior track switch.
Burleyville..... High Street.
On post 200 feet north of crossing.
Ossipee..... Main Street.
On post 250 feet south of crossing.
On post just north of station.
On post near Oil Track Switch.
Mt. Whittier..... Freedom Road.
On canopy post at north end of station.
Conway..... North Road Crossing, 1400 feet south of station.
On post at switch at south end of house track
Conway..... Head's Crossing.
North Road.
On post at Standard Oil track switch 1300 feet north of Head's Crossing.
On post at United Shoe Machinery track switch 800 feet south of North Road.
West Boylston..... Shrewsbury St.
At switch leading to Shell Oil Co. track about 1100 feet east of crossing.
Lancaster, Mass..... Center Bridge Road Crossing.
New Road South Crossing.
On post 200 feet west of Center Bridge Road.
Forge Village..... Pleasant Street.
On side of steel case, southwest corner of crossing.
Londonderry..... Wilsons Crossing
On steel case at crossing.
Londonderry..... Route 28 and Mammoth Road.
On steel case, northwest corner of Route 28 crossing.
Londonderry..... Route 28.
On steel case, southwest corner of Route 28 crossing.
On steel case, south of Mammoth Road on station side of track.
Londonderry..... Mammoth Road.
On steel case, south of crossing on station side of track
Manchester, M&L Branch..... Baker Street.
On post near Manchester Redi-Mix Concrete Co. switch.
East Manchester..... Belmont Street.
On post 100 feet north of Valley Street.
East Manchester..... Hayward Street.
On side of steel case at Lincoln Street.
- 33a. EMERGENCY CONTROL BOXES FOR AUTOMATIC GATES.**
(See General Special Rule 33a.)
- | | |
|-----------------------------|-------------------|
| Boston to Newburyport | All crossings. |
| Gloucester Branch | All crossings. |
| Boston to P. T. Tower One | All crossings. |
| Sterling Junction | Newell Hill Road. |
| Forge Village | Pleasant Street |
| Lowell Jct. (Lowell Branch) | Shawsheen Street. |
| Rollinsford (Conway Branch) | Broadway. |
- 83. TRAIN REGISTER.**
- | | |
|---|--|
| Danvers. | Rockport. |
| Gloucester. | Castle Hill, Salem. (Marblehead Branch) |
| Intervale. | Salsbury (No. 269 only). |
| Marblehead. | Sassboro. |
| Medford. | Wakefield Junction (Newburyport Branch). |
| Newburyport. | Wakefield Center. Eastward first-class trains only. |
| North Conway. | West Peabody (Newburyport Branch). Eastward first-class trains only. |
| Peabody. | |
| Portsmouth. | |
| Rochester (Conway Branch). | |
| Lakeport Branch. Trains register by slip. | |
- Wakefield Center and West Peabody are not register stations under Rule S-83 and sections will not be operated to or from these points.
Rule 83a does not apply at these stations, except trains 1204, 1306, 1308 and 1390 must have Form E before leaving Wakefield Center.
Outward first class trains will accept signal indication at Swampscott as authority to enter the Swampscott Branch. (See General Rule S-83.) All inferior trains before entering the Swampscott Branch must procure Train Register Form 54.
Trains entering Conway Branch at Rollinsford will be cleared by Train Register Form 54.

Trains arriving at Intervals will register on the register book at Intervals and leave register slip at North Conway.

Inferior eastward trains receiving a clear indication on home interlocking signal at East Switch may proceed without regard to eastward schedule of superior trains originating at East Switch.

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS AT DESIGNATED POINTS.

Use former outward main track between Wakefield Junction and Wakefield Centre.

A siding extending between Hampton and North Hampton, designated "Hampton." Inferior trains or trains designated to take siding at Hampton must pull in at first switch of siding in all cases. (General Rules S.88-S.89.)

Somerset. Use long siding (formerly the Conway Branch track) between switch just north of Depot Street and Somerset station.

Rochester. Use passing track north of Summer Street.

Milton. Use long siding north of the passenger station.

Union. Use long siding south of the passenger station.

Sanbornville. Use siding immediately back of station.

93. YARDS, LIMITS DEFINED BY YARD LIMIT BOARDS.

Note to Rule 93 is in effect in the following Yard Limits:—

Boston to Portland: Boston, Lawrence, Haverhill.

Boston to Portsmouth: All yards between Boston and Portsmouth, inclusive.

Worcester to Lowell Jct.

Worcester, east of Garden Street only; Ayer, Lowell.

Haverhill Yard Limit includes former Georgetown Branch to switch 500 feet east of Haverhill Paper Mill.

Newton Junction Yard limit on Merrimac Branch includes the tracks between Newton Junction and Merrimac.

Dover yard limit on former Dover Branch includes the tracks from Dover to Sawyers.

Portsmouth Yard limit includes the tracks to Newington and to Kittery Junction.

Kittery Navy Yard, yard limit, includes the tracks between Kittery Junction and Kittery Navy Yard.

Epping yard limit on former Nashua line includes the tracks between Epping and Freemont.

RESTRICTIONS GOVERNING SWITCHING OF OIL PLANTS.

Lighted lanterns (other than electric) are not permitted while switching the following plants:

Chelsea—American Oil Co.—

Locomotives will not operate on gasoline track tracks while cars are connected for loading or unloading. Crews will obtain electric lanterns from Station Agent.

Revere & East Boston (Chelsea Yard):

Tide Water Oil Co.
Hartel Products Co.
Socony Vacuum Oil Co.
Sun Oil Co.
Naval Depot

A sign is located outside each plant designating the point beyond which locomotives are not to go.

Crews will obtain electric lanterns from station agent at Chelsea.

Portsmouth—Standard Oil Co.—Crews will obtain electric lanterns from crossing house at Spring Switch.

Newington—Atlantic Term. Co.—Crews will obtain electric lanterns located in box about 800 ft. inside the gate.

West Boylston—Shell Oil Co.—Crews will obtain electric lanterns from Watchman at the plant.

98. RAILROAD CROSSINGS AT GRADE.

All trains must stop before passing over railroad crossings at grade. Stop posts indicating the points at which stops must be made are located the required distance from crossing at the following points, as listed below.

WEST PEABODY

Eastward Train Movements on Newburyport Branch.

"Stop" post governing eastward Newburyport Branch trains crossing Salem Branch at West Peabody near Pine Street crossing one stop will serve for the crossing stop and the Salem Branch stop.

DRAWBRIDGE STOP POSTS.

Portsmouth-Kittery Drawbridge

100 feet west of eastward Drawbridge Signal.

100 feet east of westward Drawbridge Signal.

104. SWITCHES.

At Haverhill, Switchman's hours at crossover leading to engine house are 4:30 A.M. to 12:30 P.M. except Sundays and 4:30 P.M. to 12:30 A.M. daily. During hours that switchman is not on duty, switches and electric switch locks will be operated by train or engine crew.

At Bradford, conductors of all trains before using crossover switches must get in communication with operator at Haverhill and ascertain location of freight trains in both directions.

At Newton Junction, the Merrimac Branch switches at east and west end of the wye track will be left in straight position for passing track.

Train Dispatcher's telephone in box at main line crossover at Mile Post N. 104. Conductors of all trains on yard engines and pushers before using this crossover will ascertain location of extra trains from Dispatcher. This does not permit violation of General Rule 93a.

At Clinton Junction, and Clinton conductors or engine men of trains or engines will before entering main track or using crossover switches ascertain location of trains in both directions.

East Switch. Conductors or engine men of trains or engines will before entering main track or using crossover switches ascertain location of trains in both directions, except first class trains entering Portland Div. Outward (Eastward) Main Track at East Switch may if electric lock indicates "unlocked" omit telephone inquiry as to train location, open switch and accept signal indication. If electric lock indicates "locked," permission to operate push button unlock must be obtained from Train Dispatcher.

Ayer (Hill Yard). Trains or engines using trailing point main line crossover just west of AYER, WEST END OF YARD INTERLOCKING, must before using communicate with and receive permission from Train Director at Ayer Tower. Rules 93a and 99 apply.

Salem. A non-interlocking direct acting switch, with color light switch indicator, controlled from Salem Tower, is located on Wharf Track 160 feet from North Street end and connects with Pit Track.

Indicator denotes the position of switch: Green when set for movements on Wharf Track; Yellow when set for movements between Wharf and Pit Tracks; Dark when switch is neither full normal nor full reverse.

At Rockport. Indication on switch leading to station track will show green when switch is set for the track next to the station and red when set for the adjacent or second track from the station.

At Topsfield. The main track in front of old passenger station may be used as a freight delivery track whenever the regular delivery track is full of cars. When cars are left on the main track, switch on the runaround track will be left lined for the runaround track.

SPRING SWITCHES HAVING AUTOMATIC SIGNALS AT SIDINGS.

(Rules 513a, 513c; 529 APPLY.)

Lawrence—Easterly end of Track 17.

Haverhill—Westerly end of Island Track.

Newton Jct.—Easterly end of Outward Passing Track.

West Jct.—Westerly end of Inward Passing Track.

Newfield—Westerly end of Inward Passing Track.

Ayer—Westerly end of Harvard Lead.

SPRING SWITCHES HAVING AUTOMATIC SIGNALS AT END OF DOUBLE TRACK.

(Rules 513b and 513c APPLY.)

Portsmouth—Eastward movements from westward track.

Peabody—Eastward movements from westward track.

Gloucester—Eastward movements from westward track.

SPRING SWITCHES HAVING INTERLOCKING SIGNALS.

(Rule 670 APPLIES.)

Medford Jct. on the easterly end of crossover between eastward main track and Boulevard Track.

Note:—On the westerly end of this crossover is a hand operated switch. The normal position of this hand operated switch is for movements from the Boulevard Track to the eastward main track.

If the color light dwarf signal located to right of Boulevard Track about 100 ft. east of Fifth St., Wellington, governing eastward movements on the Boulevard Track, has been cleared but has not been accepted and passed by the train for which it was cleared, the hand operated switch on the westerly end of the crossover connecting the Boulevard Track with the eastward main track must not be restored to normal position until permission to do so has been received from Tower Director at Tower "C."

Telephone connected with Tower "C" is located near eastward third light home signal at Medford Junction.

The Boulevard Track is a yard track and its use is governed by Rule 105.

Everett Jct.—At end of double track on Saugus Branch.

Pickman Park — At west end of Pickman Park siding Westward movements must comply with Rules 663 and 663b.

Salem — At end of double track, Salem Tunnel.

At end of double track, Danvers Branch.

Northey Point — At end of double track.

Newburyport — At end of double track. Color light dwarf interlocking signal governing eastward movements from westward track displays only a "STOP" indication. Eastward movements from westward track must comply with Rules 663 and 663b.

Emergency — At end of double track. Color light dwarf interlocking signal governing westward movements from eastward track displays only a "STOP" indication. Westward movements from eastward track must comply with Rules 663, 663b and 8-509.

105. SIDE TRACK RESTRICTIONS.

Biddeford. Road engines DF, DP and RDC must not use the freight house track and tracks leading therefrom, including beef house.

Saco. Road engines DF, DP and RDC must not use RIVER TRACK.

Newburyport (City Railroad). Cars must be left to clear slip leading to the water between the old F. & R. coal wharf and Diamond Match Co.

Portsmouth. Road engines of any kind must not use ARMOUR BEEF CO. new track. Road engines placing cars on this track must use stretcher and in addition have air brakes coupled and in use while shifting on this track.

West Street. Engines must not operate inside the wooden building serving A. S. Thurston.

107. Protection of Passengers. (See General Special Instructions, Rule 107.)

Outward passenger trains leaving Boston will be notified by message transmitted by train dispatcher.

Outward freight extras and express trains clearing through Tower C will be notified at that point by message transmitted by Train Dispatcher.

Outward trains entering main track at junction points outside Boston will be notified by Train Dispatcher or operator in charge.

Trains will, when unavoidable, be stopped to receive this information.

Engineers of westward (inward) express passenger trains will be notified at either Reading or Wakefield Junction, while operators on duty, concerning any overdue eastward (outward) local passenger trains.

Notice will be given by displaying westward (inward) train order signal in 45 degree position. It will be the duty of operator on duty to display the signal as prescribed above.

Operator on duty Wakefield Jet., 5:30 A.M. to 9:30 P.M. Monday to Friday, inc. only.

Ticket Agent-Operators on duty at Reading 5:40 A.M. to 9:20 P.M. Monday to Friday, inc. only.

Nothing in the above will relieve enginemen from proper observance of General Rule 107.

STATION SIGNALS.

OUTWARD	INWARD
Andover	Biddeford (on eastward track)
Essex	Bellardvale
Newmarket	Reading
Wells Beach	Swampscott
Biddeford	Chelsea
	Everett

109. BULLETIN BOARDS.

PASSENGER STATIONS.	YARD OFFICES.	ENGINE HOUSES.
Boston Register Room.	Mystic Jet.	Boston Engine Terminal Engine Dispatchers' Office.
Chelsea (Freight Office).	Dover.	Dover.
Dover.	Haverhill.	Haverhill.
Haverhill.	Lawrence.	Lawrence.
Lawrence.	Middlesex.	Middlesex.
Lowell. (Telegraph Office).	Manchester, N. H.	Manchester, N. H.
Lynn, Baggage Room.		
Marblehead.		Portsmouth.
North Conway.		
Portsmouth.		
Reading.		
Rockport.		
Salem, Mass.	Salem, Mass.	Salem, Mass.
Worcester.	So. Worcester.	So. Worcester.

All Boston Division Bulletin Notices (and New Hampshire Division Bulletin Notices affecting train movements through Lowell Yard) will be posted on bulletin boards at Portland Union Station and Yard 8 and at Higby Yard Telegraph Office and Engine Dispatcher's Office.

110. SPEED RESTRICTIONS. BOSTON TO PORTLAND

	DIRECTION	MILES PER HOUR	PASS. FR.
Maximum Draw No. 8, East Somerville to P. T. Tower One			
Boston North Station and Hoosac Tunnel Diamond	Both	70	45
Drafts backing into North Station, between north end of station platform and bunter.		15	15
Hoosac Tunnel Diamond and Draw No. 8, East Somerville		8	8
Over Draw No. 8, East Somerville		40	20
Medford track, Draw 8, to Medford Jet. Restricted		20	20
		30	30
Malden:			
Malden Station to Winter Street, Oak Grove	Outward	50	—
Engine House to Andover St.	Both	60	35
Andover St. to Osgood St.	Both	45	—
Lawrence Station Track	Both	10	10
North Andover:			
On all curves Shawheen River Bridge west of North Andover to and including curves east of Ward Hill			
Bradford Curve (Board)	Both	60	40
Newfields between mile posts 54 and 55	Both	35	35
Dover (Central Avenue) (Board)	Both	65	—
Biddeford (former Dover Branch)	Both	35	35
Biddeford (Curve at Main St.)	Both	5	5
Saco (Main Street)	Both	45	45
	Both	30	30

SPEED RESTRICTIONS, P. T. CO.

As shown in Portland Terminal Co. current Time Table.			
P. T. Tower One and Oil Plant	Both	40	20
Union Station — All trains and engines over Congress St. Crossing and entering station	Both	6	6

BOSTON TO PORTSMOUTH

Maximum Draw 7, E. Somerville to Portsmouth	Both	60	40
Boston, North Station and Hoosac Tunnel Diamond		15	15
Drafts backing into North Station, between north end of station platform and bunter.		8	8
Hoosac Tunnel Diamond and Draw No. 7, East Somerville		40	20
Over Draw No. 7, East Somerville		20	20
Lynn, reverse curves between Pleasant Street Bridge and Green Street Bridge	Both	50	40
Salem, reverse curve east of Castle Hill	Both	20	20
Salem, between Castle Hill and Salem station	Both	30	30
Salem between Norman St. and Salem Interlocking Station	Both	5	5
Ipswich (around curves)	Both	25	30
Newburyport through Spring Switch	Outward	30	30
	Inward	30	30
Emergency, through spring switch	Inward	30	30
Portsmouth (Curve east of Vaughan St.)	Both	15	15
Portsmouth (sharp curves both ends of Pisentaqua Bridge)	Both	15	15

WORCESTER TO LOWELL JCT.

Max. Speed Barber and North Chelmsford	Both	60	40
Worcester and Garden Street	Both	20	20
Garden St. and Barber	Both	40	30
Curve at Summit	Both	45	35
1st and 2nd curves east of Summit	Both	50	35
(Near MP W-6)			
Worcester Road Bridge No. 6.60 to Potts Crossing	Both	50	40
Reverse curve about 1 mile east of Oakdale	Both	40	35
Curve 1/4 mile east of Sterling Jet.	Both	50	40
Reverse curves at Howes Bridges	Both	35	35
Cent. Switch, Through the connection to Cent. Mass. B.			
Curve at Clinton Station and first curve west	Both	15	15
Curve at Thayer	Both	40	30
1st curve east of Lancaster	Both	45	30
Curve at Harvard station	Both	50	40
	Both	50	40

	DIRECTION	MILES PER HOUR	
		PASS.	FRT.
Curve at M.P. A-5½ mile west Forge Village	Both	50	40
1st curve east of Forge Village	Both	50	40
Curves between west end of Middle and Graniteville station	Both	50	40
Middle track, Graniteville and Westford	Both	30	30
West Chelmsford curve ¼ mile east	Both	50	40
North Chelmsford — between Middlesex Street and station	Both	30	30
Maximum Bleachery and Lowell Jet.	Both	60	35
Bleachery — between Concord River Bridge and signal bridge east of Meadowcroft Street	Both	35	35
Concord River Bridge to Wamesit	Both	50	50
Lowell Junction (West wye)	Both	15	15
Lowell Junction (East wye)	Both	30	30

MEDFORD BRANCH.

Maximum		40	25
400 ft. north Middlesex Ave. to Medford Jet.	Inward	10	10
Middlesex Avenue	Both	10	10
Medford through turn-out	Both	10	10

NEWBURYPORT BRANCH.

Maximum		35	25
Wakefield Junction, entering or leaving main line	Both	10	10
Highway Crossings between Wakefield Jet. and Wakefield Ctr.	North Ave. Both	10	10
	Main St. Both	10	10
	Bennett St. Both	10	10
	Richardson St. Both	10	10

SALEM BRANCH.

Maximum		20	20
Peabody (between Endicott St. and station)	Both	15	15
A. C. Lawrence Leather Co. Sidetrack over Crownshield St.	Both	4	4

PORTSMOUTH BRANCH.

Maximum		35	30
Between Manchester and East Manchester	Both	15	15
Candia highway crossing just north of station	Both	20	20
Bald Hill crossing north of Severance	Both	15	15

MANCHESTER & LAWRENCE BRANCH.

Maximum		35	30
Between Lawrence Tower and north end of yard (backing)	Both	25	10
Both	Both	10	10
Lawrence Station to Merrimac St. via wye track	Both	10	10
Bridge 0.48 Lawrence	Both	20	20
Bridge 20.29 Londonderry	Both	20	20
Between Elm St. Bridge and Manchester	Both	15	15

LAKEPORT BRANCH.

Maximum		20	20
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SAUGUS BRANCH.

Maximum		45	25
Lynn Common, curve (Board)	Both	15	12

SWAMPSCOTT BRANCH.

Maximum		45	20
Reverse curves between Phillips Beach and Swampscott	Both	30	15
Devereux — between Smith and Pleasant Sts.	Both	15	15
Devereux — wye switch to Pleasant St.	Inward	25	20
Devereux — wye switch to Pleasant St. for move from wye track	Inward	5	5
Marblehead (between station and Slow Board 500 feet west of Bessom St.)	Both	6	6

MARBLEHEAD BRANCH.

Maximum		35	20
Forest River, reverse curve, east (Board)	Both	15	12
Marblehead (between station and Slow Board 500 feet west of Bessom St.)	Both	6	6

DANVERS BRANCH.

Maximum		45	30
Between North Street and east end of Salem	Both	15	15
Salem, Carletonville curve	Both	30	20
Peabody Station to first overhead bridge (Board)	Both	25	20
" Central St., at end of double track over spring switch and turnout	Inward	15	15
Danversport — Bridge 20.16 and curve at Danversport	Both	15	15

	DIRECTION	MILES PER HOUR	
		PASS.	FRT.
Danversport State Highway Bridge	Outward	15	15
Danversport — Purchase St., 0.5 mile east of station	Both	6	6
Danvers (Elm Street Crossing)	Both	20	20

GLOUCESTER BRANCH.

Maximum		60	40
Beverly Farms, station to West St. (Lee's Crossing)	Outward	35	35
West Gloucester — between MP 29 and MP 30	Both	50	25
Gloucester (Washington Street) (Board)	Outward	15	15
" (end of two or more tracks) (Board)	Inward	8	8
" (curve east of) (Board)	Both	15	10
Rockport loop (Board)	Both	8	10
" Engine house switch to Station	Outward	15	8

AMESBURY BRANCH.

Maximum		35	25
Salisbury Point — between Rabbit Road and Elm Street	Both	25	25
Amesbury Yard	Outward	15	25

CONWAY BRANCH.

Maximum		40	30
Rollinsford Station to 1200 ft. north	Both	20	20
Between Somersworth Station and North of freight house	Both	10	10
Rochester Station (Board)	Both	10	10
Portland Street to 800 feet north of Summer St.	Both	10	10
● Mountainview, Bridge 115.57, 0.56 mile south of station	Both	20	20
Mountainview, Main Street crossing, at Station	Both	15	15
Madison, Depot Street crossing	Outward	5	5
North Conway — crossing just North of Station	Both	10	10
North Conway, Rearsage crossing	Both	15	15
● Does not apply to R.D.C. trains.			

WOLFEBORO BRANCH.

Maximum		20	20
Curve at Cotton Valley	Both	20	15
Wolfboro Falls, Bridge 109.33 on passing track only	Both	10	10
Wolfboro (south of station)	Outward	15	15

D-151. DESIGNATION AND USE OF MAIN TRACKS. TWO OR MORE TRACKS.

	FROM		TO
	Boston	Boston	Portland Terminal
Boston to Portland			Limit sign at P. T. Tower One
Boston to Portsmouth.	Boston.	Northey Point, Salem, Emery.	Salem Station.
Worcester to Lowell Jet.	Worcester U.S.	Newburyport.	Portsmouth.
	Willows.	Ayer.	North Chelmsford.
	Bleachery.	Lowell Junction.	Lowell Junction.
Saugus Branch	Everett Junction.	West Lynn.	
Danvers Branch.	Salem.	Peabody.	
Gloucester Branch.	Beverly Jet.	Gloucester.	

Established Direction of Traffic on the Medford Track.

The Medford Track is signalled for Eastward (Outward) movements from Draw 8 to Medford Jet., and the current of traffic is Eastward (Outward).

Movements against the current of traffic between Medford Jet. and Draw 8 may only be made when authorized by Tower Director at Tower "C" or under pilot or flag protection.

PORTLAND.

All trains using tracks of the Portland Terminal Company will be governed by the rules, regulations and time tables of that company.

Train orders required by Boston & Maine R. R. trains to run in sections over Portland Terminal Company, between Union Station and Tower One, will be issued over signature of Superintendent, Boston & Maine R. R., Boston Division.

WORCESTER.

All trains and engines using tracks of the New Haven Railroad west of signal bridge at eastern end of Ylinduct at Worcester will be governed by Rules and Regulations of the New Haven R. R. and all B. & M. employes operating in New Haven territory must be qualified as required by New Haven R. R.

INTERVALE — MAINE CENTRAL RAILROAD.

No Boston and Maine train or engine shall enter Maine Central track at Intervale without time table or train order authority without first providing adequate protection in both directions on the Maine Central R. R.

Permission to use Maine Central tracks must first be obtained from agent or operator if on duty.

208a. CLEARANCE FORM A.

No Inward (Westward) train will leave Portsmouth without a Clearance Form A during the hours operator is on duty.

On duty hours of operator, Portsmouth, are daily 5.45 a. m. to 9.30 p. m.

Clearing of trains at Portsmouth.

When there are no orders, the Issue of Clearance Form A must be authorized by train dispatcher, except that when wires are not working, operator may issue it without such authority, making report to dispatcher when communication is restored. Conductor and engine man must each have a copy.

221. TRAIN ORDER SIGNALS.

Train order signal on Conway Branch at Sanbornville will also govern trains on the Wolfeboro Branch.

Train order signal at Lowell Tower will govern both New Hampshire and Boston Division trains.

Train order signal at Manchester, N. H., tower will govern trains on the New Hampshire Division, Manchester and Lawrence and Manchester and Portsmouth Branch trains.

D-225. 45° INDICATION.

45° Indication on Train Order Signals authorized at following points:

Boston to Portland	Worcester and Lowell Jet.
Wakefield Jct.	Garden St. (Eastward)
Reading	Ayer
Lowell Jct.	Lowell Jet. (Eastward)
Lawrence Tower	
Haverhill	
Newton Jct.	
Rockingham	
Dover	

Lowell Jet., a green flag by day or a green light by night displayed on Lowell Jet. Tower will be considered as a 45-degree indication for Boston to Portland Route trains.

365. CENTRALIZED TRAFFIC CONTROL SYSTEM (C. T. C.)

Train or engine movements may be made on signal indication as specified below:

BETWEEN**WILMINGTON JUNCTION AND LOWELL JUNCTION.**

Under direction of Train Director at Lowell Junction. Movements may be made in either direction on either track.

WILMINGTON JUNCTION AND WILMINGTON.

Under direction of Train Director at Lowell Junction. Movements may be made in either direction.

DOVER AND P. T. TOWER ONE

Under direction of Train Dispatcher at Dover.

Movements may be made in either direction on either track.

SALEM AND NORTHEY POINT

Under direction of Train Director in Salem Tower.

Movements may be made in either direction.

NORTHEY POINT AND BEVERLY DRAWBRIDGE

On Eastward Track Only.

Movements may be made in either direction by Signal Indication under direction of Train Director at Salem Tower on EASTWARD TRACK ONLY between Northey Point Interlocking and the Westward Color Light Dwarf Signal for Beverly Drawbridge, located to right of Eastward Track just east of Congress St., Beverly.

A member of crew of trains or engines desiring to make westward move from Congress St., Beverly, on eastward track must notify Train Director in Salem Tower when ready to make move. Upon receiving permission from Train Director to make the above move, member of train crew will

operate Lower push button located in Congress St. crossing shanty for the purpose of clearing the westward color light dwarf signal.

The switch leading to Gulf Refining Co. located in Eastward Track east of Congress St., Beverly, must be in Reverse position, or train must be standing on Eastward track approaching above color light dwarf signal, before Lower push button is operated.

After permission is secured from Train Director at Salem Tower and lower push button is operated as indicated above and for some reason the reverse movement is not to be made, the upper push button must be operated to cancel the signal; otherwise, the Eastward Home Signals at Northey Point and Beverly Drawbridge will continue to indicate "Stop."

AYER AND WILLOWS.

Under direction of Train Director at Ayer.

Movements may be made in either direction on either track.

WILLOWS AND NORTH CHELMSFORD.

Under direction of Train Director at Lowell Tower.

Movements may be made in either direction on either track and on Grayville Middle Track.

NORTH CHELMSFORD AND MIDDLESEX.

Under direction of Train Director at Lowell Tower.

Track No. 1 — NORTHWARD movements only.

Track No. 2 — Movements in either direction.

Track No. 4 — SOUTHWARD movements only.

Note: Track No. 3 is a passing siding with northward assigned direction and is NOT Centralized Traffic Control operation.

MIDDLESEX AND WAMESIT.

Under direction of Train Director at Lowell Tower.

Movements may be made in either direction on either track.

503. AUTOMATIC BLOCK SYSTEM. SEE GENERAL RULES.

Boston to Portland. Between Boston and P. T. Tower One.

Boston to Portsmouth. Between Boston and former Dover Branch switch east of Portsmouth.

Former Dover Branch. track switch east of Portsmouth and a point about 1950 feet east of this switch.

Navy Yard Branch. Between a point about 300 feet west of the eastward Portsmouth-Kittery Bridge interlocking signal and a point about 300 feet east of the westward Portsmouth-Kittery Bridge interlocking signal.

Worcester to Lowell Jet. Between Central St., Worcester, and Ayer. Between Willows and North Chelmsford. Between Bleachery and Lowell Jet.

Saugus Branch. Between Everett Jet. and West Lynn.

Danvers Branch. Between Salem and sign 1.0 mile east of Peabody.

Gloicester Branch. Between Beverly Jet. and Rockport.

On Branch lines entering Main tracks having an Automatic Block System, the Automatic Block System is in effect on the Branch Line between "Signal Territory Starts" or "End of Signal Territory" sign and main track connection.

512a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS.

LOCATION	SIGNAL NUMBER	CLEARING TIME
Clinton, Engine house track	SA174	4 minutes
Ayer, Harvard Lead Switch	SA262	3 minutes
Lawrence, east end track 17	SD269	3 minutes
Haverhill, west end Island track	SD328	5 minutes
Newton Jct., east end of eastward passing track	SD417	7 minutes
Newton Jct., west end of westward passing track	SD408	7 minutes
Newfields, west end of passing track	SD534	8 minutes

513b. AUTOMATIC SIGNALS GOVERNING "AGAINST TRAFFIC" MOVEMENTS FROM DOUBLE TRACK TO SINGLE TRACK.

LOCATION	SIGNAL NUMBER	CLEARING TIME
Portsmouth	P-571-2	2 minutes
Peabody	DA-185-2	3 minutes
Gloicester	G-317-2	3 min., 15 sec.

520. OTHER TYPE SIGNALS.

One light color light dwarf signal located ahead of points of spring switch governing movements against point of switch only located at:

Ayer	Harvard Lead switch
Lawrence	East end track 17
Haverhill	West end Island track
Newton Jct.	East end eastward passing track
Newton Jct.	West end westward passing track
Newfields	West end westward passing track

605. LOCATION OF INTERLOCKING SIGNALS.

(SEE INTERLOCKING SIGNAL RULES.)

BOSTON TO PORTLAND

Draw No. 1 — Tower A★	Newton Junction Westward
Tower A	Newfields
Tower C	Rockingham
Draw 8, East Somerville □	Dover West end eastward siding
Medford Junction	Dover East end eastward siding
Wakefield Junction	Dover
Reading	Rollinsford
Wilmington Junction	North Berwick West
Lowell Junction	North Berwick East
Lawrence Engine House	Kennsunk
Lawrence	A. R.
Haverhill (Engine House)	Grand Beach
Newton Junction Eastward	PT Tower One

BOSTON TO PORTSMOUTH

Draw No. 1 — Tower A★	Pickman Park (unattended and Rule 663b applies)
Tower C	Castle Hill
Draw 7, East Somerville □	Salem
Everett Junction	Wharf Track
Revere (unattended and Rule 663b applies)	Norbury Point
Saugus River Drawbridge Δ	Beverly Drawbridge z
West Lynn	Beverly
Lynn	Newburyport Δ
Swampscott	Emery
	Portsmouth-Kittery Bridge ●

GLOUCESTER BRANCH.

Beverly	Manchester Drawbridge Δ
	Gloucester Drawbridge Δ

MANCHESTER AND LAWRENCE BRANCH.

Manchester, N. H.	Lawrence
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PORTSMOUTH BRANCH.

Rockingham	Manchester, N. H.
Emery	

★Trains stopped by interlocking signals at drawbridge may proceed over drawbridge on verbal permission given by drawtender, or, in absence of drawtender, train must be preceded by a flagman over drawbridge. After passage of automatic color light dwarf interlocking signals, train may proceed at restricted speed as provided in Rules S-509 or D-509.

★Draw No. 1 — Tower A — is protected by semi-automatic color light dwarf interlocking signals and by power operated gates controlled from Tower "A."

A warning whistle will sound a single long blast just prior to opening drawbridge.

□ Draw No. 7 — East Somerville, Boston to Portsmouth Route, is protected by semi-automatic color light dwarf interlocking signals, also by gates on each side of Draw, displaying target board by day and red light by night over each track. Also by red flags by day and red lights by night placed between the rails of each track on each side of Draw. At night a green light in Draw Tower indicates Draw closed.

○ At Draw No. 8 — East Somerville, Boston to Portland Route, both main tracks, the Medford Track and Boulevard Track are protected by semi-automatic color light dwarf interlocking signals. Both main tracks are also protected by gates on each side of Draw displaying target boards by day and red lights by night over each track. Also all tracks over Draw are protected by red flags by day and red lights by night placed between the rails of each track on each side of Draw.

Trains or engines stopped by semi-automatic color light dwarf interlocking signals at Draw No. 7 or Draw No. 8 may proceed over drawbridge on verbal permission given by drawtender, or in his absence must be preceded by flagman. After passing over drawbridge, train or engine may proceed on signaled tracks as provided in Rule D-509.

● Trains stopped by interlocking draw signal at PORTSMOUTH-KITTERY BRIDGE, trainman must communicate by telephone with operator at Portsmouth station. No movement without proper signal indication is to be made except on the authority of the operator at Portsmouth station, and any such movement made under this authority must be made under full flag protection for eastward movements to sign "End of Signal Territory," and for westward movements to eastward sign "Signal Territory Starts," and position of draw rails and all conditions which might affect the safety of the movement must be thoroughly examined.

WORCESTER TO LOWELL JUNCTION

Barber	Lowell
East Switch (unattended and Rule 663b applies)	Lowell Junction
Ayer, west end of yard	Westford
Ayer	North Chelmsford
Willows	Wamesit
Granville	

WORCESTER, GARDEN STREET TO UNION STATION.

SPECIAL SIGNALS AND RULES.

Home signal for westward movements is located on pole attached to south side of Garden Street tower. This signal governs westward movements on westward track to New Haven Railroad home signals located on signal bridge at east end of Union Station, subject to indications of automatic block signals between Garden Street and Central Street.

Dwarf signals at New Haven Railroad Signal Station No. M-334 at Franklin Street govern eastward movements to Garden Street, subject to indications of automatic block signals between Central Street and Garden Street, except that eastward movements which stop at Union Station, or whose schedules originate at that point, must not depart until they receive a Proceed green flag or lantern signal from the switchtender at the viaduct. Switchtenders on duty at viaduct 7:00 A.M. to 3:00 P.M. Monday to Friday inclusive and 11:00 P.M. to 7:00 A.M. daily. When switchtender not on duty any eastbound train or engine receiving a Proceed signal at FRANKLIN ST. TOWER to enter track 4 at UNION STATION will have the authority to proceed to GARDEN ST. without the green flag or lantern signal from switchtender at the VIADUCT.

Switchtender at the Viaduct will work under the supervision of the New Haven Railroad Signal Station operator at Franklin Street.

Towermen of the B. & M. R. R. at Garden Street and of the New Haven Railroad at Franklin St. Tower must know prior to authorizing movements between the two points that the main track route to be used is clear of other conflicting movements. If the route is not clear, the crew in charge of the movement to be made must be fully informed of the circumstances. Complete record of trains or engines passing must be kept by the towerman at Franklin Street Tower, the switchtender at the Viaduct and the towerman at Garden Street.

Worcester. Crossovers at Garden Street must not be used without first obtaining permission from the operator at Garden Street.

Crossovers and switches between Central Street and Worcester Union Station must not be used without first obtaining permission from switchtender at Viaduct when on duty. When switchtender is not on duty, permission must be obtained from towerman, New Haven Railroad, Franklin Street Tower.

Conductors and trainmen leaving cars standing on tracks at the Worcester Union Station without a man to protect them must in all cases notify the operator in the New Haven Railroad Signal Station at Franklin Street.

OPERATION OF SWITCHES AND SIGNALS EQUIPPED WITH ELECTRIC SWITCH LOCKS.

Instructions for operation of electric switch locks on hand operated switches at the following locations are shown on inside of door to electric lock for information of train or engine crews when switch tender is not on duty.

Heading	Saugus River Drawbridge
Haverhill Engine House	Pickman Park
East Switch	Emery
Ayer, west end of yard	Manchester Drawbridge
Revere	Gloucester Drawbridge

WARNING: — When it is found necessary to operate push button releases to unlock switches, care must be used to be reasonably certain that no approaching train is close since operation of push button will set any clear signal to stop position and may thereby give an approaching train a red home signal after it has passed a clear approach.

OTHER INTERLOCKING SIGNALS, NORMAL INDICATION OF WHICH IS PROCEED.

To protect trains or engines entering a main track or in making a cross-over movement (see General Rule D-152), signals must be set to display most restrictive indication, then wait three (3) minutes before lining switches.

When stop is indicated by these signals, trains or engines must not proceed on hand signals until a flagman has been sent ahead and ascertained the full situation. They may then proceed on signal from flagman. (See General Rule 663-b.)

Such signals are located at the following points:

NEWBURYPORT BRANCH.

Wakefield Junction.
West Peabody.

SALEM BRANCH.

West Peabody.

All trains operating via Salem Branch at West Peabody will operate signals for their own trains.

Interlocking signals at West Peabody will normally be left set "clear" for Newburyport Branch trains.

Salem Branch trains before entering interlocker at West Peabody will set signals for Newburyport Branch in "stop" position; then will clear signals for Salem Branch, and after movement is made through interlocker will restore Salem Branch signals to "stop" position and set Newburyport Branch signals at "clear" position.

GLOUCESTER BRANCH.

Rockport Loop (Main track).
Rockport Loop track.

SEMAPHORE SIGNALS.

Until further notice, two-arm semaphore Home Interlocking Signals will remain in service as listed below, and will display indications as follows:

Top arm at 60° and bottom arm at horizontal (green light over red light) — "PROCEED."

Top arm at horizontal and bottom arm at 60° (red light over green light) — "PROCEED at RESTRICTED SPEED."

Both arms horizontal (two red lights) — "STOP."

Wakefield Junction (near Main Street), governing westward movements on Newburyport Branch.

Rockport, governing westward movements on Gloucester Branch.

824. Toilet doors of all cars must be kept locked between Greenwood and Wakefield Jet., between Gloucester and Rockport, and between Manchester, N. H., and Candia, N. H.

CLOSE CLEARANCES.

LAWRENCE. Arlington Mills tracks. Electric wires over track not standard clearance.

HIGHWAY CROSSINGS. Trolley wires over tracks and no telltales.

CHELSEA.	Everett Avenue.
MALDEN (E)	Main Street.
	Ferry Street.
	Broadway.

TAPLEYVILLE. Siding of C. L. Elliott Co.

0.10 mile west of station.

Electric wires not standard clearance.

WORCESTER. Between Garden Street and School Street.

CLINTON

New Haven end of Wickwire Spencer track where track goes under building.

Bridge over Blackstone Plush Mills siding.

No telltales on these tracks.

BIDDING ON TOP OF CARS OR LOCOMOTIVES AT THESE LOCATIONS PROHIBITED.

	Maximum Weight of Car and Lading	Road Engines		Switchers
Boston — Rigby	250,000	All		All
Boston — Northey Point, Salem	250,000	⊙All		All
Northey Point — Portsmouth	210,000	All		All
Worcester — Lowell Jct.	250,000	All		All
Medford Branch	185,000	All		All
Wakefield — West Peabody	210,000	All		All
West Peabody — Topsfield	210,000	All		All
Salem — Peabody	210,000	All		All
Peabody — West Peabody	210,000	DF1ab, 2a, 3ab, DRS 1abed, 2a, 3bed, 4a, RDC 1, 2, 3, 9		All
West Peabody — South Middleton	210,000	All		All
Peabody — Danvers	210,000	All		All
Former Georgetown Branch	210,000	DRS 1abed, 2a, RDC 1, 2, 3, 9		DS 1a, 2bed, 3ab
Manchester — Lawrence Branch	210,000	All		All
Former Merrimac Branch	210,000	DRS 1abed, 2a, RDC 1, 2, 3, 9		All
Portsmouth — Manchester	210,000	All		All
Former Lakeport Branch	250,000	DRS 1ab, 2a		DS 1a, 2bed, 3ab
Saugus Branch	250,000	All		All
Swampscott Branch	210,000	All		All
Marblehead Branch	210,000	DP 1ab, DRS 1abed, 2a, 3bed, 4a, RDC 1, 2, 3, 9		DS 1a, 2bed, 3ab
Gloucester Branch	210,000	All		All
Amesbury Branch	210,000	DRS 1abed, 2a, DRS 3bed, 4a, RDC 1, 2, 3, 9		All
Conway Branch	210,000	All		All
Wolfeboro Branch	210,000	DP 1ab, DF 1ab, DF 2a, DF 3a, RDC 1, 2, 3, 9, DRS 1abed, DRS 2a, DRS 3bed, 4a		All
Portsmouth — Newington	210,000	All		All

BUDD RAIL MOTOR CARS. As single unit permitted to operate only between Boston and P. T. Tower 1 — Boston and Portsmouth — and Rolfinsford and Intervale.

These cars operating in multiple are not restricted in territory where permitted by engine limitations.

NOTE — In any territory, classes not shown above may operate only on order from Superintendent.

⊙Nos. 4200-4223, 1700-1749 will not go through Salem Tunnel.

Special restrictions on sidetracks will be issued by Superintendent.

WRECKING CRANES PERMITTED

Cranes may be operated only in territory shown with hood and stack removed and in compliance with freight train speeds and any additional restrictions listed.

	UNRESTRICTED RESTRICTED CANNOT MOVE	O		250 Ton 3366	200 Ton 3361	120 Ton 3363-3364	100 Ton 3360-3362	75 Ton 3352-3353 3357-3359
		R	X					
Boston — Rigby				R1	R1	O	O	O
Boston — Northey Point, Salem				R2	R2	O	O	O
Northey Point — Portsmouth				X	X	O	O	O
Worcester — Lowell Jct.				X	X	O	O	O
East Boston Branch				O	X	O	O	O
Medford Branch				X	X	O	O	O
Wakefield Jct. — West Peabody				X	X	O	O	O
West Peabody — Topsfield				X	X	O	O	O
Salem — Peabody				X	X	O	O	O
Peabody — Danvers				X	X	O	O	O
Peabody — West Peabody				X	X	O	O	O
West Peabody — South Middleton				X	X	O	O	O
Peabody Side Tracks, Proctors				X	X	O	O	O
Salem Terminal Co. Branch				X	X	O	O	O
Former Georgetown Branch				X	X	O	O	O
Manchester and Lawrence Branch				X	X	R3	O	O
Machine Shop Branch				X	X	O	O	O
Lawrence Mill Tracks				X	X	O	O	O
Former Merrimac Branch				X	X	O	O	O
Portsmouth — Epping				X	X	O	O	O
Epping — Manchester				X	X	X	O	O
Portsmouth — Newington				X	X	O	O	O
Kittery Navy Yard Branch				X	X	O	O	O
Lakeport Branch				X	X	O	O	O
Dover-Sawyer				X	X	O	O	O
Saugus Branch				X	X	O	O	O
Swampscott Branch				X	X	O	O	O
Marblehead Branch				X	X	O	O	O
Gloucester Branch				X	X	O	O	O
Amesbury Branch				X	X	O	O	O
Newburyport Branch				X	X	X	X	X
Conway Branch				X	X	O	O	O
Wolfeboro Branch				X	X	R4	O	O

R1 10 MPH under Bridge No. 13.59 Reading Highlands on Westward Track.

25 MPH over Bridge No. 51.62 Exeter.

20 MPH over Bridge No. 64.83 Madbury.

R2 Eastbound only under Bridge No. 4.62 Chelsea. Cannot go through Salem tunnel.

R3 10 MPH over Bridge No. 20.39 Londonderry and No. 0.48 Lawrence.

R4 Keep off Bridge No. 109.33 Wolfeboro Falls sidetrack.

DIESEL TONNAGE RATING PER UNIT

	1700-1749		1220-1231 1500-1545 1555-1577 4265-4268AAA		1550-1553 4200-4225A&B 4250-4304		1200-1213 1260-1271		800-807 850-865		1162-1188		1103-1132		110-119	
	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced
Boston to Portland.....	3133	2866	2820	2650	2350	2150	1900	1800	2150	2040	1490	1410	1460	1390	730	690
Worcester to Ayer.....	2333	2200	2100	1980	1750	1650	1500	1420	1650	1560	1170	1110	1130	1070	480	450
Ayer to Lowell.....	4266	4183	3840	3720	3200	3100	2900	2800	2260	2120	1620	1600	1650	1570	750	710
Lowell to Portland.....	3133	3006	2820	2700	2350	2250	1900	1800	2150	2040	1490	1410	1460	1390	730	690
Portland to Boston.....	3133	2866	2820	2650	2350	2150	1900	1800	2150	2040	1490	1410	1460	1390	730	690
Portland to Ayer.....	3133	2866	2820	2650	2350	2150	1900	1800	2150	2040	1490	1410	1460	1390	730	690
Ayer to Worcester.....	2000	1866	1800	1680	1500	1400	1440	1370	1600	1510	1150	1090	1050	1010	670	630
Boston to Portsmouth.....	—	—	2610	2490	—	—	—	—	—	—	1420	1360	1380	1310	670	630
Portsmouth to Boston.....	—	—	2610	2490	—	—	—	—	—	—	1420	1360	1380	1310	670	630
Boston to Wilmington Junction.....	3053	2906	2750	2610	2290	2180	2100	2000	2300	2180	1720	1630	1650	1580	1020	970
Wilmington Junction to Boston.....	3053	2906	2750	2610	2290	2180	2100	2000	2300	2180	1720	1630	1650	1580	1020	970
Ayer to Portland.....	3133	3000	2820	2700	2350	2250	1900	1800	2150	2030	1490	1410	1460	1390	730	690
Boston to Salem.....	3266	3043	2940	2800	2450	2320	2450	2230	2750	2610	1910	1810	1870	1770	800	760
Salem to Boston.....	3266	3043	2940	2800	2450	2320	2450	2230	2750	2610	1910	1810	1870	1770	800	760
Ayer to Clinton.....	2466	2346	2230	2110	1850	1760	1980	1880	2330	2230	1450	1380	1410	1340	580	550
Clinton to Worcester.....	2000	1866	1800	1680	1500	1400	1440	1370	1600	1520	1150	1090	1050	1010	670	630
Lawrence to Windham.....	2333	2213	2100	2000	1750	1660	1750	1660	1950	1850	1350	1290	1250	1180	480	460
Windham to Manchester.....	2600	2426	2340	2220	1950	1850	1850	1850	2100	2000	1420	1400	1330	1250	520	490
Manchester to Windham.....	2080	1973	1870	1780	1560	1460	1600	1520	1750	1660	1300	1230	1100	1040	600	570
Windham to Lawrence.....	2333	2213	2100	2000	1750	1660	1750	1660	1950	1850	1350	1290	1250	1180	480	460
Manchester to Candia.....	1400	1333	1290	1200	1050	1000	880	830	1160	1080	770	730	680	550	330	310
Candia to Portsmouth.....	1800	1706	1620	1540	1350	1280	1620	1620	1330	1280	880	850	830	670	370	350
Portsmouth to Raymond.....	1620	1546	1460	1380	1220	1160	1220	1170	1350	1280	880	830	670	640	370	350
Raymond to Candia.....	1293	1226	1160	1100	970	920	820	830	1060	1010	770	730	680	550	330	310
Candia to Manchester.....	2106	2000	1890	1790	1580	1500	1450	1370	1650	1570	1040	990	920	870	480	460
South Middleton to Salem.....	2413	2283	2170	2090	1810	1720	1810	1720	1810	1720	1570	1490	1570	1490	720	690
Salem to South Middleton.....	2413	2283	2170	2090	1810	1720	1810	1720	1810	1720	1570	1490	1570	1490	720	690
Lowell to Ayer.....	3160	3040	2816	2700	2270	2220	1620	1540	2370	2250	1520	1440	1470	1410	660	630
Boston to Lynn via Saugus Branch.....	2106	2000	1900	1800	1580	1500	1580	1490	1900	1800	1330	1260	1230	1170	600	570
Lynn to Boston via Saugus Branch.....	3333	3173	3000	2850	2500	2380	2500	2380	2750	2610	2000	2000	2000	1000	950	910
Beverly to Rockport.....	2413	2293	2170	2090	1810	1720	1810	1720	1810	1720	1570	1490	1570	1490	720	690
Rockport to Beverly.....	2413	2293	2170	2090	1810	1720	1810	1720	1810	1720	1570	1490	1570	1490	720	690
Salem to Danvers.....	2026	1920	1820	1730	1520	1440	1350	1280	1650	1570	1140	1080	950	900	500	480
Danvers to Salem.....	2026	1920	1820	1730	1520	1440	1350	1280	1650	1570	1140	1080	950	900	500	480
Salisbury to Amesbury.....	2413	2280	—	—	1810	1710	—	—	—	—	1720	1630	1700	1610	850	810
Amesbury to Salisbury.....	2096	1960	—	—	1550	1470	—	—	—	—	1450	1370	1400	1330	750	710
Rollinsford to Somersworth.....	2400	2280	2160	2050	1860	1710	1600	1420	2000	1900	1350	1280	1050	1000	550	520
Somersworth to Sanbornville.....	1386	1230	1250	1190	1040	990	920	870	1100	1040	750	710	650	620	330	310
Sanbornville to Intervale.....	2000	1933	1800	1710	1500	1450	1250	1190	1700	1610	1100	1040	840	800	450	430
Intervale to Sanbornville.....	2000	1933	1800	1710	1500	1450	1250	1190	1700	1610	1100	1040	840	800	450	430
Sanbornville to Rochester.....	2933	2773	2350	2230	2200	2080	2000	1900	2100	2000	1900	1800	1900	1800	1000	950
Rochester to Somersworth.....	2213	2063	2000	1900	1660	1570	1570	1400	1750	1660	1250	1180	1070	1010	610	580
Somersworth to Rollinsford.....	3206	3006	2740	2600	2450	2300	2040	2300	2400	2300	2400	2280	2400	2280	1000	950
Sanbornville to Wolfeboro.....	1373	1306	1240	1180	1030	980	1240	1180	1240	1180	1030	980	850	800	500	470
Wolfeboro to Sanbornville.....	813	773	730	700	610	580	730	700	650	620	500	500	600	470	260	250

REDUCED RATINGS WILL BE MADE EFFECTIVE BY BULLETIN NOTICE

R. T. CATE

Asst. Supt.

J. F. McLAUGHLIN, Trainmaster
M. H. LIVINGSTON, Trainmaster
F. S. WILSON, Trainmaster
V. W. KRUEGER, Trainmaster
H. W. MARTEL, Trainmaster
H. W. ERNST, Trainmaster
W. V. FUREY, Trainmaster
W. K. HALE, Trainmaster

A. M. OSBON

Chief Train Dispatcher

J. F. CROWLEY, Train Dispatcher
C. W. HAMOR, Train Dispatcher
C. F. J. DRISCOLL, Train Dispatcher
R. H. HAMOR, Train Dispatcher
F. B. WING, Train Dispatcher
F. A. McHUGH, Train Dispatcher
E. F. WING, Train Dispatcher
R. W. HAMOR, Train Dispatcher
J. S. GALLANT, Train Dispatcher

J. J. McDONOUGH

Asst. Chief Train Dispatcher

F. A. HYLAND

Asst. Chief Train Dispatcher

A. L. WING

Asst. Chief Train Dispatcher

G. G. MULLER, Ex. Train Dispatcher

F. R. MARCOUX, Ex. Train Dispatcher

D. J. BLANCHETTE, Ex. Train Dispatcher

W. J. HALL, Ex. Train Dispatcher

SPECIAL INSTRUCTIONS.

NEW HAMPSHIRE AND BOSTON DIVISIONS.

MANUAL BLOCK TERRITORY.

LEXINGTON BRANCH West Cambridge and Lexington.
7:20 A.M. to 6:45 P.M., Mondays to Fridays, inclusive.

Manual block system for Lexington Branch at West Cambridge is remotely operated from Waltham Tower.

All northward trains for Lexington Branch at West Cambridge will accept the signal indication as authority to move into manual block territory.

Lexington Branch trains finding signal indicating Stop will immediately communicate with Train Director at Waltham Tower for instructions, which will govern instead of Clearance Form A.

Train Director at Waltham Tower will not give clear block to block operator at Arlington (or Lexington if Arlington is closed) on southward first class trains and passenger extras until he receives train register report from "JD" telegraph office, Boston, where conductors will leave such register slips promptly on arrival.

Conductors of all other southward extras, on arrival at West Cambridge, will report direct to Train Director at Waltham by telephone the arrival of their train at West Cambridge.

Manual block operation between Arlington and Lexington, so far as trains No. 3215 and No. 3217 only are concerned, with respect to Rules 317 and 322, is modified as follows:

When no southward (inward) train has the block between Lexington and Arlington, and when train No. 3215 has not cleared the manual block at Lexington when No. 3217 approaches Arlington station, the operator at Arlington may give train No. 3217 a hand proceed motion when the train order signal used as block signal is displaying Stop indication. The engine man of No. 3217 may accept this hand motion to proceed only to the point of normal station stop.

Thereafter, Rule 317 applies and when No. 3215 clears the block at Lexington, the train order signal will be placed in Proceed indication position, Clearance Form A endorsed in the usual manner as "no orders" (provided there are none) and "block clear," and when so received by train No. 3217 it may go.

ENGINE WHISTLE SIGNALS.

PUBLIC CROSSING SIGNAL 14(I) is not to be sounded for the crossing or in the territory as listed below, except in cases of emergency:

MAIN LINE IN MASSACHUSETTS, all public crossings.

WOBURN LOOP

South of North Woburn, all public crossings.

STONEHAM BRANCH

Outward Trains:
Central St.
Washington St.
Hill St.
Cottage St.
Lindenwood Road.
Main St.
Central St.
Pomerooth St.
Gould St.

Inward Trains:
Cott St.
Pleasant St.
Central St.
Williams St.
Lindenwood Road.
Cottage St.
Washington St.

LEXINGTON BRANCH

Between Fens and North Lexington station **except will be sounded by outward trains for:**

Mill St., Arlington.
Linwood St., Arlington.
Bow St., Lexington.

And by inward trains for:
Revere St., North Lexington.
Bow St., Lexington.
Mill St., Arlington.
Linwood St. at Lake St., Arlington

WILMINGTON JCT. BRANCH

Outward, Clark St.

Inward, Main St.

NASHUA
(Old Worcester Line)

Seventh St. to Crown St., inclusive.

} Outward
} Inward

MANCHESTER, N. H.
(Main Line)

All crossings between Passenger Station and Amoskeag Bridge (65.92)

} Outward
} Inward

(Except Outward trains not making stop at Station will sound 14(I) for GRANITE STREET)

OMIT SIGNAL 14 (m)

MAIN LINE

South of Wilmington and approaching Tower at Concord, N. H.

WOBURN LOOP

South of No. Woburn.

LEXINGTON BRANCH

South of North Lexington. Exception: All trains and engines will sound one long whistle 14 (m) for private crossing about 2,160 feet south of Lake Street Station.

OTHER EXCEPTIONS.

LACONIA, LAKEPORT, N. H. — Crossing whistle requirements are modified through the City of Laconia, N. H. as follows:

OUTWARD.

Bay Street. — 14(I) at post 990 feet south will answer for Bay and Fair Streets.

Water Street. — 14(m) 500 feet south will answer for Pleasant, Main, and Lower Messer Streets.

Messer Street (upper). — 14(I) at post 990 feet south.

Elm Street, Lakeport. — 14(m) at sign 500 feet south.

INWARD.

Elm Street, Lakeport. — 14(I) at post 825 feet north.

Messer Street (upper). — 14(I) at post 990 feet north.

Messer Street (lower). — 14(m) 825 feet north will answer for Main and Pleasant Streets.

Water Street. — 14(m) 500 feet north.

Fair Street. — 14(m) 500 feet north will answer for Bay Street.

WHITEFIELD, N. H., INWARD.

Carroll Road — Both Maine Central and Boston and Maine trains and engines will sound 14(I) at whistle post just south of diamond.

Littleton Road. — Bell warning "R" post located just north of Carroll Road.

BEE LIN, N. H. — "One Long" whistle sign erected to protect Hutchins St. crossing in NORTH YARD: On North and South Legs of wye 400 feet from crossing and on East tail of wye 300 feet from crossing. Moves onto crossing from engine house territory will sound one long whistle at least 50 feet from crossing.

19. Merrimack and South Hooksett Second Tracks. Trains while proceeding standing on these tracks will display markers as prescribed by Rule 19 with paragraph (b) applying for night time indication: Green to rear on marker next to the adjacent main track.

33. PUBLIC CROSSINGS.

CROSSINGS NOT CONTINUOUSLY PROTECTED AND OTHER PUBLIC CROSSING REGULATIONS:

(G) Gates must be lowered in accordance with General Special Instructions.

(S) When protection is not provided, all moves over crossings must be stopped within fifty (50) feet of crossing and a member of crew protect.

(A) Approach crossing prepared to stop unless crossing protection signals are seen to be in operation.

BOSTON TO WHITE RIVER JCT.

West Medford — All northward trains scheduled to stop will stop so that rear car is clear of High Street.

Winchester Highlands

(S) Helton Street — Track serving General Crushed Stone Co.

South Wilmington

(S) New Boston Street 4 M.P.H. Sidetrack in yard of Wilmington Paving Co.

Wilmington — When either of the two switches leading from the main track between Main Street and Clark Street are reversed, the southward operating distance for Main Street Crossing protection is automatically cut out up to a point about 350 feet south of Clark Street Crossing, also when either of these switches is reversed, the Northward Home Interlocking Signal at Clark Street is set at STOP and the northward operating distance for Clark Street Crossing protection is automatically cut out up to a point about 50 feet south of Northward Home Interlocking Signal. Trains desiring to pass the Northward Home Interlocking Signal onto or over Clark Street during switching moves, or after switching has been completed, must, if signal is at STOP, occupy the track section between a point about 20 feet south of the signal and the signal. This will start Clark Street Crossing protection operating and after a time interval of 20 seconds, northward home interlocking signal will clear, providing no conflicting signal is clear at Wilmington Junction and the proper track circuits are clear between Wilmington Junction and Clark Street.

Billerica Shop — Trains, engines, cranes and any power-driven equipment will stop and a member of crew will protect before crossing over main crossing in Billerica Shop yard. Crews will proceed with caution when approaching sidewalk at Power Plant and cinder path at Storehouse.

North Chelmsford — Wotton Road private crossing. Rule 33 of General Special Instructions applies to this private crossing.

Canaan — Private crossing just north of station must be opened when freight trains are blocking same on days and hours it will be used by school children to avoid injury by their going under or between cars.

CONCORD TO STONEHILL

Concord, N. H.

(S) New England Box Co., Private Crossing. Rule 33 of General Special Instructions applies to this Private Crossing.

(S) Prison Crossing (State Road). A member of crew must operate the manually-controlled highway crossing signals.

CONCORD TO LINCOLN.

Tilton

Carter's Private Crossing. Rule 33 of General Special Instructions applies to this private crossing.

(S) Main Street.

Lakeport

(S) Black Rock Crossing (Lakeport Branch).

Meredith — Pedestrian crossing at location of former highway crossing just south of passenger station must not be blocked by trains standing on any track, this to avoid persons passing under or between cars.

WHITE RIVER JUNCTION TO BERLIN.

Thetford

(S) Public Delivery Track, Bridge Road Crossing.

Woodsville

Highland and Mill Streets. Gates Daily 6.00AM to 8.30PM
During time crossing watchman not on duty all trains and engines moving over these crossings on either of the two tracks with engine backing or cars ahead of engine will sound 14 (B) once to cover both crossings at a sufficient distance to insure full protection, and during period crossing watchman is not on duty, all moves over these crossings in either direction on either of the two tracks must not exceed (S) miles per hour.

(S) Cobleigh's Crossing.

Blackmount

(S) Depot Street.
(S) Stone Shed Crossing.

Northumberland

(S) Bakers Crossing.

Groveton

(S) Church Street.
(S) Main Street.

WOBURN LOOP.

Woburn

	Week Days	Sundays
(G) Green Street. Gates	5.40AM to 12.30AM	11.10AM to 12.30AM
(G) Main Street. Gates	5.40AM to 12.30AM	11.10AM to 12.30AM
(G) Pleasant Street. Gates	5.40AM to 12.30AM	11.10AM to 12.30AM
(G) Abbott Street. Gates	5.40AM to 12.30AM	11.10AM to 12.30AM

If last passenger train is late, crossing watchman will remain on duty until it passes.

Woburn — Southward trains making stop at station will stop so that rear of train will clear Pleasant Street Crossing at north end of station. Northward trains making stop at station will stop to clear Pleasant Street Crossing, and when ready to start will ring bell, but will not start until gates are lowered or crossing protected.

STONEHAM BRANCH.

Grape Street

(S) Central Street — All trains stop and protect. Northward passenger trains make station stop south of Central Street. Southward passenger trains make station stop north of Central Street.

Oakland Station

(S) Atlantic Gelatine Co. siding over Hill Street.

Lindenwood

	Mon. thru Fri.	Saturdays
(G) Montvale Avenue. Gates	6.20AM to 7.15AM 11.00AM to 7.00PM	9.30AM to 11.30AM

Farm Hill

	Mon. thru Fri.	Saturdays
(G) Main Street. Gates	6.30AM to 7.15AM 11.00AM to 7.00PM	9.30AM to 11.30AM
(G) Central Street. Gates	6.30AM to 7.15AM 11.00AM to 7.00PM	9.30AM to 11.30AM

If last passenger train is late, crossing watchman will remain on duty until it passes.

Pleasant Street

(S) Pleasant Street.

Stoneham

(S) Gould Street.

LEXINGTON BRANCH.

Lake Street

(S) Lake Street.

Arlington

(S) Massachusetts Avenue and Swan Place. Watchman.
Monday thru Friday 7.30AM to 11.30AM
or until passage of local freight north.
3.00PM to 7.00PM.

These crossings protected by manually controlled traffic signals. Trains passing over these crossings during hours watchman is not on duty will stop before reaching first crossing, send flagman ahead to put signal lights at "Red" while train is passing over crossings, then after passage of train, flagman will put signal lights back to normal position of "Green." Traffic light control box is located on post on "island" on northerly side of Massachusetts Avenue. Control switches are housed in iron box locked by switch lock. Traffic lights for each crossing are controlled by separate toggle switches which are normally set in "left" position (marked "Green"). To put traffic lights "Red" throw switches to "Right" position (marked "Red"). After train passes each crossing, throw each respective switch back to "left" ("Green") position, close and lock box.

(S) Water Street. Watchman. Mon. thru Fri.
7.30AM to 8.40AM
5.30PM to 6.10PM

If last passenger train is late, crossing watchman will remain on duty until it passes.

Lexington

(G) Woburn Street. Gates Monday thru Friday 7.15AM to 1.00PM
or until passage of local freight north.
6.40PM to 6.30PM.

If last passenger train is late, crossing watchman will remain on duty until it passes.

Meriam Street — All northward trains must make a positive stop at stop post 160 feet south and must not pass over crossing for at least 20 seconds after passing stop post.

Revere Street — Account of switching movements, there is a special circuit for wigwag at Revere Street and trains approaching from the south and having switching to do at Lexington Lumber Co. will proceed north so that the rear end will be wholly over Revere Street Crossing; then back up and do their switching at Lexington Lumber Co. and, before proceeding north, back entire train south until engine is south of ringing section for Revere Street and proceed north without stopping.

North Lexington

(S) Bedford Street.

BEDFORD AND CONCORD, MASS. (Reformatory Branch).

Bedford

(S) South Street.

West Bedford

(S) Shady Hill Road.

Concord, Mass.

(S) Monument Street.

BEDFORD AND NORTH BILLERICA

Bedford

(S) Lounis Street.
(S) Main Street.
(S) Pine Hill Road.

South Billerica

(S) Spring Street.

Turnpike

Middlesex Turnpike (Route 3) — All trains and engines in either direction must come to a stop at STOP POST located about 20 feet from crossing, with lead trucks within 30 feet in approach of STOP POST and wait 20 seconds before proceeding over crossing.

(S) Turnpike Road.
(S) Bedford Street.

Billerica

(S) River Street.

Bennett Hall

(S) Main Street.
(A) Salem Road — All light engines or trains out of Billerica Shop onto Lexington Branch enroute to Lowell will proceed on main track under proper protection to a point 25 feet south of this crossing and wait until switch leading to Billerica Shop has been restored to normal position before proceeding to Lowell in order to have signal function properly.

(S) High Street.

HILL CROSSING FREIGHT CUT-OFF.**North Cambridge**

- (G) Cameron Avenue. Gates Daily
2.00PM to 6.00AM
(G) Massachusetts Avenue. Gates 2.00PM to 6.00AM
Crossing watchman will remain on duty at above crossings until
passage of last inward Fitchburg Division freight train.

HILLSBORO BRANCH.**Nashua Union Station**

- (S) Temple Street.

Nashua

- (S) Main Street.
(S) Front Street.
(S) Charles Street.
(A) Broad Street.

Milford

- (S) Nashua Street.
(S) South Street.
(S) Union Street.
(S) Cottage Street.
(S) West Street.
(A) Richardson Road 1.93 miles north of Milford.
(A) Jones' Crossing 2.86 miles north of Milford.

Wilton

- (A) Horace Greeley Highway.
(S) Highland Street.
(A) Stone Mill Crossing.

Bennington

- (S) Hancock Turnpike.

Hillsboro

- (S) Woolen Mills (private).
(S) Bridge Street.
(S) Depot Street.

GOFFSTOWN BRANCH.**West Manchester**

- (S) Main Street.

Goffstown

- (S) Main Street.

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS.

(See General Special Rule 33.)

Boston to Concord (Main Line).

- West Medford..... Canal Street.
North Chelmsford..... Wotton Road
Manchester..... Dow Street.

Woburn Loop.

- Cross Street..... Cross Street.
Woburn Highlands..... Conn Street.
Woburn..... Fowle Street.
Woburn..... Church Avenue.
..... Winn Street.
Central Square..... Lowell Street.
North Woburn..... Main Street.
..... School Street.

HIGHWAY CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE. (See General Special Rule 33.)

Trains that use the cut-out must use at least 20 seconds after cut-out is restored before passing over crossing.

Boston to White River Junction (Main Line).

- West Medford..... Canal Street.
On steel case at southwest corner of Canal Street.
North Chelmsford..... Wotton Road.
On steel case at southwest corner of crossing.
Hooksett..... Londonderry Turnpike.
On side of steel case, northeast corner of crossing.
Bow..... Old River Road
On flasher signal on northwest corner of crossing.
Penacook..... Commercial Street (Loudon Road).
On steel case at southwest corner of crossing.
On post near south end of station.
Potter Place..... New London Road.
On post west side of track.
Danbury..... Bristol Road
On steel case at southwest corner of crossing.
On post at northwest corner of crossing.
Lebanon..... Bank Street.
On steel case near south switch of west track.

- Lebanon..... Spencer Street.
On relay case north side of Spencer Street.
Lebanon..... Mill Street.
On relay case north side of Spencer Street.
On pole north of signal maintainer's headquarters.
On north side of Signal 1383. For switching moves between Mill
Street and Signal 1383.

- Lebanon..... Mascoma Street (Jones' Crossing).
On steel case at northwest corner of crossing at Mill Street.

Hill Crossing Freight Cut-Off.

- Somerville Highlands..... Cedar Street.
On post about 350 feet south of Cedar Street.
On side of steel case on northwest corner of crossing.
Somerville Highlands..... Willow Avenue.
On side of steel case, northwest corner of crossing.
West Somerville..... College Avenue.
On side of steel case, northwest corner of crossing.
West Somerville..... Holland Street.
On side of steel case, southwest corner of crossing.

Woburn Loop.

- Cross Street..... Cross Street.
On side of steel case, northeast corner of crossing.
Woburn Highlands..... Conn Street.
On side of crossing cabin at Green Street.
Woburn Highlands..... Fowle Street.
On side of crossing cabin at Green Street.
Central Square..... Lowell Street.
On side of steel case, northeast corner of crossing.

Stoneham Branch.

- Oakland..... Hill, Albany, Washington and Maple
Streets.
On post 200 feet north of Hill Street.
Oakland..... Hill Street.
On post at Acme Sand and Gravel Co. switch.
Lindenwood..... Maple Street.
On post at Atlantic Gelatine Co.'s switch.
At sidetrack switch south of Montvale Avenue.
Farm Hill..... Pomeworth Street.
At sidetrack switch north of Central Street.

Lexington Branch.

- Fens..... Rindge Avenue.
On northward home signal at Diamond Crossing.
East Lexington..... Fottler Avenue.
On steel case at northeast corner of crossing.

Concord to Lincoln.

- Tilton..... Carters' Crossing.
On side of crossing cabin at Main Street.
Leonia..... Bay and Fair Streets.
On steel case at northeast corner of Bay Street.
Leonia..... Pleasant and Main Streets.
On post on station platform.
Leonia..... Messer Street (Upper Crossing).
On steel case at northwest corner of crossing.
On post 200 feet north of signal W22A.
Lakeport..... Elm Street.
On post at southeast corner of crossing.
On south end of station.
Meredith..... New Hampton Road.
At switch to Prescott Lumber Co.
Ashland..... New Hampton Road.
On post west side of crossing.

White River Junction to Berlin.

- Thetford..... Bridge Road Crossing.
On post at southeast corner of Emerson Crossing.
On south end of Thetford Station.
Bradford..... Piermont Road.
On steel case, southeast corner of crossing.
Littleton..... Bridge Street.
On side of steel case, northeast corner of crossing.
Littleton..... Cottage Street.
On first awning post north of station building.
Whitefield..... Littleton Road Crossing.
On post about 100 feet south of switch at north end of Berlin track.
On north end of Whitefield station.
Whitefield..... High Street (located on Maine Central
Railroad).
In box on post at crossing, instructions for use posted in box.
Berlin..... Mason and Coos Streets.
On front of passenger station.

33a. EMERGENCY CONTROL BOXES FOR AUTOMATIC GATES.

(See General Special Rule 33a.)

Boston to Concord	All crossings.
Woburn Loop	All crossings.
Hill Crossing Freight Cut-Off	
West Somerville	College Avenue.
West Somerville	Holland Street.
Concord to Lincoln	
Laconia	Main Street.

83. TRAIN REGISTER.

Boston — Lexington Branch First class Trains only.

Stoneham.

Bedford.

North Billerica — Lexington Branch Trains only.

Concord, N. H. — Single Track First Class Trains only.

Plymouth, N. H.

Woodsville, N. H.

White River Jet., Vt.

Wells River, Vt.

Whitefield "Station." — First class trains only.

Waubek Jet., N. H. — First-class trains only. Other trains will register accordingly when so instructed. This is not a register station under Rule S-82 and sections will not be operated to or from this point. Engineers, except on trains coming from Maine Central Railroad, do not require Form "E" register check.

Berlin, N. H.

Groveton, N. H.

88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS AT DESIGNATED POINTS.

At Cabana, scheduled passenger trains taking siding to meet or pass another train will use "Passenger Siding." (Capacity, 3 passenger cars and eight auto diesel.)

Unless otherwise directed, the following tracks will be used in meeting or passing at points named:

WHITE RIVER JCT., Vt......Track 9 Woods Yard, capacity 42 cars.

WELLS RIVER.....Baldwin's siding (capacity 55 cars).

WOODSVILLE PASSENGER

STATION.....Track No. 1, capacity 7 passenger cars and single unit engine.

WHITEFIELD JCT......Long siding south of crossover opposite former engine house location. Time of out-ward trains will apply at crossover switch.

WHITEFIELD....."Berlin track," south of station.

JEFFERSON.....Siding north of former water tank location.

TILTON, N. H......Long siding south of freight station.

LAKEPORT.....Between switch opposite passenger station and crossover north of bridge.

Westboro, N. H. Passing siding (Track 13) capacity 20 cars. All trains using this siding southward will enter and northward will leave through switch just north of overhead bridge. Movements north of this crossover will be made only as instructed by Yard Master.

Outward freight trains that set off on this siding will immediately communicate with Yard Master's office by telephone from Westboro Engine House for instructions.

Norwich, Vt. Scheduled northward passenger trains when entering passing siding at this point, unless otherwise instructed, will enter siding at crossover switch.

Waubek Jet., N. H. Track located south of diamond crossing with derail on south end is not a passing siding but must be considered as an interchange and storage track and at any time could be occupied by cars.

The time of scheduled trains and the time named in wait orders (Form S-E), also meet orders, applies at south cross-over switch to Maine Central Railroad connection located about 300 feet south of diamond crossing.

South Lowell Siding extends from southerly switch to sign just N. of Concord River Bridge (23.79).

Middlesex Siding extends from crossover at Bridge 26.89 (Pastucket Sta.) to extreme northerly switch at North Chelmsford.

Manchester Northward Siding extends from South Manchester interlocking to sign at entrance to "Storage Yard."

93. YARDS, LIMITS DEFINED BY YARD LIMIT BOARDS.

Concord. That portion of the former Claremont Branch extending between Concord, N. H. and the new location of "Yard Limit" sign, approximately 600 feet west of switch leading to the Swenson Granite Co., and is operated as a yard track under the provisions of General Rule 93. Trains and engines of the Claremont and Concord Railway Co. will move between "Yard Limit" sign and Concord Passenger Station, Freight Yard and

Engine House on trackage rights and under the provisions of Boston and Maine Rule 93.

Westboro — White River Jet. The North end of Main Track Concord to White River Jet. Line is at "End of Signal Territory" sign opposite Southward Signal 1426 located about 85 feet south of Connecticut River Bridge at Westboro, N. H. All trains and engines between this point and White River Jet. must move in compliance with Rule 93.

Note to Rule 93 is in effect in the following Yard Limits.

Boston and Concord:

Boston

Lowell

Nashua

Manchester (Boston-Concord, N. H. line only).

Concord, between South Yard Limit Sign and Home Signal south of Passenger Station only.

Concord and Lincoln:

Concord, between North Yard Limit Sign and Diamond Crossing only.

Laconia-Lakeport

Plymouth

Concord and White River Jet.:

Concord, between North Yard Limit Sign and Diamond Crossing only.

Westboro-White River Jet., between South Yard Limit Sign and Automatic Signal 1426 only.

White River Jet. and Wells River:

White River Jet., between North Yard Limit Sign and Automatic Signal 1426 only.

Wells River, between South Yard Limit Sign and southward automatic routing signal 1636 located at south end of Canadian Pacific Railway passing siding.

Wells River and Woodsville:

South wye and north wye to automatic routing signal W37 at Woodsville end of Connecticut River Bridge.

Lowell Yard Limits extend between southerly yard limit post located north end of South Lowell station and northerly yard limit post located north end of North Chelmsford station platform (New Hampshire Division main track side of station); but Rules 93, 93a and 93b are not effective within the limits of C. T. C.

Between Lakeport Station and Laconia Station. no train or engine movements will be made except as authorized by timetable or train orders.

WOODSVILLE.

Main track will be from Wells River south wye via No. 2 (running track) through crossover located between Highland and Mill Street crossings to the Berlin main track. All switches must be left lined and locked for main track movement. Yard speed will apply to all train and engine movements between the north switch of crossover located between Highland and Mill Street crossings and wye switch at Woodsville end of Connecticut River bridge. North wye track between Woodsville and Wells River is considered a yard track.

USE BY BOSTON AND MAINE RAILROAD FREIGHT TRAINS OF MAINE CENTRAL RAILROAD MAIN TRACK AT WHITEFIELD, N. H.

Maine Central Railroad General Rules 93 and 93a are the same as Boston and Maine Railroad General Rules 93 and 93a.

Maine Central Railroad General Rule 93b reads as follows:

A train or engine must not be moved against the current of traffic, or a facing point switch opened for such movement, within yard limits until provision has been made for the protection of such movement.

Such movements must be made at restricted speed.

Yard Limit Signs on Maine Central Railroad at WHITEFIELD and WAUMBEK JCT. are located as follows: At WHITEFIELD, on easterly side (toward Portland) 1310 feet from diamond crossing and on westerly side (toward Jct., Johnsbury) 3504 feet from diamond crossing. At WAUMBEK JCT., on easterly side (toward Portland) 1900 feet from diamond crossing and on westerly side (toward Lancaster) 1498 feet from diamond crossing.

When necessary in the performance of their work, Boston and Maine Railroad trains and engines may use the Maine Central Railroad main track within yard limits at WHITEFIELD and WAUMBEK JCT., complying fully with Maine Central Railroad rules 93, 93a, and 93b. Maine Central Railroad register book, in which all their trains register, is located at WHITEFIELD in register cabin at diamond crossing and at WAUMBEK JCT. in signal box on north side of building at diamond crossing. Current Maine Central time-table is located at each of these two places.

High Street Crossing on Maine Central Railroad, Whitefield — Flasher signal cut-outs located in box on post at crossing. Instructions for use of cut-outs posted in box.

USE OF BOSTON & MAINE R. R. MAIN TRACK AT WHITEFIELD, N. H. BY MAINE CENTRAL R. R. TRAINS AND ENGINES.

Main Central trains may move over Boston and Maine R. R. main track between Diamond Crossing and passenger station complying with the following:

There is an electrically operated home signal located about 2600 feet south of Diamond Crossing on Boston and Maine main line, and governing northward Boston and Maine movements. Such controlling signal is located in cabin at Diamond Crossing. There is also in the cabin a repeater indicator of the semaphore type which repeats actual position of the signal.

Main Central conductor, or trainman designated by conductor, of a train about to use Boston and Maine track will first operate switch from "N" position (which holds signal "clear") to "R" position which sets signal in "stop" position, observe actual movement of repeater semaphore from "clear" to "stop" position, wait three minutes and then proceed if no opposing train movement is in evidence. All movements are to be made at restricted speed.

Before moving onto Boston and Maine track all balls and/or lights must be in the down position on signal mast at Diamond, and must remain in that position while Boston and Maine track is occupied.

When train or engine is clear of Boston and Maine track, switch must be returned to "N" (clear) position and indicator observed to go to clear.

If indicator fails to go to "stop" position upon proper manipulation of switch, Me. C. train or engine must be fully protected as required by rule 99 before entering, and while occupying B. & M. main track.

During hours telegraphers are on duty at Whitefield station, Me. C. crews will obtain an "All Right" motion from station employee before setting the home signal — this to avoid delays to B&M trains which may be approaching.

When moves are completed, Home Signal must be returned to "Proceed" position.

Northward movements over main line or "Berlin" track finding this signal in "Stop" position will be governed by general rule.

Trains backing over Cambridge Street Crossing will protect by member of crew. Speed restriction six (6) miles per hour.

OPERATION OF MAINE CENTRAL TRAINS OVER BOSTON AND MAINE TRACKS BETWEEN COOS JCT. AND GROVETON.

The main track at Coos Jct. is through crossover over scale track and into Boston and Maine main track through crossover just north of scales. Normal position of switches of both crossovers is set for the main track route and when so set will display clear targets and green lights. Maximum speed between east switch of crossover on Maine Central side and north switch of crossover on Boston and Maine side, 15 MPH. All switches between Coos Jct. and Groveton will be dual-locked with B. & M. and M. C. locks. One continuous yard limit extends between north yard limit sign on B. & M. at Coos Jct. and east yard limit sign on M. C. at Lancaster.

Boston and Maine Rules, Time Table and Train Orders will apply between Groveton and east switch of crossover crossing at Coos Jct. and all train movements in this territory will be handled by train orders issued from the train dispatcher's office at Concord, N. H.

USE OF CANADIAN NATIONAL MAIN TRACK AT GROVETON BY BOSTON AND MAINE TRAINS AND ENGINES.

There are no yard limits in effect on Canadian National Railway at Groveton. Use of their track by Boston and Maine trains and engines will be permitted only by their timetable by train orders issued by that railway. A current C. N. R. timetable will be available in register box. Form "W" will be issued by C. N. R. If necessary to indicate that their scheduled trains have arrived or departed, Canadian National General Operating Rule No. 104 which is quoted below must be strictly observed.

"104. Except where switchtenders are stationed, conductors are responsible for the position of switches manually operated by them and members of their crew. Employees are not relieved of responsibility in properly handling switches. Switches must at all times be secured and those on main track, when not in use, must be kept locked. After a switch has been turned the points must be examined and the target or light observed to know that the switch is properly lined. Switches must be left in normal position after leaving being used. A main track switch must not be left open unless in charge of a member of the crew or a switchtender. When a train or engine is standing on any track waiting for a train the engine crew and trainman must, when practicable, see that the switches at the front of the engine are properly lined. A train or engine must not foul a track until switch connected with the movement are properly lined, or in the case of spring switches the confining route is seen to be clear."

DETOURED TRAINS.

Between Winchester and North Woburn Junction trains may be run via Main Line or Woburn Loop with the current of traffic on receiving proper signal at Winchester or North Woburn Jct. When so detoured will have the rights of an Extra only, without display of signals as per General Rule 21. Train Director will not detour trains without authority from Train Dispatcher.

98. RAILROAD CROSSINGS AT GRADE.

All trains must stop before passing over railroad crossings at grade as listed below. Stop posts indicating the points at which stops must be made are located the required distance from crossing at the following points:

- White River Junction.
- Whitefield. Wauwabe Junction.

98a. WHITE RIVER JCT.

Speed must not exceed 10 M. P. H. through any turn-out in C. V. Hy. territory.

103b. THIS RULE ALSO APPLIES ON FARM CROSSINGS IN STATE OF VERMONT.

No train or engine will obstruct any farm crossing in the state of Vermont for a longer period than five consecutive minutes, and conductors will be particular to uncouple their trains and clear the crossings if they find it necessary to remain longer.

104. SWITCHES.

Billerica Shop. Track No. 1 is a running track and all hand-thrown switches leading from this track and all other hand-thrown switches over which the Boston and Lowell shop trains operate must be properly lined and looked after being used.

Bedford, Mass. Normal position of switch will be for Reformatory Branch.

The normal position of "wyve" switch between North Woodstock and Lincoln is set for north "wyve".

Normal position of switch stem of "wyve" north of engine house, easterly side at Berlin, is set for east "wyve".

Switches in joint section between Fabyan, Coos Jet, and Whitefield are equipped with Maine Central and Boston and Maine locks.

White River Jct. Crossover.

At White River Jct. B. & M. freight yard, crossover to C. V. Railway main line, approximately 1200 ft., south of remote control switch.

No movements to be made from yard to main line without first obtaining permission from operator at B. & M. yard office.

SPRING SWITCHES.

Westboro, N. H. Normal position of spring switch on south track is for Ash Pit Track. Freight trains in either direction passing over this switch must operate by hand and return to normal position.

SPRING SWITCHES HAVING INTERLOCKING SIGNALS. (Rule 670 Applies.)

Middlesex, Mass. Normal position is for northward movements to engine house.

The Plant. At end of double track.

South Manchester. At end of double track.

South Manchester. At end of southward passing siding.

Amoskeag. At end of double track.

Bow. At end of double track.

SIDE TRACK RESTRICTIONS.

Ashland. Engines of any kind must not enter "corksway" track at Paper Mill and cars must be used as catchers when switching this track.

At Wauwabe Jct. B&MRR Diesels over 150 feet beyond the clear-ance point on either end of track 3 and are restricted to a speed not exceeding fifteen (15) MPH when operating over Cherry Brook Bridge 101,94, on one end and on track 5.

Milford. DS 2 and DS 3 engines not allowed on either north or south trestle of Milford Grain and Coal Co.

Merrimack, N. H. Engines larger than A-Cab Diesel, two A-Cab Diesels coupled, A and B unit Diesel coupled, GP-7 or Alco Road Switcher either single or coupled with another GP-7, Alco Road Switcher or A unit, must not be operated on McElwain's track. Engines switching this track must not exceed five (5) miles per hour rounding curve.

107. PROTECTION OF PASSENGERS.

(See first paragraph of General Special Instructions Rule 107.) Northward trains leaving Boston will be notified by message, transmitted by train dispatcher.

Northward main line trains before passing home signals at Wilmington will be notified by train director, Winchester tower, of any overdue southward local passenger trains enroute to Woburn Loop.

Northward passenger trains entering the main line at North Woburn Jct. and North Chelmsford will be notified by train directors.

Train will, when unavoidable, be stopped to receive this information.

Southward (inward) trains will be notified at either Lowell, Wilmington, Montvale or Winchester concerning any overdue northward (outward) local passenger trains terminating or diverging at above mentioned points.

Notice will be given by message or telephone either through dispatcher or train director, Winchester Tower.

Nothing in the above will relieve enginemen from proper observance of General Rule 107.

STATION SIGNALS.

Outward.

Woburn
Central Square
North Woburn
Wilmington

Inward.

Silver Lake
Walnut Hill
Woburn

106.

BULLETIN BOARDS.

	PASSENGER.	FREIGHT.	ENGINE HOUSES.
Boston	Register Room	Mystic Jct.	Engine Dispatchers Office. Charlestown. Engineers' Room. Middlesex.
Lowell.	Telegraph Office.	Yard Office.	Engine House. Engine Dispatchers Office.
Nashua Union Station.	Pass. Station.	Pass. Station.	Engine House. Engine Dispatchers Office.
Manchester.	Yard Office.		Engine Dispatchers Office, Westboro.
Concord	Register Room.	Yard Office.	
White River Jct.	Passenger Station.	Yard Office.	
Lakeport.	Passenger Station.	Pass. Station.	
Plymouth.	Passenger Station.	Pass. Station.	
Woodsville.	Passenger Station.	Yard Office.	
Wells River.	Passenger Station.	Pass. Station.	
Whitefield, N. H.	Register.	Register.	Engine House. Engine House.
Berlin, N. H.	Register.	Register.	
Newport, Vt.	Yard Office.		

N. H. Div. Bulletin notices are posted on Bulletin Boards at Worcester, South Worcester and East Deerfield. Also any N. H. Div. Bulletin notices which affect train movements through Lowell Yard are posted on Portland Div. Bulletin Boards at Portland (Yard & Union Station) and at Rigby Yard (telegraph office and engine dispatcher's office).

116.

SPEED RESTRICTIONS.
(MAIN LINE.)

	MILES PER HOUR	PASS.	FRT.
WINTER HILL and MANCHESTER.	Maximum speed	70	45
MANCHESTER and WHITE RIVER JCT.	Maximum speed	60	40
Boston, North Station and Hoosac Tunnel Diamond			
Hoosac Tunnel Diamond and Washington Street underpass (1.77) at Mystic Jct.		35	35
Washington Street underpass (1.77) at Mystic Jct. and Winter Hill		50	40
Reverse curve ¼ mile north of Walnut Hill Station		60	
From south end of curve at Wilmington Station to the north end of curve at first overhead bridge (15.67) north of Wilmington Station		60	
Lowell, south end of Lowell interlocking to south end of Lowell station platform, both tracks		50	45
Lowell, south end of Lowell station platform to Western Avenue, track No. 1		15	15
Lowell, south end of Lowell station platform to Western Avenue, track No. 2		30	30
Lowell, between Western Ave. and Wilder St. O. H. Bridge (25.43)		45	45
North Chelmsford, N. H. Div. Main tracks (except southward No. 4)		50	50
North Chelmsford to Middlesex, southward main track No. 4		30	30
North Chelmsford North Wye		15	15
Tyngsboro (Curve)		50	50
Nashua, first two curves north of Mile Post B-36, three miles south		60	60
Nashua, between Crown St. and Nashua River Bridge (39.22)		30	25
Merrimack Second Track		50	50
Goffs Falls, first two curves south of bridge (51.84)		60	60
Goffs Falls, first curve north of bridge (51.84)		65	65
Manchester, first two curves south of Passenger Station		40	40
Manchester, between south end of Passenger Station and Granite St. Crossing		25	25
Manchester, between Granite St. and Amoskeag Overhead Bridge (56.92)		40	40
South Hooksett Second Track		50	50
Concord, curve at Tower		40	15
Concord. Entering passenger station, both directions		15	15
Concord, from track 17 to subway at Free Bridge (73.63)		10	10

MILES PER HOUR
PASS. FRT.

Concord. Over Diamond Crossing	25	15
Maacoma, "Shaker Lodge" curve between Mile Post 132 and Mile Post 133	50	40
Maacoma, 3 curves north of station, one mile	40	25
Lebanon, between Bank St. and Jones Crossing	25	25
Westboro, 3 curves between overhead bridge (142.45) and yard limit, 1.2 mile	40	10
Westboro, overhead bridge (142.45) and W. R. Jct.	10	10
White River Jct., all Wye tracks	10	10

WOBURN LOOP.

Maximum Speed	45	30
Cross St.		
Woburn Highlands / Crossings, Northward	35	
Woburn between water plug and Church Ave.	30	
Woburn between Church Ave. and Pleasant St.	15	15

WILMINGTON JUNCTION BRANCH.

Maximum	40	35
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LEXINGTON BRANCH.

Maximum Speed	45	30
Between Bedford and Concord, Mass.	20	20
Between Bedford and North Billerica	35	25
Between Fens and Home Signal just north of Diamond Crossing	20	20
Arlington — Mass. Ave. and Swan Place Crossings	10	10
Between Mass. Ave. and Mill St.	25	25
East Lexington — Fottler Ave. and Bow St., southward	30	30
Lexington — Meriam St. to Hancock St., northward	20	20
Lexington — Hancock St. to Fletcher Ave., southward	20	20
Hoves Siding (Curve) (1 mile north of Bedford)	25	25
Bedford Springs (Curve)	25	25
Bennett Hall (Curve)	25	25
Ice track (Curve) between South Billerica and Turnpike	25	25

HILL CROSSING FREIGHT CUT-OFF.

Hill Crossing and Boston Yard Limit Sign	30	30
Outward over Diamond Crossing	20	20

STONEHAM BRANCH.

Maximum Speed	30	20
Montvale to Albany St. (outward)	20	20
Pomeworth St. (inward)	12	12

CONCORD TO LINCOLN.

Maximum Speed — Concord to Plymouth	40	30
Maximum Speed — Plymouth to Lincoln	25	25
Concord, entering passenger station	15	15
Concord, between Main St. and Washington St.	25	15
Concord, N. H. — Between Bridge 1.72 (Merrimack River) and Bridge 1.51 (Third Trestle South)	35	35
Canterbury, one mile north (curves)	35	35
Tilton, entire curve at and South of Station	25	25
Tilton (East Main St. Crossing), Northward	20	20
Laconia — Lakeport between Bay St. south of Laconia and 500 feet south of Elm, St. Lakeport	25	25
Lakeport — Northward — From 500 feet south of Elm St. to Elm St.	10	10
Lakeport — Elm Street	5	5
Lakeport — Southward — From 500 feet north of Elm St. to Elm St.	10	10
Lakeport (curve at former Water Tank location North of Station)	20	20
Weirs Besch-Meredith — One-half mile north of Weirs Beach to one mile north of Meredith (account curves)	35	35
Plymouth — One mile south (2 curves)	35	35
Plymouth Station to Holderness Crossing (Northbound)	25	25
Plymouth, leaving from Siding to Holderness Crossing	5	5
Plymouth, N. H., curves south and north of River Bridge 0.82	15	15
Livermore Falls (sharp curves) north and south of station	20	20
New Woodstock, reverse curve one mile south	20	20
North Woodstock, reverse curve just south	20	20
Lincoln, wye tracks	5	5

MILES PER HOUR
PASS. FRT.**WHITE RIVER JCT. TO WELLS RIVER**

Maximum	50	35
White River Jct., all wye tracks	40	40
Wilder, reverse curve, one mile north	40	40
Norwich, reverse curve, 1 1/4 mile north	40	40
Norwich, Loveland's Curve 3 miles north	40	40
Theford, reverse curve, 3/4 mile north	40	40
Fairfax, Orford Crossing, 1/4 mile north, Northward	30	30
Wells River, North Wye	10	10
Wells River, South Wye	15	15
Wells River, main track, either direction, between south wye switch and north switch of C. P. Ry. siding		25

WELLS RIVER TO BERLIN

Maximum Woodsville to Blackmont	40	35
Maximum Woodsville to Berlin	40	35
Woodsville, switches at passenger station	15	15
Bath, curve south of station	35	20
Lisbon, crossing just south of station	25	20
Sugar Hill, Curve 3/4 mile North	30	20
Littleton-Bethlehem Station	20	20
Whitefield Jct. Curve to Whitefield Station	20	20
Whitefield, Carroll St. Crossing, North of Station	6	6
Whitefield, 3 Crosses 1/2 mile North	30	25
Hazen, Curve 3/4 mile North	30	25
Hazen, Waumbek Jct., seven curves from 1 mile North of Hazen to 1/2 mile North of Waumbek Jct.	30	25
Jefferson, Curve 1/2 mile North	30	25
Jefferson, Curve 1/4 mile North	30	25
Jefferson, Curve 3/4 mile North	30	25
Randolph, Gorham, Between M.P. — B7 — C148 one half mile south of Gorham, N. H. and M.P. — B10 — C145 one mile north of Randolph, N. H.	20	20
Berlin, between 500 feet South of Mason St. and 500 feet North of Coos St., both directions	15	15
Berlin Yard and M.P. B7—C148—one-half mile south of Gorham, both directions		40

GROVETON BRANCH.

Maximum	30	25
Coos Jct., east switch of M. C. crossover and north switch of B. & M. crossover	15	15
Groveton, between West Street and Station	8	8

FRANKLIN AND TILTON BRANCH.

Maximum Speed	25	25
Franklin Falls (Curve north)	20	20

HILLSBOBO BRANCH.

Maximum Speed	25	25
Nashua, between Charles and Main Sts. } } Ringing the bell the entire distance.	10	10
Nashua, between a point 420 feet north of switch for Indian Head Table Co. and Broad St., northward	15	15
Wilton, between Station and Stone Mill Crossing, 1 1/4 miles South Lyndebero, crossing	20	20
South Lyndebero, Bridge 20.98	15	15
South Lyndebero, Buttrick's Crossing	15	15
Greenfield, N. H., Peterboro Road Crossing (Greenfield Road), southward	8	8
South Bennington, crossing	10	10
Bennington, Bridges 34.54, 0.3 mile north of station	10	10
Between Bennington and Antrim around sharp curves	20	20

GOFFTOWN BRANCH.

Maximum Speed	25	25
Kelley's Falls — Bridge 1.89	10	10
Lynchville Park road crossing	10	10

No. 351s and No. 352s Milk Extras, when handling only milk cars or passenger equipment with engines 104248, 103901 or 104237, may use a maximum speed of 55 M.P.H. between White River Jct. and Boston, complying with all Time Table Speed Restrictions as they apply to passenger trains.

**D151. DESIGNATION AND USE OF MAIN TRACKS.
TWO OR MORE TRACKS.**

	FROM	TO
Main Line	Boston	Tie Plant (Nashua)
	South Manchester	Amoskeag
	Bow	Concord
Woburn Loop	Winchester (Via Woburn)	No. Woburn Jct.

B. & M. E. R. — M. C. R. E.

Operation between Whitefield and Fabyan, Waumbek Jct. and Coos Jct.

Boston & Maine R.R. trains will operate over the Maine Central R.R. tracks between Whitefield and Fabyan and between Waumbek Jct. and Coos Jct. under the jurisdiction of the Maine Central R.R.; their timetable, rules and regulations.

Train orders pertaining to movements of trains between these points will be issued from the Train Dispatcher's Office at Portland, Me., over the signature of the Maine Central R.R. Superintendent.

All trains will register in Maine Central Book at Whitefield, Waumbek Jct. and Coos Jct., unless otherwise instructed.

Waumbek Jct. Connection between Boston and Maine Railroad and Maine Central Railroad must be kept clear for train movements and inside switches so lined.

Cars for interchange will be left on Maine Central Railroad interchange track near station or field track.

208a. CLEARANCE FORM A.

No train will leave White River Jct. without a Clearance Form A. When there are no orders for a train, the issue of the clearance Form A must be authorized by the train dispatcher; except when the wires are not working, the operator may issue it without such authority, and must notify the dispatcher as soon as communication is restored.

221. TRAIN ORDER SIGNALS.

Wells River train order signal does not affect trains using south wye track.

Lowell Tower train order signal governs both New Hampshire Division and Portland Division trains.

221a. There is no train order signal at the following train order stations and a double staff red flag by day or a red light by night is used when there are train orders and for spacing of trains: Greenfield, N. H., Milford, Bennington, Gofftown and Wells Beach.

D225. 45 DEGREE SIGNALS.

Third position added to train order signals between Boston and Concord, N. H., inclusive.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.)

Train movements from both directions on one or more tracks may be made as specified below:

BETWEEN**WINCHESTER AND MONTVALE.**

Under direction of Train Director, Winchester.

Movements may be made in either direction on either track.

NORTH WOBURN JCT. AND WILMINGTON

Under direction of Train Director, Winchester.

Southward Track—For movements in either direction.

Northward Track—For Northward movements ONLY.

WILMINGTON AND WILMINGTON JUNCTION

Under direction of Train Director at Lowell Junction.

Movements may be made in either direction.

BLEACHERY AND MIDDLESEX.

Under direction of Train Director at Lowell Tower.

Movements may be made in either direction on either track.

LOWELL BRANCH, BLEACHERY AND WAMESIT.

Under direction of Train Director at Lowell Tower.

Movements may be made in either direction on either track.

MIDDLESEX AND NORTH CHELMSFORD.

Under direction of Train Director at Lowell Tower.

Track No. 1 — NORTHWARD movements only.

Track No. 2 — Movements in either direction.

Track No. 4 — SOUTHWARD movements only.

NOTE: — Track No. 3 is a passing siding with NORTHWARD assigned direction and is NOT Centralized Traffic Control operation.

TIE PLANT AND SOUTH MANCHESTER.

Under direction of Train Director at Manchester Tower.

Main Track — Movements in either direction.

Merrimack Second Track — Movements in either direction.

AMOSKEAG AND BOW.

Under direction of Train Director at Manchester Tower.

Main Track — Movements in either direction.

South Hooksett Second Track — Movements in either direction.

HILL CROSSING FREIGHT CUT-OFF.

The freight cut-off extends between Hill Crossing and Boston Yard Limit Sign 1100 feet south of Somerville Jet, crossover.

The portion of freight cut-off located between Northward (Outward) dwarf interlocking signal at Hill Crossing and Northward (Outward) dwarf interlocking signal 1300 feet north of Mass. Ave., No. Cambridge, is CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.) TERRITORY and all movements between these points will be made on signal indication and in accordance with C.T.C. system rules under direction of train director at Waltham.

The portion of freight cut-off south of Northward (Outward) dwarf interlocking signal 1300 feet north of Mass. Ave., No. Cambridge, to Boston Yard Limit Sign 1100 feet south of Somerville Jet, crossover is an INWARD (SOUTHWARD) MAIN TRACK. This is not a Yard Track and protection must be provided as required by Rule 99.

Movements over this portion of freight cut-off (south of North Cambridge) may be made as follows:

Inward (Southward) — without Train Orders.
Outward (Northward) — only under pilot protection or under full flag protection.

Trains in either direction between Hill Crossing and Boston Yard Limit Sign south of Somerville Junction are not required to display signals as per General Rule 21.

Trains in either direction between Wilmington Jet, and Wilmington are not required to display signals as per General Rule 21.

505. AUTOMATIC BLOCK SYSTEM.

Between Boston and signs on northward and southward tracks south of station at Concord, N. H.

Between sign 900 feet north of station at Concord, N. H., and Signal 1426 at Westboro.

Between West Cambridge and Lake Street.

Between Winchester and North Woburn Jet, via Woburn.

Between Wilmington and Wilmington Jet.

Stony Brook Branch, between Willows and North Chelmsford.

Lowell Branch, between Bleachery and Lowell Jet.

Between sign at diamond crossing, Concord, and sign about 388 feet north of Five Point Crossing, Plymouth N. H.

Between "signal territory starts" sign at White River Jet, and CP signal 631A north of Wells River.

Between automatic routing signal 1633, Wells River, and sign at signal W937, Woodville (via south wye).

Between sign at automatic routing signal W937, Woodville, and junction switch north of Wells River (via north wye).

The portion of freight cut-off and third iron between color light automatic signal PC-32, located to the right of the freight cut-off 275 feet north of Lowell Street Bridge (3.03), and the dwarf interlocking signal located to the right of the third iron just north of Medford Street Bridge (2.37) (Winter Hill), is automatic block signal territory.

Between Hill Crossing and sign at Mass. Ave., North Cambridge.

On branch lines entering main tracks having an Automatic Block System, the Automatic Block System is in effect on the branch line between "Signal Territory Starts" sign and the main tracks connection.

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS.

LOCATION	SIGNAL NUMBER	CLEARING TIME
North Billerica, Billerica Shops		
White River Jet.	S204	3 Mins. 15 Secs.
To Wells River Lower Yard	All signals governing on or from sidings	5 Minutes
Wells River, North Wye	NY 1635	3 Mins. 30 Secs.
Wells River, South Wye	SY 1634	3 Mins. 30 Secs.
Wells River, South Wye	SW 638	1 Min. 30 Secs.
Wells River, North Wye	W 638	1 Min. 30 Secs.
Wells River, C.P. Siding	S 1636	5 Mins. 30 Secs.

513b. AUTOMATIC ROUTING SIGNALS.

LOCATION	DIRECTION	SIGNAL NUMBER
Wells River, Main Line	Northward	1633
Wells River, C.P. Main Line	Southward	1636
Wells River, C.P. Passing Siding	Southward	S 1636
Woodville	Southward & Northward	W 937

605. LOCATION OF INTERLOCKING SIGNALS. MAIN LINE.

(SEE INTERLOCKING SIGNAL RULES).

★Draw No. 1 — Tower "A"		
Tower "A"		North Chelmsford.
Winter Hill.		Nashua Union Station.
Winchester.		Tie Plant.
Montvale.		Merrimack South.
North Woburn Junction.		Reeds Ferry.
Wilmington.		South Manchester.
North Billerica (unattended Rule 663b applies).		Manchester.
South Lowell.		Amoskeag.
Lowell.		Martin North.
Western Ave.		South Hooksett.
Middlesex.		Bow.
★Draw No. 1 — Tower "A" — is protected by semi-automatic color light dwarf interlocking signals and by power operated gates controlled from Tower "A." A warning whistle will sound a single long blast just prior to opening drawbridge.		Concord, N. H.

LOWELL BRANCH.

Lowell Wamesit Lowell Jct.

HILL CROSSING FREIGHT CUT-OFF.

Hill Crossing.
 Diamond Crossing (Lexington Branch)
 North Cambridge.

Whenever trains or engines find interlocking signals in Stop position at Diamond Crossing and cannot see any other train or engine approaching on cross route, crew will be governed by instructions posted in signal box which contains push button releases.

LEXINGTON BRANCH.

Diamond Crossing.

OTHER INTERLOCKING SIGNALS, NORMAL INDICATION OF WHICH IS PROCEED.

To protect trains or engines entering a main track or in making a cross-over movement (see General Rule D132), Signals must be set to display most restrictive indication, then wait three minutes before lining switches.

When stop is indicated by these signals, trains or engines must not proceed on hand signals until a flagman has been sent ahead and ascertained the full situation. They may then proceed on signal from flagman (See Rule 663-b).

Such signals are located at the following points:

MAIN LINE.

Concord, N. H. (Northward station).
 Concord, N. H. Station, Special Home Signals governing northward and southward movements into station only and at restricted speed.

WHITE RIVER JUNCTION — CENTRAL VERMONT YARD.

DOUBLE ARM UPPER QUADRANT SEMAPHORE, TWO POSITIONS BLADE, 1896 FEET SOUTH OF STATION GOVERNS SOUTHWARD MOVEMENT AT FOULING POINT OF B. & M. AND C. V. MAIN TRACK AND B. & M. NO. 2 TRACK:

The west arm, in perpendicular position or a green light and the east arm in a horizontal position or a red light gives southward movements from C. V. main track permission to proceed.

The west arm in a horizontal position or a red light and the east arm in a perpendicular position or a green light gives southward movements from B. & M. main track or through crossover from south wye permission to proceed.

Both arms in horizontal position, or two red lights, all southward movements on either main track or through crossover from south wye must stop to clear fouling point at junction switch.

SEMAPHORE SIGNAL LOCATED EIGHT HUNDRED FEET SOUTH OF NUTT STREET, W. R. JCT. GOVERNING MOVEMENT OF NORTHWARD TRAINS.

Upper quadrant three position blade.
 Perpendicular position, or green light, proceed.
 Forty-five degrees, or yellow light, restricted speed via diverging route.
 Horizontal position, or red light, stop.

WHITE RIVER JUNCTION — NUTT STREET.

Switch-tender stationed at cabin North of Nutt Street will handle the Double arm Upper Quadrant semaphore governing the movement of trains from the fouling point of Boston and Maine and Central Vermont Main Line and Boston & Maine No. 2 track, also Upper Quadrant three position semaphore signal located just North of New York Office. They will have charge of switches South of station platform to entrance of New York,

switches on crossover from Central Vermont Yard to Boston and Maine Yard, and switches from Central Vermont main line to crossover leading to Central Vermont No. 3 track.

All train, engine or shifting movements over south way (between Conn. River Bridge (142.74) and Nutt St.) must receive motion or verbal permission from switchtender at either end before entering way track.

Switchtenders stationed at cabin North of Nutt Street will not allow a train from Central Vermont (Southern Division) to pass that point if a Berlin-White River Jet. Line first-class train is due, or overdue, without first calling switchtender at Diamond and obtaining permission to allow such Central Vermont (Southern Division) train to enter Berlin-White River Jet. Line main track.

Whistling for on and off brakes is not necessary. Movement on lead over Nutt Street crossing does not require whistle signal, 14-L. Movements approaching this crossing will be restricted to 10 miles an hour except when crossing tender is on duty.

MAIN LINE — W. R. JCT. — BERLIN.

Whitefield.

OPERATION OF SWITCHES AND SIGNALS EQUIPPED WITH ELECTRIC SWITCH LOCKS.

Instructions for operation of electric switch locks on hand-operated switches at the following locations are shown on inside of door to electric lock for information of train or engine crews.

North Billerica.

Diamond Crossing (Lexington Branch).

WARNING: — When it is found necessary to operate push button releases to unlock switches, care must be used to be reasonably certain that no approaching train is close since operation of push button will set any clear signal to stop position and may thereby give an approaching train a red home signal after it has passed a clear approach.

697.

BALL SIGNALS.

NASHUA.

SIGNAL WEST OF UNION STATION. (Diamond)

One ball or one red light: Trains on the Hillsboro Branch may cross the old Worcester line; also allows movement to and from Freight House.

Absence of ball or red light allows movements between old Worcester line and Engine House-Station track.

CONCORD, N. H.

At Diamond Crossing, North of Free Bridge (73.63).

ONE BALL OR ONE RED LIGHT will allow White River Jet. Line, Concord-Lincoln Line and Claremont track movements to pass to and from the passenger station upon their respective tracks, subject to the signals at, and near, north end of train shed.

TWO BALLS OR TWO RED LIGHTS will allow inward movements from White River Jet. Line to cross diamond into freight yard. Also will allow movements on Claremont track to pass to and from passenger station, subject to the signals at, and near, north end of train shed.

THREE BALLS OR THREE RED LIGHTS will allow inward movements from Claremont track to cross White River Jet-Concord main line and diamond and pass into freight yard.

FOUR BALLS OR FOUR RED LIGHTS will allow outward movements from freight yard across diamond to White River Jet. Main Line, or to Claremont track; and from freight yard to Concord-Lincoln Line.

FIVE BALLS OR FIVE RED LIGHTS will allow Lincoln-Concord Line inward movements to pass into the freight yard. Also will allow movements on Claremont track and White River Jet. Line to pass to and from passenger station, subject to the signals at, and near, north end of train shed.

IN THE ABSENCE OF PROPER SIGNALS, all trains must stop to clear and call yard office at once for instructions.

At Signal Mast North of Train Shed.

ONE BALL OR ONE RED LIGHT will allow Lincoln and Concord INWARD movements to enter train shed, subject to Color Light signal.

TWO BALLS OR TWO RED LIGHTS will allow White River Jet. and Concord INWARD movements to enter train shed, subject to Color Light signal.

THREE BALLS OR THREE RED LIGHTS will allow Claremont track INWARD movements to enter train shed, subject to Color Light signal.

No inward train will pass south of "Free Bridge" (73.63) unless proper signal is displayed.

WHITE RIVER JUNCTION DIAMOND CROSSING.

Each engine approaching the crossing will bring his engine to a stop at some point within one thousand (1,000) feet from the crossing. If the signal is right, he may then proceed.

ONE BALL OR ONE RED LIGHT will allow trains from Central Vermont Ry. (Northern Division) or movements from the west to cross.

TWO BALLS OR TWO RED LIGHTS will allow trains from the Concord-White River Jet. Main Line (New Hampshire Division) or movements from the east to cross, but switching may be done over crossing east and west on TWO BALLS OR RED LIGHTS.

THREE BALLS OR THREE RED LIGHTS will allow trains from the Berlin-White River Jet. Line (New Hampshire Division) or movements from the north to cross, but switching may be done over crossing north or south on THREE BALLS OR THREE RED LIGHTS.

FOUR BALLS OR FOUR RED LIGHTS will allow trains from the Central Vermont Ry. (Southern Division) or movements from the south to cross.

When no signal is displayed all trains or movements approaching the diamond must come to a stop. Any movement over diamond when no signal is displayed will be made only on the authority of the switch tender.

NOTE: — Enginemen when approaching the crossing from either direction must use the utmost care with reference to trains moving on the same track, as the fixed signals only protect movements on tracks at right angles with each other.

Switchtenders located at diamond near passenger station will have charge of ball signal, all switches included between way switch on White River Bridge (123.27), and crossover switch on Conn. River Bridge (142.74), also switches south of cabin controlling movement from and to the freight yard.

Trains from the B. & M. (N. H. Division) must stop to clear fouling point of the C. V. Main track just north of passenger station, except they may proceed on to C. V. main track upon hand signal from the switch tender at underpass and under flag protection as arranged by the switch tender at that point, against Rosbury Sub-division regular trains that may be due or overdue.

Passenger trains arriving at White River Junction that are required to back their trains off on C.V.R.R. or west side of station, should, when conditions will permit, back entire train and engine over crossing before making station stop and must not exceed a speed of five (5) miles per hour on the back-up move.

WHITEFIELD AND WAUMBEK JUNCTION.

One ball or one red light will allow trains on the Boston and Maine Railroad to pass over Maine Central Railroad track. Two balls or two red lights will allow trains on the Maine Central Railroad to pass over Boston and Maine Railroad track. All trains and engines will stop 500 feet from Maine Central track.

BERLIN, N. H. NORTH YARD.

ON SIGNAL MASTS AT THE JUNCTIONS OF THE BOSTON AND MAINE RAILROAD AND THE BERLIN MILLS RAILWAY TRACKS AT OLD LOCATION AND AT NEW LOCATION 675 FEET NORTH.

One red ball or one red light allows Boston and Maine R. R. trains or engines to pass at intersection of Berlin Mills Ry. at old location, also at new location 675 feet north. Two balls or two red lights allow Berlin Mills Ry. trains or engines to pass at intersection of Boston and Maine R. R. at old and new location. In absence of signals all movements must stop.

CLOSE CLEARANCE.

At highway crossings at Holland St., Davis Square, Somerville, and Massachusetts Ave., Arlington, where trolley wires are over B&M railroad tracks, bridge guards (fittals) are not provided and all persons are warned and prohibited from riding on top of a locomotive, tender or car at these locations.

Woburn, Mass. Persons are not allowed to ride the top of locomotives, tenders or cars beyond the point of switch to sidetrack serving General Motors Corporation.

Wells River, Vt., at ledge south of switch, track No. 1, west of main line in lower yard, signs are posted giving notice of less than standard clearance.

DIESEL ENGINES PERMITTED

SINGLE OR COUPLED

	Maximum Weight of Car and Lading	Road Engines	Switchers
Boston — White River Jct.	250,000	All	All
Concord — Plymouth	210,000	All	All
Plymouth — Lincoln	210,000	(2) DF 1b, 2a, 3ab, 4a, DRS 1abcde, 2a, 3bcd, 4a, RDC 1, 2, 3, 9	All
Woodsville — Blackmount	210,000	All	All
Concord — Stonehill	150,000	DRS 1abcd, 2a, 3bc, 4a, RDC 1, 2, 3, 9	DS 1a, 2bcd, 3ab
Franklin Falls — Tilton	175,000	None	DS 1a, 2bcd, 3ab
Woburn Loop	250,000	All	All
Stoneham Branch	250,000	All	All
West Cambridge — North Billerica	240,000	All	All
Bedford — Concord, Mass.	175,000	None	DS 1a, 2bcd, 3ab
Wilmington — Wilmington Jct.	250,000	All	All
Nashua Union Station — Yard Limit (Hillsboro Branch)	250,000	All	All
Nashua Yard Limit — South Lyndeboro	250,000	None	DS 1a, 2bcd, 3ab
South Lyndeboro — Hillsboro	160,000	None	DS 1a, 2bcd, 3ab
Manchester — Bridge 7.59 (east end)	210,000	DF1b, 2a, 3ab, 4a, DRS 1abcde, 2a, 3bcd, 4a	DS 1a, 2bcd, 3ab
Bridge 7.59 (east end) and Goffstown	175,000	DF1b, 2a, 3ab, 4a, DRS 1abcde, 2a, 3bcd, 4a	DS 1a, 2bcd, 3ab
White River Jct. — Berlin	210,000	All	All
Waubek Jct. — Coos Jct. (Ma. C.)	210,000	DF 1ab, DRS 1abcde, 2a, 3bcd, 4a, RDC 1, 3, 9	All
Lancaster-Groveton	210,000	DRS 1abcde, 2a, 3bcd, 4a, RDC 1, 2, 3, 9	All

(2) May operate DF 1b, 4224-4226, DF 3a, 4227-4228, A-B units or A cabs single or coupled.

NOTE — In any territory, classes not shown above may operate only on order from Superintendent.

BUDD RAIL MOTOR CARS

BUDD RAIL MOTOR CARS as single unit permitted **only** as listed below:

- Boston to White River Jct.
- Woburn Loop.
- Concord, N. H. to Plymouth.
- White River Jct. to Berlin.

These cars operating in multiple are not restricted as to territory where permitted by engine limitations.

WRECKING CRANES PERMITTED

Cranes may be operated only in territory shown with hood and stack removed and in compliance with freight train speeds and any additional restrictions listed.

	UNRESTRICTED	O	250 Ton 3366	200 Ton 3365	120 Ton 3363-3364	100 Ton 3360-3362	75 Ton 3352-3353 3357-3359
	RESTRICTED CANNOT MOVE	X					
Boston and White River Jct.			R1	R1	O	O	O
White River Jct. and Berlin			R2	R2	O	O	O
Concord and Plymouth			X	X	O	O	O
Mystic Jct. and Mystic Wharf			O	O	O	O	O
Plymouth and Lincoln			X	X	O	O	O
Winchester and North Woburn Jct. (Woburn Loop)			R3	R3	O	O	O
Montvale and Stoneham			X	X	O	O	O
West Cambridge and North Billerica			X	X	O	O	O
Bedford and Concord, Mass.			X	X	O	O	O
Wilmington and Wilmington Jct.			O	O	O	O	O
Franklin Falls and Tilton			X	X	O	O	O
Lowell, Dutton St. and Boott Mills			X	X	O	O	O
Nashua Union Station and Yard Limit (Hillsboro Branch)			R4	R4	O	O	O
Nashua Yard Limit and South Lyndeboro (Hillsboro Branch)			X	X	O	O	O
South Lyndeboro and Hillsboro			X	X	X	X	O
Manchester and West Manchester			X	X	R6	O	O
West Manchester and Goffstown			X	X	X	X	O
Lancaster and Groveton			X	X	O	O	O

R1 30 MPH over Bridge No. 32.46 Tyngsboro.

R2 10 MPH over Bridge No. 93.74 Woodsville.

10 MPH over Bridge No. 143.06 Appalachee.

10 MPH over Bridge No. 144.13 Randolph.

15 MPH over Bridge No. 148.81 Gorham.

15 MPH over Bridge No. 154.49 Berlin.

R3 Cannot go under Bridge No. 8.61.

R4 10 MPH over Bridge No. 45.61 W. N. & P.

R6 10 MPH over Bridge No. 0.93 West Manchester.

DIESEL TONNAGE RATING PER UNIT

	1700-1749		1500-1545 1555-1577 4265-4268A&B 1220-1231		1550-1553 4224-4225A&B 4250-4264		1200-1213 1260-1271		800-807 860-869		1162-1188		1103-1132		110-119	
	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced
Boston to Concord.....	3465	3335	3120	3000	2900	2500	2280	2160	2280	2160	1820	1730	1520	1440	800	760
Concord to White River Junction.....	1655	1535	1500	1380	1250	1150	950	900	1250	1190	830	790	610	580	350	330
White River Junction to Concord.....	1535	1400	1380	1260	1150	1050	850	840	1150	1090	770	730	570	540	330	310
Concord to Boston.....	2865	2735	2580	2460	2150	2050	2380	2450	2380	2450	2070	1960	2070	1960	910	880
White River Junction to Wells River.....	2775	2640	2500	2380	2080	1980	1840	1750	1840	1750	1460	1390	1460	1390	640	610
Woodsville to Whitefield.....	1735	1600	1560	1440	1300	1200	1020	960	1350	1280	880	840	650	620	370	350
Whitefield to Jefferson.....	1635	1500	1470	1350	1225	1125	1020	960	1350	1280	880	840	650	620	370	350
Jefferson to Berlin.....	1135	1000	1020	900	850	750	810	770	1020	960	640	610	470	450	270	250
Berlin to Bowman.....	935	535	840	720	700	600	610	580	800	760	530	500	400	380	230	220
Bowman to Whitefield.....	1465	1355	1320	1200	1100	1000	1320	1250	1320	1250	1080	1020	1080	1020	470	450
Whitefield to Woodsville.....	1865	1735	1680	1560	1400	1300	1250	1190	1250	1190	1000	950	925	880	480	460
Woodsville to White River Junction.....	3735	3600	3370	3240	2800	2700	2800	2660	2800	2660	2400	2280	2170	2060	1650	1000
Concord to Lakeport.....	2265	2135	2040	1920	1700	1600	1420	1350	2040	1940	1280	1170	930	880	530	510
Lakeport to Plymouth.....	1745	1610	1570	1450	1310	1210	1480	1400	1570	1490	1170	1110	1000	950	570	540
Plymouth to Lakeport.....	1725	1600	1560	1440	1300	1200	880	730	1100	1040	770	730	570	540	310	290
Lakeport to Concord.....	2785	2655	2510	2390	2090	1990	1990	1890	2000	1900	1600	1520	1370	1300	780	740
Plymouth to Lincoln.....	1735	1600	①1560	①1440	1300	1200	1100	1040	1500	1420	950	900	700	660	410	360
Lincoln to Plymouth.....	1865	1735	①1680	①1560	1400	1300	1410	1340	1680	1600	1110	1050	900	850	530	500
Manchester to Goffstown.....	1800	1720	1640	1550	1360	1290	—	—	—	—	1030	980	770	730	440	420
Nashua to Milford.....	—	—	—	—	—	—	—	—	—	—	1500	1350	—	—	—	—
Milford to Wilton.....	—	—	—	—	—	—	—	—	—	—	1100	1000	—	—	—	—
Wilton to Greenfield.....	—	—	—	—	—	—	—	—	—	—	500	350	—	—	—	—
Greenfield to Hillsboro.....	—	—	—	—	—	—	—	—	—	—	1300	1350	—	—	—	—

①4265-4268 cannot operate.

REDUCED RATINGS WILL BE MADE EFFECTIVE BY BULLETIN NOTICE

H. J. JONES, Trainmaster

C. F. HENDERSON, Trainmaster

B. A. CARDWELL
Chief Train DispatcherB. J. LaSALLE
Asst. Chief Train DispatcherE. J. CLOUGH
Asst. Chief Train Dispatcher

TRAIN DISPATCHERS

T. M. CASEY
J. P. BLUTO
B. E. FLANDERSB. C. SMITH
W. F. LINEN
P. S. JOHNSONE. W. COUGHLIN (Extra)
R. E. HILL (Extra)
S. E. NICHOLS, Jr. (Extra)

SPECIAL INSTRUCTIONS.

FITCHBURG AND BOSTON DIVISIONS.

14. ENGINE WHISTLE SIGNALS.

PUBLIC CROSSING SIGNAL 14(f) is not to be sounded for the crossings or in the territory as listed below except in case of emergency:

Boston-Silver Hill (Main Line) — All.		
Watertown Branch — All.		
LOCATION	STREET	DIRECTION
Lincoln	Great Road (1st east)	Both
Lincoln	Old Sudbury Road (2nd east)	Both
Lincoln	Lincoln Road (station crossing)	Both
Concord	Sudbury Road (1st east)	Both
Concord	Belknap St. (1st west)	Both
West Concord	Baker Ave. (1st east)	Both
West Concord	Commonwealth Ave. (1st west)	Both
West Concord	Conant St. (2nd west)	Both
West Acton	Arlington St. (1st west)	Both
West Acton	Mass. Ave. (1st east)	Both
Shirley	Phoenix St. (1st east)	Inward
Shirley	Main St. (1st west)	Both
Shirley	Center St. (2nd west)	Outward
Orange	West Mill St. (1st east)	Both
Greyluck	Protection Ave.	Inward
Greyluck	Phelps Ave.	Outward
Blackinton	Ashton Ave.	Inward
Blackinton	Galvin Road	Outward
Troy, N. Y.	Between Hoosick St. (B&MRR) and Madison St. (NYCRR)	Both

CENTRAL MASS. BRANCH.

Clematis Brook	Beaver St.	Both
Waltham North	Lyman, Lexington and Bacon Streets	Both
Waltham Highlands	Hammond Street and Prospect Hill Ave.	Both
Wayland	Concord St. (2nd east)	Outward
Wayland	Sudbury Road (1st east)	Outward
Wayland	Concord St. (2nd east)	Inward
Wayland	Millbrook Road (3rd east)	Inward
Hudson	Manning, Church, Felton, Lincoln, Warner and Central Streets	Outward
	Warner, Lincoln, Felton, Pope and Church Streets	Inward

On Central Mass. Branch, trains in both directions will sound 14(m) approaching private crossing leading to Esso Tank Farm, 1.5 miles west of Waltham Highlands station.

Exception: On Watertown Branch, inward trains will sound 14(f) before passing under third bridge west of Watertown and must not, except to avoid accident, sound whistle again between that point and Irving St., which is fourth street east of station.

14(m) is prohibited approaching junctions between Boston and Waltham and on Watertown Branch.

32. TROY, N. Y.

Sounding of engine bell while standing is prohibited except bell may be rung for thirty seconds immediately prior to the starting of engine.

33. PUBLIC CROSSINGS.

CROSSINGS NOT CONTINUOUSLY PROTECTED AND OTHER PUBLIC CROSSING REGULATIONS:

(G) Gates must be lowered in accordance with General Special Instructions.

- (S) When protection is not provided, all moves over crossings must be stopped within fifty (50) feet of crossing and a member of crew protect.
- (A) Approach crossing prepared to stop unless crossing protection signals are seen to be in operation.

BOSTON TO MECHANICVILLE.

Cambridge

Park and Sherman Streets. Stop posts have been installed in advance of these crossings on the 3rd and 4th irons. Before any movement is made over these crossings on the above tracks leading engine or car must be stopped within 35 feet of the stop post and a wait of 20 seconds be made before continuing movement, to allow gates to function properly. When a movement has been made over either of these crossings it must not be stopped until trailing trucks are more than 50 feet past the crossing.

Waltham

Moody Street crossing (first street west of station) must not be blocked under any circumstances. Long passenger trains inward pull train in far enough so crossing will not be obstructed. Freight trains stopped on crossing and delayed for any purpose must be out so crossing watchman can raise gates and not hold up traffic. Outward trains stopping at Waltham will stop so crossing will not be obstructed and will ring bell when ready to depart so gates can be lowered.

West Concord

All eastward movements from the westward main track or from eastward wye track through trailing point crossover must continue 20 seconds between the dwarf signal at east end of crossover and Baker Avenue crossing to allow automatic crossing protection to give proper advance warning.

Conant Street crossing must be protected by member of crew on all movements on siding — track circuit extends 65 feet each side. Leave no cars in circuit.

Shirley (Mitchellville Crossing)

Eastward standing or switching between a point 200 feet west of Hospital Track switch and a point 1200 feet east of this switch will use "cut-out."

Eastward trains stopping west of signal 380 for any appreciable duration of time will use "cut-out." This "cut-out" is in addition to and entirely independent of "cut-out" located at Hospital Track switch.

Fitchburg

(S) Sheldon St. on side track serving Independent Lock Co.

Orange

(S) Crews switching on spur track serving Potter's Elevator and Storehouse will protect crossing while making any moves over that crossing.

Hoosick Falls

Westward track. Between 8.00 A.M. and 4.00 P.M. Mondays through Fridays, crossing watchman will be located at Manual Control Cabin at Hoosick St. to manually control flasher signals located at Carey Ave., River, Hoosick, Center and Elm Streets for shifting moves. Train crews will keep crossing watchman posted on moves to be made.

Trains with work to do, moving west on westward track, will stop sufficiently back so when engine stops, or returns to train, it will be entirely east of Signal 1629.

Eastward track. Trains with work to do, moving east on eastward track, will stop sufficiently back so when engine stops, or returns to train, it will be entirely west of cut-out point 300 feet west of Church St.

West Valley Falls

Trains with work to do, moving east on either track, will stop sufficiently back so when engine returns to train it will be entirely west of a cut-out point 200 feet from crossing, and trains moving west on either track, entirely east of Block Signal 1779.

Mechanicville

(S) North Main Street crossings of West Virginia Pulp & Paper Co.'s west track and east track. A member of train crew must operate the manually-controlled flashing light highway crossing signals.

WATERTOWN BRANCH.

(S) All crossings.

Union Market

(S) School St. A member of crew must operate the manually-controlled highway crossing traffic signals.

Bemis

(S) Private grade crossing serving Quincy Market Cold Storage and Warehouse Co., about 1400 feet west of Bridge St.

CENTRAL MASSACHUSETTS BRANCH.

Clematis Brook

(S) Start Run on side track serving Walter E. Fernald State School.

Waltham Highlands

(G) Prospect Hill Ave.: Weekdays 4.35 A.M. to 8.35 P.M.; Sundays none. Crossing watchman will remain on duty until local freight passes weekdays.

Hudson

Between 6.05 A.M. and until departure No. 3192 Monday to Friday, inclusive, crossing watchman will be located in elevated cabin at Cottage St. to manually control flasher signals located at Lincoln, Pleasant, Warner, Cottage, Central, Felton, Pope and Church Sts., when trains or cars are standing or switching on circuit. Saturdays only for trains Nos. 3104 and 3117.

During hours that crossing watchman is not on duty in elevated cabin when train stops on circuit which keeps flashers working a member of the crew protect crossing.

MAYNARD BRANCH.

- Maynard**
 (S) Concord St.
 (S) Acton Road.
 (A) Sumner St.
 (S) Main St.
 (S) Sudbury St.

MARLBORO BRANCH.

- Gleason Jct.**
 (S) Main St. (¼ mile west).
Hudson
 (S) Grove St. (east of station).
 (S) Broad St. (west of station).
Marlboro
 (S) Ash St. when passing over National Battery side track.
 (S) Hudson St.
 (S) Lincoln St.

GREENVILLE BRANCH.

- Ayer**
 (S) Cemetery Road.
 (S) State Road.
West Groton
 (S) Shirley St.
Townsend Harbor
 (S) Warren Road.
Townsend
 (S) Elm St.
West Townsend
 (S) Main St.

HOLLIS BRANCH.

- Ayer**
 (S) Main St.
 (S) Chain Shop.
 (S) Tannery St. on side track serving International Purchasing Co.
Groton
 (S) Broadmeadow Road (first east).

- Pepperell**
 (S) Groton St. (first east).
 (S) Lowell Road (first west).
 (S) River St. (2.06 miles west of station).
 (S) Mill crossing.
 During hours no one is on duty to protect this crossing, trains or engines must not be backed or switched over this crossing unless protected by a member of the crew.

CHESHIRE BRANCH.

- Winchendon**
 (A) Central St., Jackson Ave.
 Flashing yellow indicators, mounted vertically, have been installed on flasher signal located on the northwest corner of Central St. crossing facing in a westerly direction and on flasher signal located on the southeast corner of Jackson Ave. crossing facing in an easterly direction. When flashing yellow, these indicators will indicate to members of train crews that crossing protection signals are operating.
 Eastward Peterboro Branch trains entering the Cheshire Branch must consume at least 20 seconds between dwarf automatic approach signal H 351 and Spring St. crossing.

- Keene, N. H.**
 (S) Marlboro St. on side track serving B. F. Timme & Son.
 Main St.
 No train or engine shall be backed over Main Street without keeping main in suitable position at rear, or in advance of rear end of train or engine, to give any needed warning. No two trains or engines shall pass over said street at same time.
 Between hours of 11.00 P.M. and 7.00 A.M. speed of all trains and engines over Main Street crossing restricted to 4 miles per hour.
 Flasher circuits on passing siding and old Nashua main tracks at Water Street extend only about 65 feet each side of crossing and trains or engines using these tracks will consume 20 seconds from this point to crossing after flasher signals have started to work, or protect crossing by members of crew. Leave no cars in circuit.

North Walpole

Either of the two cut-outs located west of Bridge St. crossing is to be used when switching is done on the west side of Bridge St. crossing, and is effective between a point just west of the second main line switch west of the Connecticut River Bridge and a point 150 feet west of Bridge St. crossing.

When switching is done between these points, and while train is occupying some part of this track, a member of the crew must push button marked "Push to Cut Out Flasher" to prevent unnecessary operation of the crossing protection.
 When cut-out button is pushed, an indicator light in box will light, indicating that automatic crossing protection has been cut-out. The 150 foot section just west of Bridge St. cannot be cut out. If train clears the track circuit at its westerly end, after using cut-out, and then again moves on to this track circuit, it will be necessary to again push cut-out button in either unit to stop operation of the crossing protection.

With any part of train standing or switching between a point about 100 feet west of Engine House track switch and a point 150 feet east of Bridge St. crossing, provided train entered this section of track by a westerly movement, a member of train crew must push button marked "Push to Cut Out Flashers" to prevent unnecessary operation of crossing protection. When cut-out button is pushed, an indicator light in box will light, indicating that the automatic protection is cut out.

The 150 foot section just east of Bridge St. cannot be cut out. If after using any cut-out button, movement is to be made over crossing, a member of crew must push button marked "Push to Restore Flasher," thereby starting operation of crossing signals again. Indicator light in box will then go out.

PETERBORO BRANCH.**Gardner**

- (S) State Road on Pierces side track.
 (G) Kendall's Crossing.
 Mondays through Fridays 6.45 A.M. to 10.45 P.M. Sundays none. Saturdays 6.45 A.M. to 2.45 P.M.
 Sunday to Thursday — MW-2 protected by call.
 (S) Conant St. Mondays through Fridays 6.30 A.M. to 10.30 P.M. Sundays none. Saturdays 6.30 A.M. to 2.30 P.M.
 (G) North Main St. 7.15 A.M. to 6.45 P.M. or until XW-2 passes. Sundays none. Saturdays 7.15 A.M. to 3.15 P.M.
 West Broadway, Sawin's Crossing, Kendall's Crossing, Conant St. Outward freights having work to do at Gardner will leave rear of train a sufficient distance west of sign board indicating west end of flasher signal track circuit for West Broadway so that when returning to rear with pick up, train will clear this sign, and if flashers fail to work, a member of crew will protect crossing until entire train has cleared crossing. Such moves will be made at restricted speed while crossing West Broadway, Sawin's Crossing, Kendall's Crossing and Conant St.

Heywood

- (G) Central St. Mondays through Fridays 10.30 A.M. to 6.30 P.M. or until XW-2 passes. Sunday none. Saturday WX-1 protected by call.
 (S) Park St. Mondays through Fridays 11.30 A.M. until 3.15 P.M. Saturdays and Sundays none.

Winchendon

- (A) Jackson Ave., all trains and engines on main track in either direction must come to a stop at STOP POST located about 20 ft. from crossing, with their lead trucks within 80 ft. in approach to the STOP POST and wait until crossing protection has operated 20 seconds before proceeding over the crossing.
 For movements over the crossing in either direction on siding, the hand-throw derail located just east of crossing must be operated reverse and movement must not be made over the crossing for at least 20 seconds after reversing derail.

Jaffrey, N. H.

- (S) Main St. and Squantum Road.
 (S) Pierce's Crossing (1 mile east of Jaffrey).

Noone

- (S) Private crossing, New Hampshire Ball Bearing, Inc. (2 miles south of Peterboro).

TURNERS FALLS BRANCH.**Montague City**

- (S) Greenfield Road.

SPRINGFIELD TO W. E. JCT.**Brightwood**

Flasr circuit on the Brewery Lead Sidetrack over Plainfield Street extends only about 65 feet on each side of crossing and trains or engines using this track must consume 20 seconds from this point to crossing after flasher signals have started to operate, or protect crossing by member of crew. Leave no cars in circuit.

Williamansett

(S) North Chicopee St. on Hampden Brewing Co. track.

Holyoke

(S) Public crossings on yard tracks not regularly protected.

(S) Race St. track, Appleton St. and Cabot St. A member of the crew must operate the manually-controlled highway crossing traffic signals.

Mt. Tom

(S) State Road on Easthampton Branch and track leading to Sulphite Mill.

Battleboro

Bridge St. crossing at northerly end of passenger station is protected 8.00 A.M. to 6.00 P.M. daily.

During hours this crossing is not protected, trains or engines must not be backed or switched over crossing unless protected by a member of the crew.

Battleboro (C. V. RY.)

Automatic crossing gates installed at Cummers Crossing south end of yard which work in conjunction with crossing signals for MAIN LINE movements only. Engines moving south from engine house lead will use at least twenty (20) seconds from main line switch to crossing.

Claremont Jet., N. H.

(S) Maple Ave. on south leg of wye on Claremont and Concord Ry. Co. Any southward movement from south end of middle track, intending to pass over Depot St. crossing, must consume at least 20 seconds between clearance point on middle track and the crossing.

Windsor (C. V. RY.)

Station crossing north of station. All movements on side track over this crossing must be protected by member of crew until crossing is fully occupied.

Southward movements from passing track must be protected unless flasher is known to be in operation.

Windsor

When cars are pushed by an engine a trainman must take a conspicuous position on front of leading car.

(S) Trains or engines must not be backed or switched over unprotected public crossings unless protected by a member of the crew. Trains will not exceed speed of 5 miles per hour while backing over any street or public crossing which is unprotected by gates or watchmen.

(S) Any movement whether switching or otherwise on the side tracks over the Everett Lane crossing must be protected by a member of the crew.

CHICOPEE FALLS BRANCH.**Chicopee Center**

(S) Springfield St.

Chicopee Falls

(S) Oak St. vehicular crossing and foot passenger crossing to United States Rubber Co.

EASTHAMPTON BRANCH.**Hampton Mills**

(S) Ferry St.

Eastham

(S) Union St.

WHEELWRIGHT BRANCH.**Northampton**

(S) Damon Road (west end new Coolidge Bridge over Conn. River).

Hadley(S) East St. and Middle St. (east of station).
(S) West St. and Hatfield St. (west of station).**ASHUELOT BRANCH.****Keene**

(S) Winchester St.

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS.
(See General Special Rule 33.)**Location**Boston to Athol
Orange**Street**All crossings.
West Mill St. (first east).
Water St. (first west).Between Millers Falls and
North Adams
GreylockAll crossings.
Protection Ave.
Phelps Ave. (westward track).**Blackinton**Ashton Ave.
Galvin Road.
Green's (first east).**Petersburg Jct.**Between Petersburg Jct. and
Schaghticoke

All crossings.

LocationBurnt Hills
Rotterdam
Brightwood
Holyoke
Smith's Ferry
Northampton
Hatfield
North Hatfield
South Deerfield
Between Bellows Falls and
Claremont Jct.**Street**Burnt Hills Crossing
Amsterdam Road
Plainfield St. (second north).
Whiting's Crossing.
Ferry St.
Damon Road (first north).
Chestnut St. (first north).
Winzell crossing.
Elm St. (first south).

All crossings.

HIGHWAY CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE.
(See General Special Rule 33.)

Trains that use the cut-out must use at least 20 seconds after cut-out is restored before passing over crossing.

LocationROXBURY
On steel case at crossing.
KENDAL GREEN
On steel case at crossing.
HASTINGS
The westward cut-out device at Church Street, Kendal Green, will also cut out Viles Road.
SILVER HILL
On steel case at crossing.
LINCOLN
On post at southwest corner of crossing.
WEST CONCORD
On crossing cabin at Commonwealth Ave.
SOUTH ACTON
At Air Reduction Sales Co. switch.
WEST ACTON
For westward track, on post near crossing cabin at Massachusetts Ave.
For eastward track, on post near crossing cabin at Massachusetts Ave.
WEST ACTON
Hapgood's Crossing.
The westward cutout at Massachusetts Ave. will also cut out Hapgood's Crossing.**Street**South St.
Church St.
Viles Road.
Toner Road
Lincoln Road.
Baker Avenue.
Parker St.
Massachusetts Ave. and Arlington St.
Massachusetts Ave.
Hapgood's Crossing.
Mitchellville crossing (second east).
On west side of steel case about 6 feet west of signal 380.
On post near Hospital Track switch.
Center Street.
Elm St. and Conway St.
200 feet east of Conway Street.
On east side of case at Elm Street.
Bridge Street.
New switch 500 feet east of station.
On flasher signal on northwest side of crossing.
East Portal Road.
Each side of track 140 feet west of crossing.
Protection Avenue and Phelps Avenue.
corner of Protection Avenue.
Ashton Avenue and Galvin Road.
Carey Avenue (westward track).
On signal 1629.
Church St. and Lyman St. (eastward track).
On post 300 feet west of Church Street.
West Hills Road.
For westward track, on post 25 feet east of crossing, south side of tracks.
For eastward track, on post 25 feet east of crossing, north side of tracks.
Thompson's Crossing.
On signal 1779.
On east end of freight house.
Dec's (Walsh's) Crossing.
On east side of bungalow on west side of westward main track east of the crossing.
Harding's crossing (Sacandaga Road).
On post 200 feet east of crossing.
Lyman St.
On steel case at crossing.
Concord St. and Sudbury Road.
On steel case between crossings.
State Road.
On post 200 feet west of crossing.
Union Avenue.
On post 300 feet east of crossing.
Manning Street.
At switch leading to La Pointe Machine Co.**Location**ROXBURY
On steel case at crossing.
KENDAL GREEN
On steel case at crossing.
HASTINGS
The westward cut-out device at Church Street, Kendal Green, will also cut out Viles Road.
SILVER HILL
On steel case at crossing.
LINCOLN
On post at southwest corner of crossing.
WEST CONCORD
On crossing cabin at Commonwealth Ave.
SOUTH ACTON
At Air Reduction Sales Co. switch.
WEST ACTON
For westward track, on post near crossing cabin at Massachusetts Ave.
For eastward track, on post near crossing cabin at Massachusetts Ave.
WEST ACTON
Hapgood's Crossing.
The westward cutout at Massachusetts Ave. will also cut out Hapgood's Crossing.**Location**ROXBURY
On steel case at crossing.
KENDAL GREEN
On steel case at crossing.
HASTINGS
The westward cut-out device at Church Street, Kendal Green, will also cut out Viles Road.
SILVER HILL
On steel case at crossing.
LINCOLN
On post at southwest corner of crossing.
WEST CONCORD
On crossing cabin at Commonwealth Ave.
SOUTH ACTON
At Air Reduction Sales Co. switch.
WEST ACTON
For westward track, on post near crossing cabin at Massachusetts Ave.
For eastward track, on post near crossing cabin at Massachusetts Ave.
WEST ACTON
Hapgood's Crossing.
The westward cutout at Massachusetts Ave. will also cut out Hapgood's Crossing.**Location**ROXBURY
On steel case at crossing.
KENDAL GREEN
On steel case at crossing.
HASTINGS
The westward cut-out device at Church Street, Kendal Green, will also cut out Viles Road.
SILVER HILL
On steel case at crossing.
LINCOLN
On post at southwest corner of crossing.
WEST CONCORD
On crossing cabin at Commonwealth Ave.
SOUTH ACTON
At Air Reduction Sales Co. switch.
WEST ACTON
For westward track, on post near crossing cabin at Massachusetts Ave.
For eastward track, on post near crossing cabin at Massachusetts Ave.
WEST ACTON
Hapgood's Crossing.
The westward cutout at Massachusetts Ave. will also cut out Hapgood's Crossing.**Location**ROXBURY
On steel case at crossing.
KENDAL GREEN
On steel case at crossing.
HASTINGS
The westward cut-out device at Church Street, Kendal Green, will also cut out Viles Road.
SILVER HILL
On steel case at crossing.
LINCOLN
On post at southwest corner of crossing.
WEST CONCORD
On crossing cabin at Commonwealth Ave.
SOUTH ACTON
At Air Reduction Sales Co. switch.
WEST ACTON
For westward track, on post near crossing cabin at Massachusetts Ave.
For eastward track, on post near crossing cabin at Massachusetts Ave.
WEST ACTON
Hapgood's Crossing.
The westward cutout at Massachusetts Ave. will also cut out Hapgood's Crossing.

Location	Street
SOUTH ASHBURNHAM	Center St.
On steel case at crossing.	
WINCHENDON	Central St.
On crossing signal mast at northeast corner of Central St.	
WINCHENDON	Central St. & Jackson Ave. (Cheshire Branch).
On front of station.	
WINCHENDON	Jackson Ave. (Cheshire Branch).
On steel case at southeast corner of Jackson Ave.	
FITZWILLIAM	Depot Road.
On post 200 feet east of crossing.	
JOELIA	Golding-Keene Co. private crossing.
On west side of steel case at crossing.	
KEENE	Water Street.
On a post 275 feet east of crossing.	
KEENE	Island Street.
On post 250 feet east of crossing.	
On post 820 feet east of crossing.	
WALPOLE	Depot Hill St.
On post 200 feet east of crossing.	
On post 200 feet west of crossing.	
COLD RIVER	Alstead Stage Road.
On Signal C1130 and on post 150 feet east of crossing.	
NORTH WALPOLE	Bridge Street (Cheshire Branch).
On post 900 feet east of Bridge St.	
On post at west end of Conn. River Bridge.	
On post 200 feet west of Conn. River Bridge.	
GARDNER	West Broadway Crossing.
On post at Symons Paper Co.'s switch.	
	Sawin's Crossing.
On cabin at Kendall's Crossing.	
BRIGHTWOOD	Plainfield Street.
AT WAGON AVE.	
HOLYOKE	Whiting's Crossing.
On front of station.	
On post at southeast corner of crossing.	
NORTH HATFIELD	Depot St.
On case at crossing.	
SOUTH DEERFIELD	Whately Road.
	Elm Street.
	Conway Street.
East side just south of Elm Street crossing.	
NORTH WALPOLE, N. H.	River Street (Conn. River Line).
On canopy post at north end Bellows Falls station.	
On post southeast corner River Street crossing.	
CHARLESTOWN, N. H.	Depot Street.
	River Street.
At Depot St. and at south end of freight house.	
CLAREMONT JCT., N. H.	Depot Street.
On crossing signal mast at southeast corner of crossing.	
On post at northwest corner of crossing.	
On front of station.	
WINDSOR	River Street.
On crossing cabin and on station.	
WINDSOR	Station Crossing.
On case on west side of tracks.	
WINDSOR	Everett Lane.
On steel case at northeast corner of crossing. This cutout also cuts out crossing protections at River Street and at Station Crossing.	
WINCHESTER, N. H.	Burnap's Crossing.
Near south end of freight house.	
33a. EMERGENCY CONTROL BOXES FOR AUTOMATIC GATES. (See General Special Rule 33a.)	
Boston to Johnsonville	All crossings.
Rotterdam	Amsterdam Road
Wayland	State Road.
Springfield to East Northfield	All crossings.
Battleboro to Windsor	All crossings.
33. TRAIN REGISTER.	
Ayer. (Hollis and Greenville Branch).	East Northfield.
Boston. (Central Mass. Branch first class trains only.)	Forest Lake (B. & A. R.R.).
Clayton Junction.	Glenon Jct. (All Marlboro Br. trains, 3190 and 3192 east and all Central Mass. Branch westward first class trains.
Barber. (Kept by Towerman at Garden St.)	Greenfield (Fitchburg North trains).
Battleboro.	Keene (Ashuelot Branch trains).
Canal Jct. (C. V. Ry.).	North Bennington.
Cremery (B. & A. R.R.).	Norwotuck (C. V. Ry.).
Clayton Junction.	South Acton (Maynard Branch trains).
Dole Junction (Ashuelot Branch trains).	

Springfield, Mass., WA tower (first class trains. (Kept by Operator.)
Troy, N. Y., Union Station (first class trains).
Worcester, Union Station (first class trains).

White River Jct., station (first class trains).
White River Jct. Yard (All other trains).

Hudson (Central Mass. Branch). All westward first class trains and eastward first class trains originating at Hudson will register in Register Book located in box on track side of Hudson passenger station.

Register for trains to and from the Bennington Branch will be kept by operator at Johnsonville, who when necessary will obtain Form 54 for inward trains from Train Dispatcher.

Trains registering at Troy from the Bennington Branch will be understood to have covered their schedule over that branch.

Trains registering at Clinton from Central Mass. Branch will be understood to have covered their schedule over that branch.

Register for trains at end of double track at Putney will be kept by operator at Bellows Falls, who when necessary will obtain Form 54 for inward trains from Train Dispatcher.

83.

BELLOWS FALLS.

Trains and engines of either the Boston & Maine or Rutland Railroads using or fouling the main track between the railroad crossing at grade and the clearance point of south switch to back track must under all circumstances move at restricted speed.

The Rutland Railroad Operating Rules are, in general, the same as those of the Boston & Maine Railroad, and will be observed except in cases where there is known difference; in which case the Boston & Maine Railroad Rule will apply in Boston & Maine Railroad territory, and the Rutland Railroad rule will apply in Rutland Railroad territory.

Rutland Railroad Rules 86, 8-87 and 83 read as follows:

Rule 86—Unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first class train, in the same direction, is due to leave the next station in the rear where time is shown.

Rule 8-87—An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.

Extra trains must clear the time of opposing regular trains not less than five minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.

Rule 93—Within yard limits the main track may be used, protected against first class trains.

All other trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

The time at Bellows Falls applies at the passenger station.

No Boston & Maine Railroad engines will move north of the railroad crossing until:

Engineman has been furnished with register check, Rutland Railroad Form C.

or Engineman has personally checked Rutland Railroad Register Book.

or Engineman has received 19 form train order from Rutland R. R. Supt. that all trains due have arrived and departed.

or Under proper flag protection.

No train or engine will leave Bellows Falls station for Boston & Maine Railroad yard or engine house until:

Engineman has been furnished with Register Check, Boston & Maine Railroad Form E, by his conductor.

or Engineman has personally checked Boston & Maine Railroad Register Book.

or Engineman has received Train Register Clearance, Boston & Maine Railroad Form 54.

or Under proper flag protection.

No train or engine will leave Boston & Maine Railroad yard or engine house for passenger station until:

Engineman has been furnished with Register Check, Boston & Maine Railroad Form E, by his conductor.

or Engineman has received Train Register Clearance, Boston & Maine Railroad Form 54.

or Under proper flag protection.

NOTE: Conductor will make out Form E or procure Form 54 at passenger station and send to engine man with brakeman assigned to accompany engine.

Trains and engine crews of yard engines in Bellows Falls yard must have when on duty copy of current time-tables of Boston & Maine Railroad and of Rutland Railroad.

SPRINGFIELD.

Operator or switch tender at WA Tower will stop and notify light engines and small switching drafts coming from B.&A.R.R. or N.I.R.R. connection of any overdue B.&M.R.R. first class trains. In the case of heavy switching drafts and freight trains, the necessary instructions will be hooped on to head and rear end; crews be on the look out for same.

SOUTH ACTON.

Crews terminating at or leaving main line through interlocking will advise Train Director at Waltham when entire train is clear of main track.

86—S-87—S-88—S-89. TRACKS TO BE USED IN MEETING OR PASSING TRAINS.**KEENE.**

When passenger trains meet at Keene, the outward train will take siding at switch at Main Street crossing unless otherwise directed.

88. PASSING SIDING CAPACITY.

Outward		Inward	
East Fitchburg.....	*80	West Deerfield.....	141
West Deerfield.....	141	Tyter.....	125
Buckland.....	66	East Fitchburg.....	100

(See Rule 88, General Special Instructions.)

*To clear No. 1 track both ends, will hold 157 cars to clear main line.

93. YARDS. (LIMITS DEFINED BY YARD LIMIT SIGNS.)

Park St. Somerville. (Not shown on schedule pages.)

NORTH BENNINGTON.

Train or engine movements of either the Boston & Maine Railroad or Rutland Railway may be made within the yard limits at North Bennington as prescribed by Boston & Maine Railroad Rule 93.

NOTE TO RULE 93 IS IN EFFECT IN THE FOLLOWING YARD LIMITS**Main Line.**

Boston
Troy (Between east yard limit sign and Hoosick St. only.)

Springfield—White River Jet.

Springfield (Between north yard limit sign and WA Tower only)

Holyoke
Northampton
Greenfield
Claremont Jet.
White River Jet. (Between south yard limit sign and Automatic Signal C.V. 142 only)

Cheshire Branch.

Winchendon
Keene
Bellows Falls (Between east yard limit sign and "End of Signal Territory" sign only)

93a. MECHANICVILLE.

Westward movements out of the west end of Hill Yard at Saratoga Ave. will only be made after communicating with and receiving permission from "XO" Tower, either by switchman or crew of train or engine which is ready to depart. Rule 93A applies.

Green indicator light on crossing watchman's cabin Saratoga Ave. must be dark when moves are made out of the Hill Yard and will be lighted to cover main track movements only. At such times as green light is showing on crossing tender's cabin no engine or train will foul westward main track from the yard.

Crews approaching Saratoga Avenue enroute to D. & H. yard will look for a green light on crossing watchman's cabin at Saratoga Avenue. This light when displayed will indicate that a number is displayed indicating track upon which they will yard their train in D. & H. yard.

Outward freight trains terminating at Mechanicville with West Shore trains will be given a green light at Saratoga Avenue crossing tender's cabin, which when displayed alone will indicate that train is to pull in at XO Tower, run up Fifth Avenue to the bump, at which point further yarding instructions will be given.

When a green light and in addition a track number such as "R-1" or "R-2" are shown, the train will understand that it is to proceed to the receiving yard via the D. & H. main line, WY Cabin and through the extension, yarding on track indicated.

95. RAILROAD CROSSINGS AT GRADE.

Trains will not stop on any railroad crossing to do work. Stop posts indicating points at which stops must be made are located required distance from railroad crossings at grade. All trains will stop before passing over such crossings as follows:

White River Junction. Bellows Falls.
The law of Vermont inflicts a penalty of \$100 on the Engineman for each violation of this rule.

POSITIVE STOP POSTS.

White River Jet. (C. V. Ry. diamond) All trains.
Bellows Falls (Jut. R. R. diamond) All trains.
Northampton (Conn. River Bridge) (Wheelwright Branch) All trains.
Winchendon (Jackson Ave., Peterboro Branch) All trains.
95a. Speed must not exceed 10 miles per hour through any turn-out in C.V. Ry. territory.

103b. THIS RULE ALSO APPLIES ON FARM CROSSINGS IN STATE OF VERMONT.

No train or engine will obstruct any farm crossing in State of Vermont for a longer period than five consecutive minutes, and conductors will be particular to uncouple their trains and clear the crossings if they find it necessary to remain longer.

104. SWITCHES.

That portion of the Wheelwright Branch between Creamery and Wheelwright is not considered a main track and motor cars and local freight trains may expect to find switches on the side tracks between these points in either position.

EAST SWITCH.

Conductors or Enginemen of trains or engines will before entering main track or using crossover switches ascertain location of trains in both directions, except First Class trains entering Portland Div. outward (eastward) main track at East Switch may if electric lock indicates "unlocked" omit telephone inquiry as to train location, open switch and accept signal indication. If electric lock indicates "locked," permission to operate push button unlock must be obtained from Train Dispatcher.

RESERVOIR SWITCH.

The normal position of switch at Reservoir Switch is set for East Switch.

AYER (HILL YARD).

Trains or engines using trailing point main line crossover just west of Ayer on Worcester Line, west end of Yard Interlocking, must before using communicate with and receive permission from Train Director at Ayer Tower. Rules 93a and 99 apply.

BRATTLEBORO.

Switch at junction of the B. & M. R. R. and C. V. Ry. south of passenger station (westerly track) will be left set and locked for movement to the C. V. Ry.

Switch at junction of the B. & M. R. R. and C. V. Ry. south of passenger station (easterly track) will be left set and locked for movement to the northward main track.

SPRING SWITCHES HAVING AUTOMATIC SIGNALS AT SIDINGS.

Rules 513a, 513e, 529 apply.

Ayer—Westerly end of Harvard Lead.
Rules 513a, 513c apply.
Claremont Jet.—Northerly end of passing siding.

SPRING SWITCHES HAVING AUTOMATIC SIGNALS AT END OF DOUBLE TRACK.

Rules 513b and 513c apply.

Silver St.—Northward movements from southward track.
Putney—Southward movements from northward track.

SPRING SWITCHES HAVING INTERLOCKING SIGNALS. Rule 670 applies.

East Fitchburg OX—At east end of eastward passing siding.
East Fitchburg PG—Switch connecting the westerly end of engine house tracks No. 2 and No. 3; Normal position is for track No. 2.
East Gardner—At east end of eastward passing siding.
Baldwinville East—On eastward main track at east end of Baldwinville Middle.
Baldwinville—At west end of Baldwinville Middle Track. Normal position is for westward movements from Baldwinville Middle Track to westward main track.

Tyter East—At east end of eastward passing siding.
West Deerfield East—At east end of West Deerfield Middle Track. Normal position is for eastward movements from West Deerfield Middle Track to eastward main track.

West Deerfield West—On westward main track at west end of West Deerfield Middle.

Burnt Hills—At end of double track.
Rottendam—At end of double track.
Johnsonville West—At end of double track.
Reilly's—At end of double track.

105.

SIDE TRACKS.

WEST CAMBRIDGE (Watertown Branch).

Sign located to right of The Carbide and Carbon Chemical Company's sidetrack designates the point beyond which engines are forbidden to go, also restricting use of lighted lanterns, except electric, in their yard.

CLEMATIS BROOK (Central Mass. Branch)

At Shell Oil Co. plant, engines must not go, nor lighted oil lanterns be used, beyond limit sign located in advance of loading rack.

SOUTH ACTON.

Engines must not operate on tank track beyond point indicated by standard sign erected north of highway crossing.

Lighted oil lanterns must not be used when switching the tank track at Dewey-Almy plant. Approved electric lanterns may be secured from box near office.

At Air Reduction Company siding, defective cars are not to be set off.

SOUTH ACTON-VEST ACTON MIDDLE SIDING.

Trains operating on Middle Siding must leave no equipment standing within 200 feet of Martin Street or within 365 feet of Richardsons Crossing on the approach side.

SCOTIA.

Engines using Ryan's sidetrack should have cars enough behind so that engine will not go past derail account of sharp curvature.

PROTECTION OF PASSENGERS.

107. (See first paragraph of General Special Instruction 107.)

Outward trains leaving Boston and Springfield, Mass., and inward trains leaving Troy, N. Y., East Deerfield, Northampton, Greenfield and South Ashburnham, will be notified by message transmitted by Train Dispatcher.

All trains entering main line at Ayer and inward train entering main line at Johnsonville will be notified by Train Director.

Trains will, when unavoidable, be stopped to receive this information.

Engines of eastward (inward) express passenger trains and through freight trains will be notified at either Fitchburg, Ayer or South Acton concerning any overdue westward (outward) local passenger trains terminating or diverging at above mentioned points.

Notice will be given by message or telephone either through Train Dispatcher or Train Director at Ayer, Fitchburg or Waltham Towers.

SOUTH ACTON.

During the loading and unloading of first class trains at South Acton to and from Maynard and on trains terminating at South Acton, eastward and westward home signals should be kept in stop position.

On inward trains originating at South Acton conductor should confer with South Acton agent or train director at Waltham and obtain information regarding through trains approaching in both directions before permitting train to pull to station from yard or branch to load.

Nothing in the above will relieve engineers from proper observance of General Rule 107.

STATION SIGNALS.

OUTWARD — Concord	INWARD — Williamstown
North Leominster	Orange
	Shirley
	Littleton

109. BULLETIN BOARDS.

PASSENGER STATIONS.	YARD OFFICES.	ENGINE HOUSES.
Boston Register Room.	Yastic Jet.	Boston Engine Terminal.

Bellevue Falls, Telegraph Office.	Bellevue Falls.
Brattleboro.	Brattleboro.
East Bridge.	East Deerfield.
East Northfield.	East Fitchburg.
Fitchburg, Station Hall Way.	
Greens.	Gardner.
	Mechanville.
	Mechanville.

North Adams.		
North Bennington.		Northampton.

Springfield.	Springfield.	Springfield.
	(Plainfield Street)	
	(Holyoke St.)	
Troy, N. Y.	Troy, N. Y.	
Worcester.	So. Worcester.	

White River Junction.	White River Junction.
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Fitchburg Division bulletin notices are posted on bulletin board at Westboro engine house; also on C. V. Ry. at yard office White River Jet., engine house at East New London, and train dispatcher's office. New London.

110.

SPEED RESTRICTIONS.

MILES PER HOUR	PASS.	FRE.
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Maximum speed on stone ballast territory (Cambridge — Gardner) (1.30 miles west of Baldwinville — Farley) (Greenfield — Johnsonville)	70	45
Maximum speed on gravel ballast territory: (Gardner — 1.30 miles west of Baldwinville) (Farley — Greenfield) (Johnsonville — Rotterdam)	90	40
Between Hoosac Tunnel connection and North Station	15	15
Hoosac Tunnel connection, Boston to Tower "H" outward	25	25
Tower "H" to Hoosac Tunnel connection, Boston inward	20	20
Union Square to Park St., Somerville — westward	40	30
Park St. to Cambridge — westward	90	30
Cambridge to Washington St. bridge (first overhead bridge west of Union Square) — eastward	80	25
Washington St. bridge to Union Square — eastward	40	25
Cambridge — On curve at Passenger Station	40	40
Curves between West Cambridge and Hill Crossing	60	40
Curve just west of Belmont station	45	35
Beaver Brook Station and Moody St. Crossing, Waltham	35	35
Curve at Roberts	50	50
Curve half mile west of Stony Brook	60	60
First curve east of Silver Hill — outward track	90	60
Curves east and west of M. P. 16 — outward track	55	55
	65	55
Concord Station (Board) — inward track	50	40
Curve east of Ayer station	60	60
Ayer East Wye	30	30
Ayer "Y" track west of station	15	15
Curve east of Lunenburg overpass	60	60
"Derby Curve"	45	45
East Fitchburg Yard (East and West Ends)	50	50
Between Fitchburg Station and curve at M. P. 49	40	40
Fitchburg Tower to East Fitchburg FG No. 4 track	30	30
Curves between Fitchburg Station and M. P. 54	50	50
Through reverse curve west of M. P. 59 No. 2 track	50	50
Between M. P. 54 and So. Ashburnham No. 1 track	45	45
South Ashburnham curve west of crossovers	40	40
Curve west of Gardner Yard	40	40
Baldwinville Middle Track	30	30
Baldwinville (cross frog)	60	60
Royalston Hill — between M. P. 74 and M. P. 81, outward track	40	40
Between M. P. 81 and M. P. 74, inward track	35	35
Tyler (when using crossover No. 37)	25	25
Curves between M. P. 92 and Millers Falls (outward track)	50	40
Curve Millers Falls station (outward track)	45	40
Millers Falls and M. P. 92 (inward track)	45	40
Curves between M. P. 99 and 101	50	40
Pulling out East Deerfield yard tracks thru yard leads and crossover connections (east end)	20	20
Trailing crossover (west end) East Deerfield yard	15	15
Between old yard limit east of Conn. River Bridge and East Deerfield yard and Russell Street, Greenfield (Normal Route)	35	25
(Reverse Running)	25	25
Between Russell Street, Greenfield and Greenfield west	25	25
West Deerfield Middle Track	30	30
Between M. P. 110 and M. P. 112.50	50	40
Between M. P. 112.50 and M. P. 115	40	40
Between M. P. 115 and M. P. 120 — outward track	40	40
Curves at M. P. 120 — outward track	35	35
Between M. P. 120 and M. P. 115 — inward track	50	40
Between M. P. 120 and M. P. 127	50	40
Between M. P. 127 and East Portal	40	40
Between East Portal and West Portal	30	30
Between West Portal and Little Tunnel (outward track)	35	35
Between M. P. 143 (1000 feet east of Fair Grounds crossovers) and West Portal (inward track)	35	35
Curve at M. P. 146 east of Williamstown	60	45
Curves between M. P. 149 and M. P. 150	50	40
Pownal Curve — 4,000 ft. east of station — outward	40	40
Pownal Curve — 4,000 ft. east of station — inward	45	45
Curve just west M. P. 152	90	40
Curves at Pownal Lumber Co.	50	40
Curve at M. P. 156 — outward track	50	40
First curve east of Petersburg Jet. — inward track	50	40
Curve 4,000 ft. east M. P. 157 — inward track	50	40
Curve 1,500 ft. west of M. P. 157 — outward track	50	40

LOCATION.	MILES PER HOUR	
	PASS.	FRT.
Curve at overhead bridge just east of Petersburg Jct., outward track.....	40	40
Curve at Hoosick Station — inward track.....	60	40
Curves between M. P. 162 and M. P. 163 — outward track.....	60	40
Hoosick Falls — between west end 'Big Curve' and First St. crossing east of Station — inward track.....	20	20
Hoosick Falls — River St. curve — inward track.....	45	40
Curve at Hoosick Falls Water Works — inward track.....	60	40
Hoosick Falls — Street Crossings — outward track.....	12	12
Johnsonville — (Outward track to Troy Branch).....	30	30
Interlocking — Rotterdam Route to either main track.....	30	30
Interlocking — Either main track to Rotterdam Route.....	20	20
Curve 3,000 ft. east M. P. 172 — inward track.....	50	40
Curve 4,000 ft. east M. P. 172 — inward track.....	50	40
Curve 4,000 ft. east M. P. 171 — inward track.....	60	40
Curve 2,000 ft. east M. P. 165 — inward track.....	30	30
Curve 4,000 ft. east M. P. 165 — inward track.....	45	40
Between Mechanicville and Johnsonville, inward track.....	30	30
Between first curve east of Hudson River Bridge and Mechanicville — outward track.....	30	30
Mechanicville — XO tower interlocking.....	20	20
WY cabin interlocking.....	20	20
Crescent (interlocking).....	30	30
Burnt Hills — Interlocking.....	30	30
Rotterdam — Interlocking.....	30	30

HILL CROSSING FRT. CUT OFF.

Between Hill Crossing and Boston Yard Limit sign.....	30	30
Outward over Diamond Crossing.....	20	20

WATERTOWN BRANCH.

Maximum speed.....	30	30
Watertown (reverse curve west of station).....	15	10
Watertown.....	—	8
Waltham (between station and Newton St. through cross-overs).....	15	10

MARLBORO BRANCH.

Maximum Speed.....	35	25
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MAYNARD BRANCH.

Maximum Speed.....	35	25
South Acton (station to one-half mile west).....	15	10

GREENVILLE BRANCH.

Maximum Speed.....	25	25
1st and 2d curves west of Ayer.....	15	15
Mason (Crossing at station).....	10	10

HOLLIS BRANCH.

Maximum Speed.....	30	25
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CHESHIRE BRANCH.

Maximum Speed.....	40	30
400 ft. east of South Ashburham station to Center St.....	25	25
So. Ashburham Station to 400 feet east.....	30	30
Curves between M. P. 83 and M. P. 87.....	—	25
Curves between Troy and Keene.....	—	25
Curves Keene (Eastern Avenue).....	25	25
Curves between Summit and Keene.....	—	25
Keene, Wye tracks.....	5	5
Keene, Main Street.....	8	8
Keene (Water St. and Island St. Crossings).....	15	15
Keene (Pearl St.).....	25	25
Curves between Summit and Hill Crossing.....	—	25
Bellows Falls (between station and Pierces Crossing).....	25	15

PETERBORO BRANCH.

Maximum Speed.....	35	30
Bridge 4.47, one and one-half miles east of Barber.....	20	20
Between Barber and Holden.....	30	20
Between Brooks and Princeton.....	—	20
Between Gardner and Winchendon.....	25	25
Between Winchendon and Peter and Engine House.....	25	25
Jaffrey — K. K. Crossing 1500 feet east of Station.....	10	10
Jaffrey — Bridge 46.29 to Bridge 46.69.....	20	20
Jaffrey — Bridge 47.29.....	20	20
Sharp curves between Pierces Crossing and Drury.....	—	20

EAST DEERFIELD BRANCH.

Maximum Speed.....	20	20
Stone Crusher Crossing.....	10	10

TURNERS FALLS BRANCH.

Maximum Speed all bridges.....	10	10
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BENNINGTON BRANCH.

Maximum Speed.....	30	30
Hoosick Jct. (north leg of wye).....	15	15

LOCATION.	MILES PER HOUR	
	PASS.	FRT.
First curve east of Bridge 165.95.....	30	25
Curve at Bridge 168.97.....	30	25
Bridge 169.50 and first curve westerly thereof.....	30	25

TROY BRANCH.

Maximum Speed.....	50	40
Johnsonville West (Spring Switch) Outward.....	30	30
Melrose Second track.....	30	30
Reilly's (Spring Switch) Inward.....	30	30
Troy (between Ingle Ave. and Union Station).....	10	10
Troy (Adams St. to Dock).....	—	10

SPRINGFIELD AND W. B. JCT.

Between Springfield and Greenfield.....	50	35
Between Greenfield and Putney.....	50	40
Between Putney and Bellows Falls Northward main line.....	60	40
Between Bellows Falls and Putney Southward main line.....	50	40
Maximum Between Bellows Falls and Claremont Jct.....	60	40
Between Claremont Jct. and Windsor.....	50	40
Between East Northfield and Brattleboro (C. V. Ry.).....	50	40
Between Windsor and Everts.....	50	40
Between Everts and White River Jct.....	45	40
Between Passing Station and WA Tower.....	15	15
Springfield South of Williamsett.....	45	30
Curve At Bridge No. 7.55.....	35	30
Holyoke Bridge No. 7.97, north end Station.....	30	30
Curve South of Signal No. 99.....	45	30
Northampton North Signal No. 102.....	40	30
Northampton Around curve between Northampton yard and Station — inward.....	45	40
Between Deerfield Jct. and south end of the gauntlet track at Greenfield.....	40	30
Greenfield Through yard.....	40	30
Through gauntlet Outward.....	25	25
Greenfield Through gauntlet Inward.....	30	30
Silver Street (Spring Switch) (End of double track) Outward.....	30	30
East Northfield (Both C. V. Ry. connections).....	20	20
Central Park curve about one mile south of Vernon (C. V. Ry.).....	40	40
At Bridge 114.47 about one mile south of Vernon (C. V. Ry.).....	40	40
Brattleboro Between Bridge St. and Section House While using first crossover south of station.....	35	25
West River Between Station and South Wye Switch (End of double track) Outward.....	25	20
Dummerston Reverse curves south and north of M. P. 65.....	30	30
Putney (End of double track) outward.....	40	40
(Spring Switch) Inward.....	30	30
Tunnel Switch (End of double track).....	15	15
Bellows Falls Between Tunnel Switch and Chapin Switch.....	15	15
Chapin Switch (End of double track).....	15	15
Bellows Falls (Chapin Switch) Signal 839 to River St. (both tracks).....	20	20
No. Walpole Yard School St. underpass (Bridge 84.44) to River St. (both tracks).....	20	20
Between milepost S-94 (three miles north of Charlestown, N. H.) and Block Signal No. 928 (about one-half mile north of North Charlestown).....	50	40
Claremont Jct. Wye tracks.....	5	5
(End of double track) Outward.....	30	30
Windsor Everett Lane (one-fifth mile north of Station) Outward.....	33	33
Hartland Curve immediately south of Bridge 4.44.....	30	30
White River Jct. All wye tracks.....	10	10

WILLIMANSETT.

(Track serving North Eastern Airbase at Westover Field, Chicopee.).....	20	20
Maximum speed.....	20	20
Over crossings at Colburn Road, Dyer St., Montgomery St., Granby Road and North-South Road.....	10	10

LOCATION.	MILES PER HOUR	
	PASS.	FRT.
EASTHAMPTON BRANCH.		
Maximum Speed.....	20	20
Mt. Tom Bridge 15.50.....	10	10
Easthampton 500 feet from each side of Public Crossing at Hampton Mills.....	4	4

ASHUELOT BRANCH.		
Maximum Speed.....	35	30
Between Dover Jct. and Ashuelot.....	30	20
Lizard trains Burnaps crossing south of Station.....	20	20
Winchester First Public Crossing north of Station.....	5	5
New Curve south of Keese.....	10	10
Keese Winchester St. (near Car House).....	10	10

CENTRAL MASSACHUSETTS BRANCH.		
Clematis Brook and Clinton Jct.....	40	30
Waltham North between Lyman St. and Hammond St.....	25	25
First curve west of Waltham Highlands.....	35	—
South Sudbury, between station and State Road.....	25	25
Hudson, over crossings between Manning St. and Central St., both inclusive.....	10	10
Clinton Tunnel and Viaduct, between Signals M347 and M350	15	15

WHEELWRIGHT BRANCH.		
Maximum between Creamery and Northampton.....	35	30
Over Bridge 66.35 west of Wheelwright.....	10	10
Over Bridge 67.49 west of New Braintree.....	10	10
Ware, Wye tracks.....	10	10
Over Rich's and Bartlett's crossings 2 miles east of Bondsville Bondsville (Viaduct No. S2.61).....	10	10
Over Bridge 93.17 east of Amherst.....	10	10
Northampton—Conn. River Bridge 102.96 (242) limited to single engine, come to full stop, proceed at.....	10	10
Northampton (curve at Northampton yard).....	20	30

OTHER SPEED RESTRICTIONS.
SOUTH ACTON-WEST ACTON MIDDLE SIDING.
Trains or engines operating on this track must not exceed a speed of 10 miles per hour approaching either Martin St. or Richardson's Crossing in either direction between a point 300 ft. from Martin St. and 365 feet from Richardson's Crossing.

TROY, N. Y.
Engines restricted to six miles per hour while operating over the Federal Street leg of the Troy wye, Troy Union Railroad.

MECHANICVILLE.
Engines restricted to five (5) miles per hour while turning on East Saratoga Jct. wye.

HOOSICK JCT.
Engines restricted to five (5) miles per hour on east leg of wye and must enter east leg when turning.

NORTH BENNINGTON.
Engines restricted to six (6) miles per hour while turning on wye.

BRATTLEBORO.
Engines restricted to five (5) miles per hour while turning on wye, and when headed south will enter north leg and leave by south leg.

BRATTLEBORO TO WHITE RIVER JCT.
Central Vermont 700 class engines are restricted to maximum speed of 30 M.P.H. between Brattleboro and White River Jct.

BELLOWS FALLS.
Engines restricted to ten (10) miles per hour while using Rutland connection southwest of diamond.

CENTRAL VERMONT R. R.
Central Vermont Railway rule governing the movement over its lines between White River Jct. and Windsor passenger station, also between Brattleboro and East Northfield via Vernon, of single unit Diesel locomotives running light and single unit Budd rail motor cars reads:

"On tracks where there is automatic block signal system in operation, when approaching public crossings at grade protected by automatic signals or automatic gates, and at automatic interlocked railway crossings at grade, between the approach signal and until the crossing is reached, single unit Diesel locomotives running light, single Railiner (Budd) and equivalent single unit rail Diesel cars must not exceed (30) miles per hour, and the dynamic braking shall not be used by Diesel locomotives when running light."

WAYSIDE INN.
All freight trains restricted to 10 M.P.H. over bridge 22.24, Wayside Inn, two miles west of South Sudbury.

ORDWAY.

Trains or engines will not exceed a speed of ten (10) miles per hour on wye tracks and side tracks, and will proceed slowly over all highway crossings at new U. S. Government Storage Depot located east of Ordway.

PEPPERELL.

Speed of trains pulling out from Nashua River Paper Co.'s track, over Mill St. Crossing, should not exceed 15 miles per hour.

PETERBORO BRANCH.

Passenger trains must not be operated between Gardner and Peterboro except on a special movement basis with individual approval by Engineering Department.

D-151. DESIGNATION AND USE OF TWO OR MORE MAIN TRACKS.

T. Div. Tr.	From	To
Main Line.	Boston.	Division sign east of Willows.
F. Div.	From	To
Main Line.	Division sign east of Willows.	East Portal

	West Portal	Burnt Hills.
	Rotterdam	Rotterdam Junction.
TROY BRANCH.	From	To
	Johnsonville.	Johnsonville West.
	Keely's	Troy.

Trains must keep to the left between Hoosick Falls and Johnsonville, unless otherwise directed.

Main Line, Conn. River	Springfield, Mass.	Silver Street.
	Junction of B. & M. R.R.	
	& C. V. Ry. south of Brattleboro passenger station.	West River.

Putney (double track switch).	Tunnel switch.
Chapin Switch, Bellows Falls.	Claremont Junction (double track switch).

BELLOWS FALLS.**Single track between Chapin Switch and Tunnel Switch.**

Southward Interlocking Signal just north of River Street (about 900 feet north of Chapin Switch) and Tunnel Switch Interlocking, including electric lock on hand switch with interlocking, are controlled from Signal House at Bellows Falls Diamond Crossing.

The southward three-light Home Interlocking Signal just north of River Street governs southward movements, in conjunction with Ball Signals at Diamond, to southward three-light Home Interlocking Signal at Tunnel Switch, but does not provide any approach indication for Tunnel Switch Signal. All southward movements must approach Tunnel Switch Signal prepared to stop unless signal can be seen to clear.

The northward Interlocking Signals at Tunnel Switch govern northward movements ONLY to south side of Diamond Crossing. They do not check position of double track switch at Chapin Switch nor provide any approach indication for automatic signal 839. Northward movements across Diamond are governed by Ball Signals, and engineers must check position of double track switch and indication of Signal 839 before passing same.

A signal repeater, which indicates whether or not the Tunnel Switch southward Home Signal is displaying any Proceed indication, and a push button are located about 30 feet south of station platform awning. Push button operates an annunciator bell in Signal House. When train making station stop is ready to leave, conductor must push button and when repeater shows clear the train may proceed.

All movements which leave main line between Chapin Switch and Tunnel Switch must notify switchman after leaving main line that switches have been set up, and must notify switchman before returning to main line, or protect themselves in both directions. Only one train is permitted to be in section of track between Chapin Switch and Tunnel Switch at the same time.

B. & M. R.R.—N. H. R.R.**OPERATION SPRINGFIELD AND WORCESTER YARDS.**

All trains and engines using tracks of the New Haven Railroad west of signal bridge at easterly end of viaduct at Worcester, and south of diamond at Yard 1, that is, within the so-called New Haven Yard at Springfield, will be governed by the rules and regulations of the New Haven R.R. and all B. & M. employees operating in New Haven territory must be qualified as required by New Haven R. R.

WORCESTER, GARDEN STREET TO UNION STATION, SPECIAL SIGNALS AND RULES.

Home signal for westward movements is located on pole attached to south side of Garden St. Tower. This signal governs westward movements on westward track to New Haven Road home signals located on signal bridge at east end of Union Station, subject to indications of automatic block signals between Garden Street and Central Street.

Dwarf signals at New Haven Railroad Signal Station No. M-334 at Franklin Street govern eastward movements to Garden Street, subject to indications of automatic block signals between Central Street and Garden Street, except that eastward movements which stop at Union Station, or whose schedules originate at that point, must not depart until they receive a proceed green flag or lantern signal from the switchtender at the viaduct.

Switchtenders on duty at viaduct 7:00 A.M. to 3:00 P.M. Monday to Friday inclusive and 11:00 P.M. to 7:00 A.M. daily. When switchtender not on duty and eastbound train or engine receiving a Proceed signal at FRANKLIN ST. TOWER to enter track 4 at UNION STATION will have the authority to proceed to GARDEN ST. without the green flag or lantern signal from switchtender at the VIADUCT.

Switchtender at the Viaduct will work under the supervision of the New Haven Railroad Signal Station operator at Franklin Street.

Towermen of the B. & M. R. R. at Garden Street and of the New Haven Railroad at Franklin St. Tower must know prior to authorizing movements between the two points that the main track route to be used is clear of other conflicting movements. If the route is not clear, the crew in charge of the movement to be made must be fully informed of the circumstances. Complete record of trains or engines passing must be kept by the towerman at Franklin Street Tower, the switchtender at the Viaduct and the towerman at Garden Street.

Worcester. Crossovers at Garden Street must not be used without first obtaining permission from the operator at Garden Street.

Crossovers and switches between Central Street and Worcester Union Station must not be used without first obtaining permission from switchtender at Viaduct when on duty. When switchtender is not on duty, permission must be obtained from towerman, New Haven Railroad, Franklin Street Tower.

Conductors and trainmen leaving cars standing on tracks at the Worcester Union Station without a man to protect them must in all cases notify the operator in the New Haven Railroad Signal Station at Franklin Street.

B. & M. R. R. — B. & A. R. R. — N. H. R. R. SPRINGFIELD.

Movements of Boston and Maine R. R. trains and engines on tracks operated by Boston & Albany R.R. or New Haven R.R. must be made under the control and jurisdiction of the governing "tower," and other signals covering such movements.

Signals governing reverse movements on these tracks do not indicate that the track or route to be used is clear of any preceding movement made in the same direction on such track or route, but authorize and protect such movements against opposing or conflicting movements in like manner as when movements are made with the current of traffic.

B. & M. R. R. — B. & A. R. R.

OPERATION BETWEEN CREAMERY AND FOREST LAKE.

On the Wheelwright Branch between Creamery and Forest Lake, Boston and Maine Railroad trains will operate over the Boston & Albany Railroad track under the jurisdiction of the Boston & Albany Railroad, its time-tables, rules and regulations.

Stop signs are installed at the above named points, and Boston and Maine Railroad trains will not pass stop posts until they have received authority from the Boston & Albany train dispatcher.

Boston & Albany Telephone Dispatcher's Line has been cut in at these points, and Boston and Maine conductors will report to Boston & Albany dispatcher promptly for orders and instructions.

Boston and Maine track between Wheelwright and Creamery is a side-track on which Rule 105 applies. Boston and Maine trains moving from this track to Boston & Albany track at Creamery will not pass stop sign until they have received authority from Boston & Albany train dispatcher.

B. & M. R. R. — C. V. Ry.

OPERATION BETWEEN WHITE RIVER JUNCTION AND EAST NORTFIELD.

Between White River Jet, and Windsor and between Brattleboro and East Northfield, Central Vermont Railway trains will operate under the jurisdiction of the Boston and Maine Railroad, its time-table, rules and regulations.

The main tracks between end of double track south of Brattleboro Passenger Station and East Northfield are single tracks with single track rules applying.

Route to be used by scheduled trains will be designated by Time-Table Schedules, and that to be used by extra trains by Train Order.

All train orders will be issued from the Train Dispatcher's Office at Greenfield, over the B. & M. R. R. Superintendent's signature.

OPERATION BETWEEN NORWOTTECK AND CANAL JCT.

On the Wheelwright Branch between Norwotteck and Canal Jct., Boston & Maine Railroad trains will operate over the Central Vermont Railway track under the jurisdiction of the Central Vermont Railway, its time-table, rules and regulations.

Train orders pertaining to movement of trains between these points will

be issued from the Train Dispatcher's office at New London, over the C. V. Ry. Train Dispatcher's signature.

All trains will register at Norwotteck and Canal Jct. unless otherwise directed.

201.

TRAIN ORDERS.

Train orders pertaining to movement of trains between North Bennington and White Creek will be issued from the Train Dispatcher's Office at Greenfield, over the B. & M. R. R. Superintendent's signature.

205a.

CLEARANCE FORM A.

No train will leave White River Jet, without a Clearance Form A. No train will leave Bellows Falls (Cheshire Branch) without a Clearance Form A.

When there are no orders for a train, the issue of clearance Form A must be authorized by train dispatcher; except when wires are not working, the operator may issue it without such authority, and must notify dispatcher as soon as communication is restored.

221.

TRAIN ORDER SIGNALS.

EAGLE BRIDGE.

When there are train orders for outward trains coming from D. & H. R. R. or for outward B. & M. trains moving out of yard at Eagle Bridge, operator will display red flag by day or red light by night on bracket on northwest corner of station near telegraph office as a train order signal.

NORTH ADAMS.

A red flag by day, or a red light by night displayed on lamp and flag bracket on awning post at east end of passenger station, will indicate trains are to be held for train orders.

45 DEGREE INDICATION.

D-225. 45 Degree Indication to train order signals is authorized between Tower "II," Boston, and Troy, N. Y., inclusive, and between Greenfield and Springfield.

BOSTON — TOWER II.

A green flag by day or green light by night displayed from window on Fitchburg Route main track side of Tower "II" will be a 45 degree indication.

Head ends of westward inferior trains which are west of Tower "II" when ready to go will accept the signal indication as authority to depart ahead of superior trains and will understand 45 degree signal is displayed at Tower "II" for information of superior trains which they are preceding.

JOHNSONVILLE.

A green flag by day or green light by night displayed on tower will be considered as a 45 degree indication.

GREENFIELD.

A green flag by day or green light by night displayed from window on northeast side of office building (northwest side for trains from Main Line to Conn. River Line) will be considered as a 45 degree indication for southward Conn. River trains.

WA TOWER.

A green flag by day or green light by night displayed on tower will be considered as a 45 degree indication.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.)

Train or engine movements may be made on signal indication as specified below.

BETWEEN

NORTH CAMBRIDGE AND HILL CROSSING.

Under Direction of Train Director at Waltham.
Freight Cut Off — Movements in either direction between Hill Crossing and northward dwarf Home Signal at North Cambridge.

WILLOWS AND AYER.

Under Direction of Train Director at Ayer.
In either direction on either track.

EAST FITCHBURG OX AND WESTMINSTER.

Under Direction of Train Director at Fitchburg Tower.
Eastward Track — Movements in either direction between Westminster and Fitchburg Tower.

EASTWARD movement only between East Fitchburg FG and East Fitchburg OX.

Westward Track — WESTWARD movement only between East Fitchburg OX and East Fitchburg FG.

Movements in either direction between Fitchburg Tower and Westminster.

Track No. 2 — EASTWARD movement only between Fitchburg Tower and East Fitchburg FG.

Track No. 4 — EASTWARD movements only between Fitchburg Tower and East Fitchburg FG.

Track No. 1 — WESTWARD movements only between East Fitchburg FG and Fitchburg Tower.

WESTMINSTER AND TYTER WEST.**Under Direction of Train Dispatcher at Gardner.**

Eastward Track — Movements in either direction between Westminster and South Ashburnham.

Westward Track — Movements in either direction between Westminster and South Ashburnham.

Eastward Track — EASTWARD movements only between Tyter West and Gardner.

Movements in either direction between Gardner and East Gardner.

EASTWARD movements only between East Gardner and South Ashburnham.

Westward Track — WESTWARD movements only between South Ashburnham and Gardner.

Movements in either direction between Gardner and Tyter East.

Baldwinville Middle Track — Movements in either direction.

MONTAGUE AND GREENFIELD EAST.**EAST DEERFIELD WEST AND DEERFIELD JCT.****Under Direction of Train Director at East Deerfield.**

Eastward Track — Movements in either direction.

Westward Track — WESTWARD movements only between Montague and East Deerfield East.

Movements in either direction between East Deerfield East and Greenfield East.

East Deerfield Branch — Movements in either direction between East Deerfield West and Deerfield Jct.

GREENFIELD EAST AND SOAPSTONE.**Under Direction of Train Dispatcher at Greenfield.**

Eastward Track — Movements in either direction.

Westward Track — Movements in either direction between Greenfield East and Greenfield West.

WESTWARD movements only between Greenfield West and Shelburne Falls East.

Movements in either direction between Shelburne Falls East and the repeater dwarf signal one mile west of Shelburne Falls West.

WESTWARD movements only between the repeater dwarf signal one mile west of Shelburne Falls West and Soapstone.

West Deerfield Middle Track — Movements in either direction.

SOAPSTONE AND WILLIAMSTOWN.**Under Direction of Train Director at North Adams Tower.**

Movements in either direction on tracks No. 2, No. 1 or No. 3 between East Portal and Soapstone.

Movements in either direction on single track between West Portal and East Portal.

Movements in either direction on tracks No. 2, No. 4 or No. 1 between Spragues and West Portal.

Eastward Track — EASTWARD movements only between Williamstown Crossover and Fair Grounds.

Between Fair Grounds and Spragues, movements in either direction.

Westward Track — Between Williamstown Crossover and Spragues, movements in either direction.

HOOSICK JCT. AND EAGLE BRIDGE.**Under Direction of Train Director at Johnsonville.**

In either direction on either track.

BURNT HILLS AND ROTTERDAM.**Under Direction of Train Director at Mechanville Yard Office.**

Main Track — Movements in either direction.

JOHNSONVILLE AND JOHNSONVILLE WEST.**Under Direction of Train Director at Johnsonville.**

Westward Track — WESTWARD movements only.

Eastward Track — Movements in either direction.

JOHNSONVILLE WEST AND REILLY'S.**Under Direction of Train Director at Johnsonville.**

Main Track — Movements in either direction.

Melrose Second Track — Movements in either direction.

HILL CROSSING FREIGHT CUT-OFF.

The freight cut-off extends between Hill Crossing and Boston Yard Limit sign (1100 feet south of Somerville Jct. Crossover).

The portion of freight cut-off located between Northward (Outward) dwarf interlocking signal at Hill Crossing and Northward (Outward) dwarf

interlocking signal 1300 feet north of Mass. Ave., North Cambridge, is "C.T.C. TERRITORY" and all movements between these points will be made on signal indication and in accordance with "C.T.C." rules.

The portion of freight cut-off south of Northward (Outward) dwarf interlocking signal 1300 feet north of Mass. Ave., North Cambridge, to Boston Yard Limit sign, 1100 feet south of Somerville Jct. Crossover, is an INWARD (SOUTHWARD) MAIN TRACK and Rule 99 applies.

Movements over this portion of freight cut-off (south of North Cambridge) may be made as follows:

Inward (Southward) — Without Train Orders.

Outward (Northward) — Only under pilot protection or under full flag protection.

Trains in either direction between Hill Crossing and Boston Yard Limit sign south of Somerville Junction Crossover are not required to display signals as per General Rule 21.

MECHANICVILLE D. H. & R.R.**Operation between XO Tower and WY Cabin (D. & H. R.R. Rules).**

The D&H Railroad Corporation main track territory thru Mechanicville, N. Y. from BK cabin located one and six tenths miles south of XO Tower to CN cabin located three and two tenths miles north of XO Tower is CTC territory and is under the control of Towerman at XO Tower.

An electric switch leading from New Yard lead, Mechanicville to No. 2 Main track is electrically locked but has no release controlled by towerman. Before these switches are unlocked or opened, permission must be obtained from Towerman at XO Tower by telephone.

The two main tracks between the northward signals at XO Tower and the southward signals at WY Cabin will be numbered from west to east and will be used as follows:

No. 1 (southward track) northward and southward trains.

No. 2 (northward track) northward and southward trains.

One short and four long (0 — — —) sounds of engine whistle calls the flagman in from the south on No. 1 track.

One short and five long (0 — — —) sounds of engine whistle calls the flagman in from the north on No. 2 track.

The movement of trains between the northward signals at XO Tower and the southward signals at WY Cabin will be governed by Signal Indications, which will supersede time table superiority and take the place of train orders.

Except as affected by these instructions, all Block Signal Rules and Train Rules remain in force.

400-412. AUTOMATIC CAB INDICATOR TERRITORY.

Operative between West Cambridge and west end of East Deerfield yard (Main Line).

Under the provisions of Rule 411 the following is authorized:

The two regular local freights between Boston and Roberts with switcher type locomotives not equipped with cab indicator not to exceed 20 M.P.H.

All locomotives which operate to and from the Stony Brook Branch and the Worcester Route between Ayer and Willows.

MODIFICATION TO AUTOMATIC CAB INDICATOR RULE 407.

Automatic Cab Indicator Rule 407 as applicable to R.D.C. type Rail Motor Cars, when not dispatched from engine house, at Troy, N. Y., only is modified as follows:

Before leaving Troy, N. Y., for operation in Automatic Cab Indicator territory, the engine man must note that pneumatic equipment is cut in and sealed.

The plug switch must be inserted in receptacle on end of car from which it is to be operated. Apply handle to, and cut in, the directional, cut-out and acknowledging switch on same end of car.

Move main switch to "cut in" position or changeover switch to "Continuous" position and note that cab indicator displays a lunar white indication and that warning whistle sounds until acknowledged. To acknowledge, move acknowledging switch handle to acknowledging position for approximately two (2) seconds and then allow handle to snap back to normal position.

Cab indicator equipment must be cut in for operating check when passing over and off test loop located just east of Greenfield station.

Employe making departure test will fill out Record of Departure Test (Form ML-250) and leave in designated holder in cab of engine.

501.**SPECIAL SIGNAL RULES.****EAST GARDNER.**

Dwarf signal 56-W, located near spring switch, west of East Gardner Station, governs westward movements on eastward track to the westward dwarf signal located about 566 ft. east of east end of crossover No. 10 at Gardner.

Engine crew on helpers will get in touch with train dispatcher at Gardner before starting reverse move to receive any instructions that he may have for them.

Z0AL.

Two slide detector fences are in service, about one and one half miles west of Zoar.

Location

From a point 1165 feet east of signal bridge supporting automatic block signals 1327 and 1326 to a point 65 feet east of said signal bridge.

From a point 745 feet west of the same signal bridge to a point 2145 feet westerly thereof.

Signals Involved.

Westerly direction, automatic block signal	1313-1
" " "	1313-2
" " "	1327-1
" " "	1327-2
Easterly direction, Soapstone home signal	L-6
" " "	L-4
" " "	L-2
Automatic block signal	1326

Operation

In addition to the usual precautions to be taken when signals are in STOP position, slide detector fences are designed to operate the signals when there is any condition at the slide that requires the exercise of extra precautions.

THE HOOSAC TUNNEL.

General Rule D-509, so far as it applies to operation under automatic signal indications in Tunnel, is modified as follows:

When a train is stopped at any automatic signal, Engineer must at once go to telephone, call Train Director at North Adams Tower, who, if tuned in clear, will direct train to proceed at restricted speed to next signal and give his name. Engineer will repeat instructions and give his name.

Train Director will keep a written record of such conversation on train sheet, showing time of occurrence.

505. AUTOMATIC BLOCK SYSTEM.

Main Line. Between Boston and Rotterdam Jct.

Freight Cut-off. Between Hill Crossing and sign at Mass. Ave., North Cambridge.

Freight Cut-off and Third Iron. Between automatic signal FC-32 at Somerville Jct. and southward dwarf interlocking signal at Medford St. bridge, Winter Hill.

Central Mass. Branch. Between sign about 4500 feet east of automatic approach signal M-193 (east of South Sudbury) and sign about 4100 feet west of automatic approach signal M-203. Between Clematis Brook and Lyman St., Waltham, north, and between sign 1200 feet east of signal M-347 and signal M-356 east of Reservoir Switch.

Peterboro Branch. Between sign 1.80 mile west of Gardner and sign 1.16 mile east of Heywood.

Cheshire Branch. Between So. Ashburnham and sign north of Conn. River Bridge, Bellows Falls.

East Deerfield Branch. Between East Deerfield west and Deerfield Jct.

Troy Branch. Between Johnsonville and Troy Union R. R. home signal at Hutton St. on westward track and automatic signal T1896 on eastward track.

Conn. River Line. Between Springfield and C. V. northward Home Signal 800 ft. south of Nutt St., White River Jct.

Central Vermont Ry. Between East Northfield and sign 2.12 miles north of East Northfield. No automatic signal territory between this sign and sign 200 ft. south of end of double track south of Brattleboro.

On Branch Lines entering Main tracks having an Automatic Block System, the Automatic Block System is in effect on the Branch Line between "Signal Territory Starts" sign and Main track connection.

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS OR FROM BRANCHES.

LOCATION	SIGNAL NUMBER	CLEARING TIME
Schaghticoke	S 1793	4 minutes
Scotia Naval Base, east end	S 2062	8 "
Scotia Naval Base, west end	S 2071	8 "
Ayer, Harvard Lead Switch	SA 202	3 "
Bernardston	S 420	5 "
"	S 427	5 "
Mt. Hermon Gravel Pit	S 473	5 "
East Northfield	S 492	5 "
Dole Junction		5 "
(Asbuniet Branch track)	A 520	5 "
Brattleboro, south end		5 "
bridge siding	S 594	5 "
Brattleboro, north end		5 "
bridge siding	S 599	5 "
Putney	S 688	5 "
Cleamont Jct., north end		3 "
passing siding	S 1017	3 "
Winchendon (Peterboro Branch)	H 351	5 min. 30 sec.

513b. AUTOMATIC SIGNALS GOVERNING AGAINST TRAFFIC MOVEMENTS FROM DOUBLE TRACK TO SINGLE TRACK.

LOCATION	SIGNAL NUMBER	CLEARING TIME
Silver Street	377-2	5 minutes
Brattleboro	602-1	See note
Putney	690-1	5 minutes

NOTE.—Rule 513b applies except a train on southward main track will have no effect on signal 602-1. Trains or engines entering single track, with signal displaying a red indication, may do so only after checking that both crossovers just south of signal 602-1 are in proper position and only in full compliance with Rules S 509 and 513.

513d. AUTOMATIC ROUTING SIGNALS.

LOCATION	DIRECTION	SIGNAL NUMBER
Dole Jct.	Northward	519
Brattleboro	Southward	602
Winchendon	Eastward	C 670

520. OTHER TYPE SIGNALS.

One light color light dwarf signal located ahead of points of spring switch governing movements against point of switch only located at: Ayer, Harvard Lead Switch.

522. EQUIPMENT DETECTOR SIGNAL.

Equipment Detector Signals are located as follows:

Fair Grounds — For Inward movements.
West of Soapstone — For Outward movements.
When a train stopped by this signal has corrected condition and is ready to proceed, notify Train Director at North Adams Tower so that Home Interlocking Signal may be cleared to avoid second stop.

The swing man will ride lead end of diesel-equipped freight trains approaching these points to be in position to make any inspection that may be required. If train is stopped at either of these points or between dragging equipment territory and the terminal of the run, swing man will drop off head end, making passing inspection and catch the caboose.

605. LOCATION OF INTERLOCKING SIGNALS.

(SEE INTERLOCKING SIGNAL RULES.)

MAIN LINE—EAST—WEST.

★ Draw No. 1 — Tower "A"

Tower A.	Montague.
Tower H.	East Deerfield East.
Union Square.	East Deerfield West.
West Cambridge.	Chepside.
Hill Crossing.	Greenfield East.
Clematis Brook.	Greenfield West.
Waltham.	West Deerfield East.
West Concord.	West Deerfield West.
South Acton.	South River.
Willows.	Shelburne Falls East.
Ayer.	Shelburne Falls West.
East Fitchburg OX.	Rice's Crossover.
East Fitchburg FG.	Soapstone.
Fitchburg Tower.	East Portal.
Fitchburg, Rollstone St.	West Portal.
West Fitchburg.	Spragues.
Westminster.	Fair Grounds.
South Ashburnham.	Williamstown Crossover.
East Gardner.	Hoeseck Junction.
Gardner East.	Edge Bridge.
Gardner.	Johnsonville.
Parker.	Mechanicville XO Tower.
Baldwinville East.	Mechanicville WY Cabin.
Baldwinville.	Mechanicville West.
Wright's Crossover.	Crescent.
Abol.	Burr's Hills.
Tyler East.	Rotterdam.
Tyler West.	Rotterdam Junction.

★ Draw No. 1 — Tower "A" — is protected by semi-automatic color light dwarf interlocking signals and by power operated gates controlled from Tower "A".

A warning whistle will sound a single long blast just prior to opening drawbridge.

TROY BRANCH.

Johnsonville.	Melrose West.
Johnsonville West.	Reilly's.
Melrose East.	

HILL CROSSING FRT. CUT OFF.

Hill Crossing.
Diamond Crossing (Lexington Branch).
North Cambridge.
Whenever trains or engines find interlocking signals in Stop position at

Diamond Crossing and cannot see any other train or engine approaching on cross route, crew will be governed by instructions posted in signal box which contains push button releases.

WORCESTER AND AYER.

Ayer, west end of yard.
Ayer.

MAIN LINE — NORTH — SOUTH.

WA Tower.
Northampton Yard (unattended and Rule 663b applies).
Deerfield Jct.
Greenfield Est.
Greenfield Gauntlet.
East Northfield.

West River.
Tunnel Switch.
Chapin Switch.
Clarendon Jct.
White River Jct. (South end yard).

CHESHIRE BRANCH.

South Ashburnham.
Winchendon. (Unattended. Rule 663b applies).

When movements are to be made on B. & A. track across Cheshire Branch at Winchendon, or reverse movements are desired on Cheshire Branch, train or engine crew will be governed by instructions posted in signal box adjacent to the crossing.

PETERBORO BRANCH.

Barber.

Gardner.

CENTRAL MASSACHUSETTS BRANCH.

Clematis Brook.
South Sudbury.

East Switch. (Unattended. Rule 663b applies.)

SOUTH SUDBURY (Unattended, Rule 663b applies).

Whenever trains or engines first interlocking signals displaying Stop indication at South Sudbury and cannot see any other train or engine approaching on N.Y., N.H. & H. R.R. or when reverse move is desired over diamond crossing, crew will be governed by instructions in signal box which contains push button releases.

WHEELWRIGHT BRANCH.

Northampton Yard (unattended, Rule 663b applies).

OTHER INTERLOCKING SIGNALS, NORMAL INDICATION OF WHICH IS PROCEED.

To protect trains or engines entering a main track or in making crossover movement (see Rule D-152).
Signals must be set to display most restrictive indication, then wait three minutes before lining switches.

When stop is indicated by these signals, trains or engines must not proceed on hand signals until a flagman has been sent ahead and ascertained the full situation. They may then proceed on signal from flagman. (See Rule 663b.)

Such signals are located at the following points:

MAIN LINE — NORTH — SOUTH.

White River Junction Yard. (C. V. Signals.)

WHITE RIVER JUNCTION.

CENTRAL VERMONT YARD.

DOUBLE ARM UPPER QUADRANT SEMAPHORE, TWO POSITIONS. CLEAR BLADE, 1680 FEET SOUTH OF STATION GOVERNS SOUTHWARD MOVEMENT AT FOULING POINT OF B. & M. AND C. V. MAIN TRACK AND B. & M. NO. 2 TRACK:

The west arm in a perpendicular position or a green light, and the east arm in a horizontal position or a red light, gives southward movements from C. V. main track permission to proceed.

The west arm in a horizontal position or a red light, and the east arm in a perpendicular position or a green light, gives southward movements from B. & M. main track or through crossover from south wye permission to proceed.

Both arms in horizontal position, or two red lights, all southward movements on either main track or through crossover from south wye must stop to clear fouling point at junction switch.

SEMAPHORE SIGNAL LOCATED 800 FEET SOUTH OF NUTT STREET, W. R. JCT. GOVERNING NORTHWARD MOVEMENTS.
Upper quadrant three position Blade.

Perpendicular position or green light, proceed.

Forty-five degree, or yellow light, restricted speed via diverging route.
Horizontal position, or red light, stop.

WHITE RIVER JUNCTION — NUTT STREET.

Switchtenders stationed at cabin north of Nutt Street will handle double arm upper quadrant semaphores governing movement of trains from fouling point of Boston and Maine and Central Vermont Main Line and Boston and Maine No. 2 track, also upper quadrant three position semaphores signal located just north of Yard Office. They will have charge of switches south of station platform to entrance of New Yard, switches on crossover from Central Vermont Yard to Boston and Maine Yard, and switches from Central Vermont main line to crossover leading to Central Vermont No. 3 track.

All train, engine or shifting movements over south wye (between Conn. River Bridge (142.74) and Nutt St.) must receive motion or verbal permission from switchtender at either end before entering wye track.

Switchtenders stationed at cabin north of Nutt Street will not allow a train from Central Vermont (Southern Division) to pass that point if a Berlin-White River Jet. Line first-class train is due, or overdue, without first calling switchtender at Diamond and obtaining permission to allow such Central Vermont (Southern Division) train to enter Berlin-White River Jct. Line main track.

Movement on lead over Nutt Street crossing does not require whistle signal 14-L. Movements approaching this crossing will be restricted to 10 miles an hour except when crossing watchman is on duty.

OPERATION OF SWITCHES AND SIGNALS EQUIPPED WITH ELECTRIC SWITCH LOCKS.

Instructions for operation of electric switch locks on hand-operated switches at the following locations are shown on inside of door to electric lock for information of train or engine crews.
Ayer (west end of yard).

Northampton Yard.

WARNING: When it is found necessary to operate pushbutton releases to unlock switches care must be used to be reasonably certain that no approaching train is close since operation of push button will set any clear signal to stop position and may thereby give an approaching train a red home signal after it has passed a clear approach.

Two light color light Home Interlocking Signals are in service on intersecting railroads at the following locations:

BALDWINVILLE — BOSTON & ALBANY R. R.

A yellow red red indication gives permission to proceed through interlocking ONLY in approaching Home Signal.
Red over Red indicates STOP.

697.

BALL SIGNALS.

WHITE RIVER JUNCTION DIAMOND CROSSING.

Each engine approaching the crossing will bring his engine to a stop at some point within one thousand (1000) feet from the crossing. If the signal is right, he may then proceed.

One ball or one red light will allow trains from Central Vermont Ry. (Northern Division) or movements from the west to cross.

Two balls or two red lights will allow trains from the Concord-White River Jct. Main Line (N. H. Division) or movements from the east to cross, but switching may be done over crossing, east and west, on two balls or two red lights.

Three balls or three red lights will allow trains from the Berlin-White River Jct. Line (N. H. Div.) or movements from north to cross, but switching may be done over crossing north or south on three balls or three red lights.

Four balls or four red lights will allow trains from Central Vermont Ry. (Southern Division) or movements from south to cross.

When no signal is displayed all trains or movements approaching the diamond must stop. Any movement over diamond when no signal is displayed will be made only on the authority of signalman.

Notes: Engines when approaching the crossing from either direction must use the utmost care with reference to trains moving on same track, as fixed signals only protect movements on tracks at right angles with each other.

Switchtenders located at diamond near passenger station will have charge of ball signal, all switches included between Wye switch on White River Bridge and Wye switch on Conn. River Bridge, also switches south of cabin controlling movement from and to the freight yard, and in addition engine house switch at Westboro when required.

Trains from the B. & M. (N. H. Division) must stop to clear fouling point of the C. V. Main track just north of passenger station, except they may proceed on to C. V. main track upon hand signal from the switch tender at underpass and under flag protection as arranged by the switch tender at that point, against Roxbury Sub-division regular trains that may be due or overdue.

Passenger trains arriving at White River Junction that are required to back their trains off on C.V.R.R. or west side of station, should, when conditions will permit, back entire train and engine over crossing before making station stop and must not exceed a speed of five (5) miles per hour on the back-up move.

BELLOWS FALLS DIAMOND CROSSING

Each engine approaching the crossing will bring his engine to a stop at some point within one thousand (1000) feet from the crossing. If the signal is right, he may then proceed.

Ball signals located at the crossing govern all movements over three Rutland Ry. cross tracks as follows:

One ball or one red light permits a southward movement from Rutland Ry. to cross Conn. River Line B.&M. R. R.

Two balls or two red lights permit a southward movement to Rutland Ry. to cross Conn. River Line B.&M. R. R.

Three balls or three red lights permit movements in either direction for Conn. River Line B.&M. It. R. to cross Rutland Rty. tracks. When no signal is displayed, no movement will be made over diamond unless authorized by signalman.

Note: Ball signals afford no protection other than against movements on tracks at right angles with each other. Enginemen, when authorized by fixed signal to do so, will move at yard speed, keeping in mind movements may be made by others on adjacent—parallel tracks on same ball signal indication.

RIDING TOPS OF CARS OR LOCOMOTIVES PROHIBITED.
Overhead bridges listed below will not clear man on top of car or locomotive. Riding on top of cars or locomotives is prohibited.

ROTTERDAM, N. Y.

Schenectady Varnish track.
"A" Frame on turntable.
Bridge 207.11, 1.2 miles east of station.

CRESCENT, N. Y.

Bridge 200.36, 3.3 miles west of station.

MECHANICVILLE, N. Y.

Bridge 186.35, .61 mile east of station.
Big doors on Car Shop.
West Virginia Pulp & Paper Company:
Coal shed over coal hopper on track leading to boiler room.
Big doors leading to boiler house.
Pipe line over track located between Alcohol Bleached Plants.

REYNOLDS, N. Y.

Bridge 181.41, 1.45 miles east of station.

WEST VALLEY FALLS.

Bridge 176.86, 0.2 mile east of station.

HOOSICK JCT. N. Y.

Signal Strut located just east of Bridge 165.18.
Signal Strut located just west of Bridge 165.18.

HOOSICK FALLS, N. Y.

Bridge 163.10, .5 mile east of station, eastward.

HOOSICK, N. Y.

Bridge 160.24, 2 mile west of station.

PETERSBURG JCT., N. Y.

Bridge 155.56, 2.72 miles east of station, eastward.

HOOSICK FALLS, N. Y.

Bridge 163.74, .4 mile west of station, westward.
Bridge 163.47, .63 mile west of station, westward.
J. E. Buckley's Coal Shed, opposite station, westward.

PETERSBURG JCT., N. Y.

Bridge 157.91, .4 mile east of station, westward.
State Line Bridge 156.15, 2.7 miles east of station, westward.

TROY, N. Y.

Bridge 188.85, 1.51 miles east of station.
Bridge 189.64, .72 mile east of station.
Delivery spout on Sandhouse at enginehouse.
Enginehouse Doors, all stalls.
"A" Frame on Turntable.
Peterson & Packer Coal Shed at foot of Adams St.
Wilson's Beef House at Vanderhyden Ave.

LANSINGBURG, N. Y.

Bridge 186.91, .51 mile east of station.

MELROSE, N. Y.

Bridge 180.54, 1.4 miles east of station.
Bridge 183.19, 1.25 miles west of station.

WALLOOMSAC, N. Y.

Bridge 168.97, 1.74 miles west of station.

EVARTS, VT.

Pursuant to order of Vermont Public Service Commission, all trainmen are warned that overhead bridge at M. P. 9.29 near Evarts, Vt., has a clear space from top of rail of 19 feet.

WINDSOR.

Due to lack of clearances, both side and top, men are prohibited from riding on top, or sides of cars, or tank of engine, entering new building of the Cone Machine Company.

NORTH ADAMS.

Riding on top of engine, tender and cars between North Adams passenger station, diesel engine house and the westerly end of the Little Tunnel is strictly forbidden.

GARDNER.

There are many points where scant clearances obtain, both side and overhead, in connection with Derby Line and tracks leading therefrom, and employes should use due caution.

GARDNER, PETERBOBO BRANCH

Overhead conveyor bridge serving S. Bent & Bros. near Winter Street will not clear man on top of car, protected by bridge guards.

EAST GARDNER.

Bridges 62.20 and 62.94 just west of East Gardner. (Eastward main and eastward passing siding protected by bridge guards for eastward movements only.) (Westward main protected for westward movements only.)

FITZBURG.

Due to lack of clearances of side roof supports at Union Coal Company, men are prohibited from riding on tops of cars on the Union Coal Company track.

Fifth Street bridge on lower New Haven main line, no telltales protecting.

WEST CAMBRIDGE.

Rex Lumber Co.
Sands, Taylor and Wood side track.

WORCESTER.

Employes are prohibited from riding tops of cars between Garden St. and School St.

CROSSINGS LISTED BELOW, WHERE TROLLEY WIRES ARE OVER B&M RAILROAD TRACKS, BRIDGE GUARD (TELLTALES) ARE NOT PROVIDED AND ALL PERSONS ARE HEREBY PROHIBITED AND PROHIBITED FROM RIDING ON TOP OF A LOCOMOTIVE TENDER OR CAR AT ANY OF THESE LOCATIONS.

North Cambridge	Massachusetts Avenue
Watertown	School Street
	Mount Auburn Street

913. Two engines must not be run attached over any bridge between Ware and Northampton that is fifty feet or more in length.

HOOSAC TUNNEL SPECIAL RULES

Enginemen will not accept "restricting" signal to enter tunnel except on permission of Train Director and with full knowledge as to reason therefor.

No passenger train is to be allowed to follow any other train and no train is to be allowed to follow a passenger train into the Hoosac Tunnel from Home Signals at either Portal on a track occupied by a passenger train until the preceding passenger train has cleared Home Signal at opposite Portal of Tunnel except in emergency and preceded by a flagman.

Train Director, North Adams Tower, will be responsible to comply with above and will make no exception without permission of Chief Dispatcher on duty.

Conductors and enginemen will be responsible for compliance with the requirement for a preceding flagman when moving under exceptions in emergency.

Nothing in the above relieves anyone from full compliance with General Rule 99.

TELEPHONES.

Telephones are located at manholes.
Boards three by eight inches, with figures burned in showing distance in feet from East Portal, are located at each manhole, about four feet above rail.

3,000 feet from East Portal.	16,051 feet from East Portal.
6,000 " " " "	19,031 " " " "
9,000 " " " "	22,031 " " " "
12,789 " " " "	" " " "

Also at each automatic block signal.

Iron telephone boxes installed at each automatic block signal in tunnel. Enginemen and others who have occasion to use telephone should see to it that door is properly closed and bolt inserted in hasp to avoid door being knocked off.

To call North Adams Tower, ring two.

If bell does not ring at first, persons calling should listen on line and then hang up the receiver and call again.

When inward freight trains pick up cars, conductor should notify North Adams Tower as to tonnage picked up, and same to be reported by Train Director to Train Dispatcher.

In running through tunnel, all signals displayed by trains must be night signals at all times, and headlight and all car lamps and lanterns must be lighted.

HANDLING TANK CARS CONTAINING INFLAMMABLES THROUGH HOOSAC TUNNEL.

Loaded tank cars bearing inflammable placards may be moved through Hoosac Tunnel, but if extra care is working in the tunnel, they must first be notified so that they may keep as far distant from the passing train as possible and reduce all lights they use to a safe minimum.

Conductors will notify Train Director at North Adams Tower when they have such cars in their train.

HANDLING EXPLOSIVES THROUGH HOOSAC TUNNEL.

We can accept, for movement through Hoosac Tunnel, all shipments of Explosives and other Dangerous Articles, except as follows:

Low Explosives. } Black Powder. } High Explosives.

Ammunition for small arms with explosive bullets.

Boosters (explosive).

Explosive Bombs, Compositions or Mines.

Grenades — Hand or Rifle (Gas, Smoke or Incendiary).

Wet Fulminates of Mercury. } Excepting a shipment of not more

Blasting Caps. } than 1000 blasting caps or 1000 electric

Electric Blasting Caps. } blasting caps.

Ammunition for cannon with explosive projectiles.

Explosive projectiles.

Detonating fuses, or Explosive torpedoes.

Exception — Carload and less carload shipments when shipped by or for the U. S. Army, Navy and Air Corps, or by or for Atomic Energy Commission.

JOINT TRACK BETWEEN MECHANICVILLE AND CRESCENT.

D. & H. R. R. AND B. & M. R. R.

All employees of either company whose duties may in any way require them to operate over or have to do with operation of this joint double track shall be governed by time-table, rules and regulations of their respective companies, except wherein they may conflict with this joint time-table, and the rules, regulations and instructions appearing hereon.

All trains before passing to or from joint double track at Crescent must not exceed speed of twenty (20) miles per hour and may proceed only when switches and signals are seen to be right and track clear.

When signal and switches are right for trains to pass, conductors and enginemen on inward trains may regard it as a notice from operator that all superior trains due have left. Operators must not allow inferior trains to pass on the time of delayed superior trains until sure that conductor and engineman of the inferior train hold orders giving them the right to run on the time of superior train.

SIGNALS.

D. & H. staggered two light color light signal displaying Green over Red is an Automatic Block Signal; indication "Proceed"; name, "Clear."

When displaying Yellow over Green, indication is Proceed, approaching next signal at medium speed; name, "Approach Medium."

XO Interlocking, Mechanicville.

WY Cabin, Mechanicville.

Mechanicville West Interlocking.

Crescent Interlocking.

D. & H. three light color light signal displaying Red over Yellow over Green and two light color light signal displaying Yellow over Green are Interlocking signals; indication, "Proceed at medium speed approaching next signal at medium speed; name "Medium Approach Medium."

Speed restrictions are in effect for B. & M. movements diverging to and converging from D. & H. main lines of 20 M.P.H. (Rule 110). It must be clearly understood that Medium Clear (Red over Green over Red), Medium Approach Medium (Red over Yellow over Green or dwarf Yellow over Green) and Medium Approach (Red over Yellow over Red) aspects displayed on Home Interlocking Signals at these Interlockings do not supersede these speed restrictions. Similarly, an Approach Medium (Yellow over Green or Yellow over Green over Red) aspect displayed in approach at these Interlocking Signals does not permit exceeding authorized speed at the Interlocking.

AUTOMATIC BLOCK SIGNALS.

Trains finding signal in Stop position must stop before passing signal. After coming to a full stop in rear of signal, if signal does not clear after an interval of fifteen (15) seconds, train may proceed at restricted speed expecting to find block occupied by a train, or a switch open, a car fouling main track, or a rail broken or up.

Immediate report must be made by engineman to Superintendent of every case of being stopped by signals. Conductors will promptly make written report to Superintendent.

In case of accident or other delay all existing rules and precautions must be rigidly observed, and it must be fully understood by all employees that signals are not intended as a substitute for such safeguards, but only additional thereto; and Stop signals must be sent to rear and kept there, as required by rules.

Freight trains and shifters standing on sidings for trains on main line to pass, or cars left on sidings, must all be inside of fouling point to prevent stopping main line trains unnecessarily.

All switches leading to main line must be set straight in ample time, before main line trains are due, in order that the signal will indicate Proceed for such trains.

Bulletin Orders.

All special notices or orders of either company which may in any way affect the operation of joint double track will be posted on Bulletin Boards at the following places: Mohawk and General Yard Master's Office, Mechanicville; also at Dewitt and Selkirk on N. Y. C. R. R.

Slow Boards.

A yellow board, flag or light placed on the right side of the track in a conspicuous location, indicates that the track approximately 6,000 feet distant is in a condition for speed of but fifteen miles per hour, unless otherwise provided, and the speed of the train will be controlled accordingly. A green board, flag or light placed on the right side of the track in a conspicuous location at a point beyond the restricted area, indicates that authorized speed may be resumed when the rear of the train has passed over the restricted territory. On two or more tracks, each track must be protected in the same manner as if it were single track.

Movement of Trains.

If it should become necessary to operate any portion of the joint double track as single track, or if it is necessary or desirable to interfere with the rights of trains, as prescribed by time-table, same shall be done by Train Orders issued from Train Dispatcher's office at Greenfield and over signature of Superintendent of the B. & M., according to general rules governing movement of trains by train orders of Boston and Maine Railroad.

Yarding of Trains — Mechanicville.

A "Track Indicator" under control of operator at "M.C." office, located near eastward three-light Home Interlocking signal, and a "Yard Indicator" located on automatic approach signal M-4.1, will govern track assignments in the Receiving Yard.

The "Track Indicator" when lighted will show a lunar white number from 1 to 10, indicating the track in B&M Receiving Yard train will yard on.

The "Yard Indicator" when lighted will show a lunar white letter "Y" indicating that the eastward three-light Home Interlocking signal indicates "Proceed" into the Receiving Yard. When the "Yard Indicator" is lighted, showing the number of track the train will yard on.

If the "Yard Indicator" is not lighted indicating that eastward three-light Home Interlocking signal is not clear for movement into Receiving Yard, or that "Track Indicator" is not lighted, eastward trains which are to enter the Receiving Yard must come to a full stop at signal M-4.1 and call the operator at "M.C." office on wayside telephone located in cabin opposite Signal M-4.2 for instructions.

When an eastward train is yarded on tracks 1 to 7, inclusive, in the B&M Receiving Yard at Mechanicville which will clear on that one track, a number may be displayed on the "Track Indicator" located at the three-light Home Interlocking signal at Mechanicville "West" after head-end of train has passed the "Track Indicator," which will indicate to the rear-end the track through which the caboose is authorized to be dropped.

In the absence of a track number being displayed on "Track Indicator" for the caboose, crews will understand that the caboose will remain attached to train, and as soon as train is yarded, rear-end will call Yardmaster for instructions.

In all cases of yarding on tracks 1 to 7, inclusive, head-end will call Yardmaster promptly on arrival at east end of Receiving Yard for instructions (particularly regarding handling of caboose).

Under no conditions should caboose be cut off on main line at Mechanicville "West" except under orders from Yardmaster or when train has M&H delivery cars next to caboose, and all cars so left must be west of signal R-58.

Trains yarded on tracks 1 to 7 inclusive, that will not clear on one track, the head-end will call in from "Sucker Brook" for instructions regarding the yarding of the rear-end.

No engine or train will receive west of No. 1 switch located on the extension to "Sucker Brook" at Mechanicville "West" without receiving permission from the Yardmaster, or under flag protection.

General Rule 105 of the Rules for the Government of the Operating Department applies at all times.

1. No train or engine will enter or use any track in Mechanicville receiving yard except on a track assignment made by the yardmaster in the usual manner. In getting track assignment from yardmaster by phone, same must be repeated back and OK'd by him. In event of emergency requiring use or occupation of track after assignment to another crew, flag protection is required. General Rule 105 applies.
2. No engine except a lumper shoving cars on signals, or as provided by paragraph 4, will leave the receiving yard or foul the leads at the east end except as follows:
- Lever controlling hump signals located on car inspector's cabin at easterly end of receiving yard, or on pole near No. 2 signal, opposite Agent's office, must be thrown and left in reverse position. (This receives control from hump office, and holds signal No. 2 and those west thereof at Stop indication.)
 - When an engine is lumping out of receiving yard with lumping signals displaying other than a red indication, the lever must not be thrown to the reverse (R) position until it is definitely known that the hump engine has gone east of No. 2 Signal.
 - Lever must be returned to normal position after engine has made necessary move, is entirely clear of yard leads, and all switches restored to normal.
3. (a) Yard foreman or member of crew designated by him will, on arrival at east end of yard, throw one of levers controlling hump signals located as in 2(a) and leave lever in reverse position until ready to proceed to hump. Before throwing lever normal it is his duty to know that his draft is all together, switches properly lined, and the route clear. Returning the lever to normal position when he is ready restores control to the hump office, and permits yardmaster to give the Proceed signal when he is ready to hump.
- (b) Engine man will not couple onto cut to be lumped until he has received OK from his yard foreman via radio or otherwise that Car Department has finished their inspection of that track. Engine man after coupling on will then proceed to stretch string in the usual manner, but will not start shoving until hump signal within his view has, in his sight, gone from red to green unless otherwise directed by his yard foreman.
- (c) In cases where more than one hump engine is in receiving yard to shove cuts, a thorough understanding must be had between hump yardmaster and all engine men and foremen involved as to which engine is to move first, and the second engine must not move until properly instructed by its foreman.
- (d) In cases where draft to be shoved to hump extends east of east end of receiving yard, down one of the hump leads, hump signal will be set red by yardmaster at hump office and hold red until yardmaster is notified by foreman of lumper by motion or phone that he is ready to proceed. Engine man will proceed as in 3(b), but will not proceed to shove out until hump signal within his view has, in his sight, rapidly blinked from red to Proceed and back to red three times before finally going to Proceed and remaining there, or he receives instructions from hump yardmaster by phone or radio. (This is to avoid any misunderstanding as to the intent for the job to proceed, and in lieu of the use of lever.)
4. **Humping Under Emergency Conditions.**
When hump signals are obscured by weather conditions or signals have failed, foreman and engine man must be advised and will proceed as in 3(a) and (b) above, and foreman or helper having restored lever to normal position will phone hump office that he is ready so that proper instructions can be given via radio or telephone by yard foreman or by hump yardmaster in agreement with foreman. Engine man moving on radio instructions when signals cannot be seen or have failed must know at all times that he had radio communication with the hump, stopping immediately if any indication that communication has failed. Movement on radio instructions only to be made under emergency condition and until signals again become visible or are restored to service if they have failed.
- In the use of day-light hump signals at Mechanicville receiving yard the following indications will govern:
Green light indicates fast speed ahead.
Two yellow lights indicate medium speed ahead.
One yellow light indicates slow speed ahead.
Yellow above the red indicates back up.
Red light indicates stop.

DIESEL ENGINES PERMITTED

Between	Maximum Weight of Car and Lading		Road Engines	Switchers
Boston — Rotterdam Jet.....	250,000	All		All
Watertown Branch.....	250,000	All		All
South Acton — Maynard.....	210,000	DRS 1abde-2a-3bcd-DX 1be-RDC 1, 2, 3, 9		All
Ayer — Greenville.....	160,000	DRS 1abde-2a-3bcd-DX 1e-RDC 1, 2, 3, 9		DS 1a-2bcd-3ab
Ayer — Hollis.....	250,000	All		All
Cheshire Branch.....	250,000	All		All
Worcester — Gardner.....	250,000	All		All
Gardner — Winchendon.....	250,000	All		All
Winchendon — Peterboro.....	200,000	DX 1e-RDC 1, 2, 3, 9, DRS 1abde, DRS 2a, DRS 3bcd		All
East Deerfield Branch.....	250,000	All		All
East Deerfield — Turners Falls.....	175,000	DRS 1abde, 2a, 3bcd, DRS 4a		DS 1a-2bcd-3ab
Hoosee Tunnel Diamond — Hoosee Tunnel Docks.....	250,000	All		All
Johnsenville — Troy.....	250,000	All		All
Hoosick Jet. — North Bennington.....	250,000	All		All
Springfield — White River Jet.....	250,000	All		All
Chicopee Falls Branch.....	210,000	DRS 1ab-2a DX 1b		All
Easthampton Branch.....	210,000	None		All
Northampton — Hadley.....	140,000	None		DS 1a-2bcd-3ab
Hadley — Wheelwright.....	210,000	None		DS 1a-2bcd-3ab
Ashuelot Branch.....	210,000	⊙All		All
Clematis Brook — Clinton.....	210,000	⊙All		All
Somerville Jet. — Hill Crossing.....	250,000	All		All
Marlboro Branch.....	210,000	None		⊙All

NOTE — In any territory, classes not shown above may operate only on order from Superintendent.

⊙ 15 M.P.H. Bridge 37.96 Squanacook Jet, 44.13 Townsend Harbor.

⊙ Full stop at Bridge 102.96 Northampton.

⊙ DX 1b 20 M.P.H. on Bridges 9.29, 13.75, 20.40, 22.21, 23.22.

⊙ 10 M.P.H. Bridge 22.24 Wayside Inn, all Freights and DP 1.

Special Restrictions on side tracks will be issued by Superintendent.

⊙ Classes DS 4abcd DS 5a 20 M.P.H. over Bridge 33.79 at Hudson.

DIESEL TONNAGE RATING PER UNIT

	1700-1749		1229-1231 1509-1545 1555-1577 4365-4368A&B		1550-1553 4224-4228A&B 4250-4264		1200-1213 1260-1271 1272-1273		500-507 850-969		1152-1188		1103-1132		110-119	
	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced	Normal	Reduced
Boston to East Fitchburg	2490	2400	2245	2160	1870	1800	1200	1140	1800	1710	850	810	770	730	520	490
East Deerfield to East Deerfield	1490	1365	1345	1230	1120	1025	900	850	1050	1000	650	620	530	500	310	290
East Fitchburg to North Adams	1825	1765	1645	1590	1370	1325	1000	940	1120	1080	900	870	810	570	540	330
North Adams to Mechanicville	3025	2935	2400	2280	2270	2200	1300	1710	2000	1900	1560	1480	1510	1430	730	710
East Deerfield to Mechanicville	1825	1765	1645	1590	1370	1325	1000	950	1120	1060	900	870	810	570	540	330
Mechanicville to Rotterdam	3265	3135	2940	2820	2450	2350	1800	1710	1700	1610	1090	1030	810	770	440	420
Rotterdam to Rotterdam Junction	2490	2325	2220	2100	1870	1750	1200	1140	1450	1380	920	870	670	640	390	370
Johnstown to Troy	3530	3325	3150	3000	2650	2500	2500	2380	2260	2110	1900	1800	1820	1730	750	710
Troy to Johnstown	2030	1865	1800	1680	1500	1400	1160	1040	1600	1520	950	900	700	670	410	390
Rotterdam to Mechanicville	3590	3425	3200	3080	2670	2570	2400	2280	1750	1660	1400	1330	1330	1260	700	670
Rotterdam to Crescent	3000	3465	3240	3120	2700	2600	2400	2280	1700	1660	1400	1330	1330	1260	700	670
Mechanicville to East Fitchburg	2460	2365	2215	2130	1845	1775	1600	1520	1650	1570	1000	950	730	600	410	390
Springfield to East Fitchburg	3575	3505	3035	2940	2530	2450	2200	2080	2555	2235	1370	1310	900	850	550	520
East Deerfield to East Fitchburg	1730	1735	1590	1540	1340	1300	1000	950	1140	1080	850	820	560	530	320	310
East Fitchburg to Boston	3165	3095	2850	2760	2375	2300	1650	1570	1720	1630	1350	1280	1300	1230	700	670
East Fitchburg to Ayer	4265	4055	3840	3640	3200	3040	2000	1900	2030	1920	1600	1520	1650	1500	750	710
Ayer to Boston	3165	3015	2850	2700	2375	2300	1600	1420	1720	1630	1150	1100	1300	1230	700	670
East Fitchburg to Lowell	4265	4015	3840	3640	3200	3040	2000	1900	2030	1920	1660	1600	1650	1570	750	710
Worcester to Gardner	1230	1200	1200	1080	900	750	710	710	850	800	500	480	400	370	280	270
Gardner to Worcester	2060	1965	1850	1770	1545	1475	1310	1240	1470	1400	1050	1000	1000	950	570	540
Worcester to Winchendon	1330	1265	1200	1140	1000	950	750	710	950	900	500	480	400	470	280	270
Gardner to Peterboro	—	—	—	—	—	—	—	—	—	—	800	790	600	570	280	270
Peterboro to Gardner	—	—	—	—	—	—	—	—	—	—	700	670	500	470	290	250
Winchendon to Worcester	1600	1520	1450	1380	1200	1140	1040	990	1150	1090	820	790	600	570	330	310
East Deerfield to Springfield	②3065	②2535	②2400	②2280	②2000	②1900	②1600	②1520	②1750	②1660	②1200	②1140	②1120	②1090	570	540
Greenfield to Springfield	3730	3600	3360	3240	2800	2700	2200	2000	2550	2420	1800	1710	1720	1630	770	730
Springfield to East Deerfield	3530	3400	3160	3040	2650	2550	2010	1910	2180	2070	1750	1660	1420	1350	750	710
Peterboro to Gardner	2725	2465	2265	2244	1970	1870	1500	1420	1850	1850	1050	1000	1280	1210	500	470
White River Jet. to East Deerfield	2725	2495	2360	2240	1970	1870	1500	1420	1850	1850	1050	1000	1280	1210	500	470
Springfield to White River Jet.	2725	2495	2360	2240	1970	1870	1500	1420	1850	1850	1050	1000	1280	1210	500	470
White River Junction to Greenfield	2725	2495	2360	2240	1970	1870	1500	1420	1850	1850	1050	1000	1280	1210	500	470
Fitchburg to Bellows Falls	1480	1355	1340	1230	1110	1000	850	800	1050	1000	600	570	530	500	310	300
Bellows Falls to Fitchburg	1480	1355	1340	1230	1110	1000	850	800	1050	1000	600	570	530	500	310	300
South Acton and Maynard	1770	1680	1600	1520	1330	1260	1070	1020	820	820	700	670	650	620	370	350
Hudson to Marlboro	—	—	—	—	—	—	—	—	—	—	600	570	550	520	320	300
Marlboro to Hudson	—	—	—	—	—	—	—	—	—	—	600	570	550	520	320	300
Ayer to Hollis	2160	2035	1950	1850	1620	1540	1270	1210	1800	1710	1370	1300	1370	1300	610	580
Ayer to Greenville	—	—	1130	1080	—	—	—	—	—	—	1050	1000	840	800	470	450
Hollis to Ayer	2160	2035	1950	1850	1620	1540	1270	1210	1800	1710	1350	1300	1340	800	470	450
Greenville to Ayer	—	—	1950	1850	—	—	—	—	—	—	1050	1000	840	800	470	450
Horsiek Junction to White Creek	1520	1480	1400	1330	1170	1110	1000	950	1400	1330	700	670	500	480	290	280
White Creek to Horsiek Junction	3975	3775	3490	3320	2960	2830	2000	2000	2850	2500	2350	2350	1900	1900	1770	1680
East Northfield to Keene	1880	1785	1700	1610	1410	1340	1100	1040	1450	1380	950	900	740	700	410	390
Keene to East Northfield	2775	2625	2500	2380	2080	1970	2000	1900	2250	2140	1500	1420	1350	1280	900	850
Boston to Ordway	①1330	①1265	①1200	①1140	①1000	①950	①050	①000	①200	①140	①970	①920	①750	①720	430	410
Ordway to Clinton Junction	1455	1385	1310	1240	1090	1040	1100	1040	1250	1180	1050	1000	730	690	480	460
Clinton Junction to Boston	1425	1345	1280	1210	1070	1010	1100	1040	1150	1090	980	930	780	740	510	490
Wheelwright to Northampton	—	—	—	—	—	—	—	—	—	—	700	670	600	480	290	280
Northampton to East Hadley	—	—	—	—	—	—	—	—	—	—	1200	1140	900	910	530	500
East Hadley to Wheelwright	—	—	—	—	—	—	—	—	—	—	700	670	600	480	290	280

①Pusher to Knights, good for 830 tons additional.

②1000 H.P. Pusher to Deerfield Jet., add 800 tons.

③Will haul 2000 tons to Clematis Brook, normal rating; 1900 tons reduced rating.

④Will haul 1750 tons to Clematis Brook, normal rating; 1660 tons reduced rating.

⑤Will haul 1900 tons to Clematis Brook, normal rating; 1800 tons reduced rating.

⑥Will haul 1350 tons to Clematis Brook, normal rating; 1280 tons reduced rating.

⑦Will haul 900 tons to Clematis Brook, normal rating; 850 tons reduced rating.

⑧1000 H.P. Pusher to Deerfield Jet., add 600 tons.

REDUCED RATINGS WILL BE MADE EFFECTIVE BY BULLETIN NOTICE

WRECKING CRANES PERMITTED

Cranes may be operated only in territory shown with hood and stack removed and in compliance with freight train speeds and any additional restrictions listed.

UNRESTRICTED RESTRICTED CANNOT MOVE	O R X	250 Ton 3366	200 Ton 3365	120 Ton 3363-3364	100 Ton 3360-3362	75 Ton 3352-3353 3357-3359
Boston and Rotterdam Jct.		R1	R1	O	O	O
West Cambridge to Union Market		O	O	O	O	O
Union Market and Waltham (via Watertown Branch)		X	X	O	O	O
South Acton and Maynard		X	X	O	O	O
Marlboro Branch		X	X	R6	O	O
Ayer and Greenville		X	X	R7	O	O
Ayer and Hollis		R2	R2	O	O	O
South Ashburnham and Bellows Falls		O	O	O	O	O
Worcester and Gardner		O	O	O	O	O
Gardner and Winchendon		O	O	O	O	O
Winchendon and Peterboro		O	X	O	O	O
East Deerfield Wye		O	O	O	O	O
East Deerfield to Turners Falls		X	X	X	O	O
Hoosac Tunnel Diamond and Hoosac Tunnel Docks (not allowed on pile structures)		O	O	O	O	O
Johnsonville and Troy, N. Y.		R4	R4	O	O	O
Troy Union R. R.		X	X	O	O	O
Hoosick Jct. and North Bennington		O	O	O	O	O
Springfield and White River Jct.		R5	R5	O	O	O
Chicopee and Chicopee Falls		X	O	O	O	O
Mt. Tom and Easthampton		X	X	O	O	O
Dole Jct. and Ashuelot		X	X	X	O	O
Ashuelot and Keese		X	X	X	O	O
Clematis Brook and Clinton Jct.		X	X	O	O	O
Wheelwright and Hadley		X	X	R8	O	O
Hadley and Northampton		X	X	X	X	R9
Somerville Jct. and Hill Crossing		O	O	O	O	O
East Northfield and Brattleboro (C.V. Ry.)		O	O	O	O	O

R1 Can operate Tower H to West Cambridge 10 MPH on westward main line only.

Cannot operate West Cambridge to Tower H on eastward main line. 10 MPH between Bridge No. 2.50 Somerville and Bridge No. 3.96 West Cambridge.

15 MPH over Bridge No. 6.44 Belmont.
10 MPH over Bridge 53.13 Wachusett on third track.
25 MPH over Bridge No. 82.04 Athol on tracks 1 and 4.
15 MPH through Hoosac Tunnel.

R2 Not over Nashua River Bridge No. 36.46.

R4 Cannot go under Hoosick St. Arch.

R5 15 MPH over Bridge No. 0.55 Springfield. Keep off timber spans. Cannot go on Central Mass. track on Bridge No. 17.16 Northampton.

R6 15 MPH over Bridge No. 33.79 Hudson.

R7 10 MPH over Bridge No. 36.14, Bridge No. 36.21 Ayer, Bridge No. 37.96 Squamscott Jct., Bridge No. 44.13, Bridge No. 44.17 Townsend Harbor.

Cannot operate Townsend to Greenville.

R8 Cannot operate Hadley to Ware.
Can operate Ware to Wheelwright.

R9 Place Crane between empty flat cars, come to full stop before proceeding at 5 MPH over Bridge No. 102.96 Northampton.

BUDD RAIL MOTOR-CARS

Operation of BUDD RAIL MOTOR-CARS as single units permitted in territory ONLY as listed below:

Boston to Troy, N. Y.
Springfield to White River Jct.
South Ashburnham to Bellows Falls.
Clematis Brook to Hudson.

Single RDC Unit when operating on No. 3191 and No. 3100 on Monday mornings and on mornings following holidays must approach all crossings on Central Mass. Branch equipped with automatic protection prepared to stop, unless signals are seen, or known to be in operating condition; and must approach the Home Interlocking Signal at So. Sudbury in either direction and the eastward Home Interlocking Signal at Clematis Brook, prepared to stop, irrespective of indication received at the Approach Signal, unless the Home Signal can be seen to be displaying a Proceed indication.

These cars operating in multiple are not restricted as to territory when permitted by engine limitation.

T. M. BOLT
Asst. Superintendent

E. E. TRIGGS
Trainmaster

M. O. QUINLAN
Trainmaster

W. MADDEEN
Trainmaster

A. W. DUFRANE
Chief Train Dispatcher

L. G. MASSEY
Asst. Chief Train Dispatcher

K. L. CROSSMAN
Asst. Chief Train Dispatcher

J. T. WALSH
Asst. Chief Train Dispatcher

Train Dispatchers

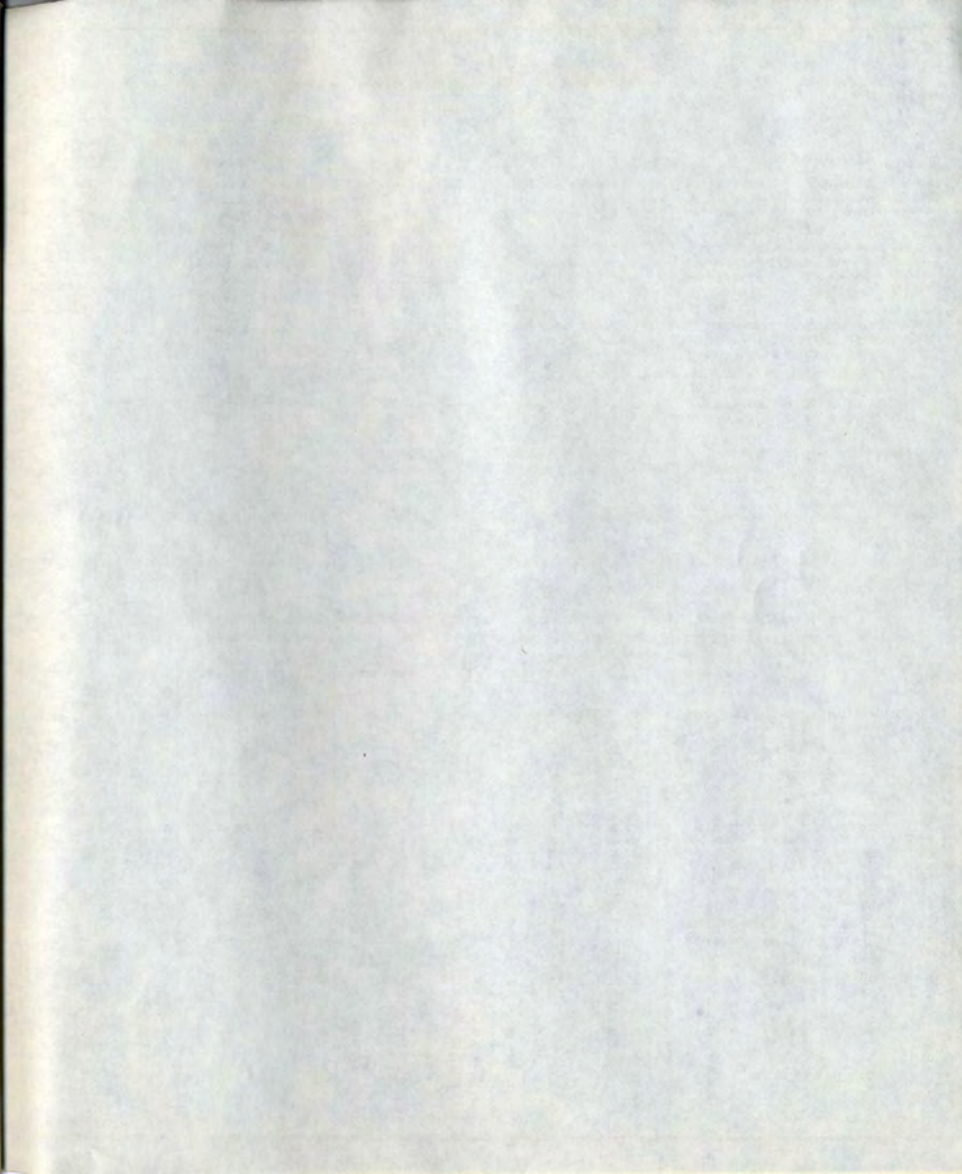
Extra Dispatchers

E. J. BARRY
H. W. SHORT
A. J. DUGAS
H. A. LANG
E. H. DUNCAN

E. L. SMILEY
F. J. AUDETTE
A. A. RICE
E. E. BOUGHTON
J. W. COLLINS

R. J. PARENTEAU
C. J. ZAK
A. G. HAWKES
W. J. THOMPSON
E. J. MARTIN

D. S. ROBINSON
V. W. BROWN
D. J. MANSON



WRECKING CRANES PERMITTED

Cranes may be operated only in territory shown with load and shall be operated in accordance with freight rules apply and the additional restrictions herein.

UNRESTRICTED RESTRICTED CANNOT MOVE	10 20	30 Tons Tons	40 Tons Tons	50 Tons 400-500	60 Tons 500-600	70 Tons 600-700
Waco and Portland Jct.						
West Cambridge to Lower Market						
Lower Market and Waterloo (via Harrison Street)						
Lower Market and Maynard						
Maynard Branch						
Acres and Franklin						
Acres and Mayfield						
North Ashburnham and Holmes Falls						
Windsor and Oxbow						
Chambers and Westford						
Westford and Northford						
East Deerfield to W.						
East Deerfield to Tipton Falls						
Home Trench Dammed and Home Trench Docks (not allowed in Jct. structure)						
Polioville and Troy, N. Y.						
Troy Union St.						
French Jct. and North Ferrisburgh						
Springfield and White River Jct.						
Chapin and Chinoque Falls						
Mt. Troy and Champlain						
Ellis Jct. and Ashford						
Ashford and Essex						
Champlain Creek and Champlain						
Whitewright and Hadley						
Hadley and Northampton						
Southville Jct. and Mt. Chinoque						
East Northfield and Southfield (C.V. Rd.)						

21. One engine Tower II to West Cambridge in MPD, on westward main line only.

22. One engine West Cambridge to Tower II on westward main line in MPD between Bridge No. 120 and/or Bridge No. 130 West Cambridge.

23. MPD west bridge No. 1 and 2 below.

24. MPD west bridge 1241 to eastward on main line.

25. MPD east bridge No. 1241 to west on main line 1 and 2.

26. MPD west bridge Tipton Falls.

27. No engine across Silver Bridge No. 242.

28. One engine under French St. Jct.

29. In MPD over Bridge No. 242 Springfield, West of Upper span, cannot go on Central Main, 17.5 to 18.5 West Cambridge.

30. In MPD over Bridge No. 242, Bridge No. 242A, Bridge No. 242B, Bridge No. 242C, Bridge No. 242D, Bridge No. 242E, Bridge No. 242F, Bridge No. 242G, Bridge No. 242H, Bridge No. 242I, Bridge No. 242J, Bridge No. 242K, Bridge No. 242L, Bridge No. 242M, Bridge No. 242N, Bridge No. 242O, Bridge No. 242P, Bridge No. 242Q, Bridge No. 242R, Bridge No. 242S, Bridge No. 242T, Bridge No. 242U, Bridge No. 242V, Bridge No. 242W, Bridge No. 242X, Bridge No. 242Y, Bridge No. 242Z.

31. Cannot operate Dammed to Oxbow Jct.

32. Cannot operate Hadley to West Cambridge.

33. Cannot operate West to Whitewright.

34. One engine between upper and lower main line only west of bridge No. 1020 Northampton.

ROAD RAIL MOTOR-CARS

Operation of ROAD RAIL MOTOR-CARS on single main permitted in territory ONLY as listed below:

French to Troy, N. Y.

Springfield to White River Jct.

North Ashburnham to Holmes Falls.

Southfield to Home.

Single ROAD CAR when operating on No. 242 and No. 242A on Monday

afternoon and on Tuesday evening between main approach of approach to Central Main, French approach and Champlain approach, as shown in stop, unless signals are set, or failure to set in territory indicated, and

must approach the main approach by right of way, Redbury in other

direction and the westward three alternating lights in Champlain Branch, prepared to stop, operation of indicator shown at the approach, signal, under the Down signal, not to be set in the night or in adverse conditions.

There may operating in multiple up and down on in territory when permitted by engine indicator.

T. M. ELLIS
Asst. Superintendent

E. K. THROSS
Trainmaster

M. A. QUINLAN
Trainmaster

W. HARRISON
Trainmaster

A. W. DURRANE
Chief Train Dispatcher

L. G. MARSH
Asst. Chief Train Dispatcher

R. L. CROSSMAN
Asst. Chief Train Dispatcher

J. T. WALSH
Asst. Chief Train Dispatcher

Train Dispatchers

E. J. BARRY

E. L. SMILEY

E. J. FAIRHEAD

Edna (Miss) Wren

D. W. BERRY

F. J. JUDITH

C. J. ZAR

E. S. BROWN

A. J. WIGAN

A. E. SICK

A. G. HAWKES

T. W. BROWN

H. J. LANG

E. K. BOURGTON

W. J. THOMPSON

D. J. MARRON

E. W. DUNCAN

J. W. COLLINS

E. J. MARTIN

LIST OF RAILROAD SURGEONS

Dr. J. R. KNOWLES, Chief Surgeon
150 Causeway Street, Boston Telephone Capitol 7-6000

Location	Name	Telephone	Location	Name	Telephone
Boston, 483 Beacon St.	Dr. G. G. GARCKLON	KEMORE 6-8000	Manchester, N. H.	Dr. C. R. FRIEROG	Manchester NA 5-6471
Boston, Industrial Bldg.	Dr. J. R. KNOWLES	Capitol 7-6000	Manchester, N. H.	Dr. E. A. JONES	Manchester NA 5-6471
Ayer, Mass.	Dr. E. B. HOPKINS, JR.	SPRUE 2-8511	Mechanicville, N. Y.	Dr. W. W. CHURSEY	MO 4-3073
Bellows Falls, Vt.	Dr. R. C. FULMER	Bellows Falls 16	Nashua, N. H.	Dr. R. T. MELVANITY	Tuxedo 2-2231
Billerica Shops, Mass.	Dr. O. S. MARSHALL	Montrose 3-3472	North Adams, Mass.	Dr. E. J. COUGHLIN, JR.	Williamstown 140
Bratteboro, Vt.	Dr. P. H. WHEELER	Alpine 4-5122	North Adams, Mass.	Dr. ANTOINE DEMOUCHEL	MOhawk 3-7075
Claremont, N. H.	Dr. B. R. LEWIN	Claremont 93-W	North Conway, N. H.	Dr. G. H. SHRED	Fleetwood 6-5501
Concord, N. H.	Dr. R. O. BLOOD	Capitol 5-5565	Northampton, Mass.	Dr. E. J. MANWELL	Northampton 857-W
Dover, N. H.	Dr. B. J. MANNING	Dover 284	Portland, Maine	Dr. H. R. IRVES	Portland 4-0400
Fitchburg, Mass.	Dr. E. A. ADAMS	Fitchburg 5-4869	Portsmouth, N. H.	Dr. L. R. HAZARD	Portsmouth 1707-W
Franklin, N. H.	Dr. J. B. WOODMAN	Franklin 220	Rotterdam Jct., N. Y.	Dr. A. P. SQUIRE	TUhip 7-2212
Gardner, Mass.	Dr. T. R. ERKMAN	Gardner 349-W	Salem, Mass.	Dr. J. V. CUNNEY	SAlem 0806
Greenfield, Mass.	Dr. J. E. MOREAN	PR 3-5100	Springfield, Mass.	Dr. W. A. R. CHAPIN	Republic 2-7213
Haverhill, Mass.	Dr. J. B. CREED	Haverhill 10-5070	Troy, N. Y.	Dr. D. W. HOUSTON	Ashley 4-4473
Holyoke, Mass.	Dr. J. E. BYRNES	JE 4-4380	Walsham, Mass.	Dr. E. J. MARSHALL	Walsham 5-1775
Keene, N. H.	Dr. W. H. LACEY	Keene 570	White River Jct., Vt.	Dr. S. L. GARIPAT	W. R. J. 120-W
Lawrence, Mass.	Dr. J. T. BATAL	Lawrence 2-3195	White River Jct., Vt.	Dr. R. A. WHITNEY	W. R. J. 82-W
Lowell, Mass.	Dr. W. L. TWAROG	GLEnvieu 5-5731	Woodsville, N. H.	Dr. S. K. DEARBORN	Woodsville 7-3433
			Worcester, Mass.	Dr. B. F. ANDREWS	PL 4-5539

SPEED TABLE

ELAPSED TIME PER MILE WHICH EQUALS A GIVEN NUMBER OF MILES PER HOUR

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
0 min. 48 sec.	75.00	1 min. 30 sec.	45.00	1 min. 52 sec.	32.14	2 min. 24 sec.	25.00	2 min. 56 sec.	20.45	3 min. 28 sec.	17.31
0 " 49 " 73.47	1 " 21 " 44.44	1 " 53 " 31.86	2 " 25 " 24.83	2 " 57 " 20.34	3 " 29 " 17.22	0 " 50 " 72.00	1 " 22 " 43.90	1 " 54 " 31.88	2 " 26 " 24.66	2 " 58 " 20.22	3 " 30 " 17.14
0 " 51 " 70.59	1 " 23 " 43.37	1 " 55 " 31.80	2 " 27 " 24.49	2 " 59 " 20.11	3 " 31 " 17.06	0 " 52 " 69.23	1 " 24 " 42.86	1 " 56 " 31.03	2 " 28 " 24.32	3 " 0 " 20.00	3 " 32 " 16.98
0 " 53 " 67.92	1 " 25 " 42.85	1 " 57 " 30.77	2 " 29 " 24.16	3 " 1 " 19.89	3 " 3 " 16.90	0 " 54 " 66.67	1 " 26 " 41.85	1 " 58 " 30.51	2 " 30 " 24.00	3 " 2 " 19.78	3 " 34 " 16.82
0 " 55 " 65.45	1 " 27 " 41.38	1 " 59 " 30.25	2 " 31 " 23.84	3 " 3 " 19.67	3 " 5 " 18.74	0 " 56 " 64.29	1 " 28 " 40.91	2 " 0 " 30.00	2 " 32 " 23.68	3 " 4 " 19.56	3 " 36 " 16.66
0 " 57 " 63.16	1 " 29 " 40.45	2 " 0 " 29.75	2 " 33 " 23.53	3 " 5 " 19.46	3 " 7 " 18.59	0 " 58 " 62.07	1 " 30 " 40.00	2 " 2 " 29.50	2 " 34 " 23.38	3 " 6 " 19.35	3 " 38 " 16.61
0 " 59 " 61.02	1 " 31 " 39.56	2 " 3 " 29.27	2 " 35 " 23.28	3 " 7 " 19.25	3 " 9 " 18.43	1 " 0 " 60.00	1 " 32 " 39.13	2 " 4 " 29.03	2 " 36 " 23.08	3 " 8 " 19.15	3 " 40 " 16.38
1 " 1 " 59.02	1 " 33 " 38.71	2 " 5 " 28.80	2 " 37 " 22.93	3 " 9 " 19.05	3 " 11 " 18.29	1 " 2 " 58.06	1 " 34 " 38.29	2 " 6 " 28.57	2 " 38 " 22.78	3 " 10 " 18.95	3 " 42 " 16.22
1 " 3 " 57.14	1 " 35 " 37.89	2 " 7 " 28.34	2 " 39 " 22.64	3 " 11 " 18.85	3 " 13 " 18.14	1 " 4 " 56.25	1 " 36 " 37.50	2 " 8 " 28.12	2 " 40 " 22.50	3 " 12 " 18.75	3 " 44 " 16.07
1 " 5 " 55.38	1 " 37 " 37.11	2 " 9 " 27.91	2 " 41 " 22.36	3 " 13 " 18.65	3 " 15 " 18.00	1 " 6 " 54.55	1 " 38 " 36.73	2 " 10 " 27.69	2 " 42 " 22.22	3 " 14 " 18.55	3 " 46 " 15.93
1 " 7 " 53.73	1 " 39 " 36.36	2 " 11 " 27.48	2 " 43 " 22.08	3 " 15 " 18.46	3 " 17 " 18.29	1 " 8 " 52.94	1 " 40 " 36.00	2 " 12 " 27.27	2 " 44 " 21.95	3 " 16 " 18.37	3 " 48 " 15.79
1 " 9 " 52.17	1 " 41 " 35.64	2 " 13 " 27.09	2 " 45 " 21.82	3 " 17 " 18.28	3 " 19 " 18.13	1 " 10 " 51.43	1 " 42 " 35.29	2 " 14 " 26.87	2 " 46 " 21.69	3 " 18 " 18.18	3 " 50 " 15.65
1 " 11 " 50.70	1 " 43 " 34.85	2 " 15 " 26.67	2 " 47 " 21.56	3 " 19 " 18.06	3 " 21 " 18.00	1 " 12 " 50.00	1 " 44 " 34.61	2 " 16 " 26.47	2 " 48 " 21.48	3 " 20 " 18.00	3 " 52 " 15.51
1 " 13 " 49.31	1 " 45 " 34.29	2 " 17 " 26.28	2 " 49 " 21.30	3 " 21 " 17.91	3 " 23 " 17.82	1 " 14 " 48.65	1 " 46 " 33.96	2 " 18 " 26.09	2 " 50 " 21.17	3 " 22 " 17.73	3 " 54 " 15.38
1 " 15 " 48.00	1 " 47 " 33.64	2 " 19 " 25.90	2 " 51 " 21.05	3 " 23 " 17.73	3 " 25 " 17.64	1 " 16 " 47.37	1 " 48 " 33.33	2 " 20 " 25.71	2 " 52 " 20.93	3 " 24 " 17.64	3 " 56 " 15.25
1 " 17 " 46.74	1 " 49 " 33.03	2 " 21 " 25.33	2 " 53 " 20.81	3 " 25 " 17.56	3 " 27 " 17.48	1 " 18 " 45.15	1 " 50 " 32.73	2 " 22 " 25.35	2 " 54 " 20.69	3 " 26 " 17.48	3 " 58 " 15.12
1 " 19 " 45.57	1 " 51 " 32.43	2 " 23 " 25.17	2 " 55 " 20.57	3 " 27 " 17.39	4 " 0 " 15.00						

SAFETY FIRST-
friendliness too!

SAFETY FIRST-
friendliness too!

Policy and Procedure to be Followed in the Interest of Safety

7 POINT SAFETY PROGRAM

1. Report all accidents promptly.
2. Provide medical attention to an injured employe at once.
3. Make prompt and thorough investigation to determine the cause and remedy for an accident. Place the responsibility squarely where it belongs.
4. Maintain the highest standard of order and cleanliness.
5. Eliminate all hazards in the property, plant, equipment and tools. Advise at once of any hazards that cannot be corrected locally.
6. Educate your men to the safe way of doing the many jobs involved in their work.
7. STOP ALL UNSAFE ACTS.

ACCIDENT PREVENTION IS YOUR BUSINESS

SAFETY FIRST-
friendliness too!

SAFETY FIRST-
friendliness too!

Mass And



BOSTON AND MAINE RAILROAD

BOSTON AND FITCHBURG DIVISIONS

SUPPLEMENT NO. 1 TO TIME TABLE NO. 65 EFFECTIVE
AT 12:01 A.M., EASTERN STANDARD TIME
SUNDAY, JANUARY 19, 1958

PAGES 34, 35, 36, 38 AND 39 BOSTON AND TROY, N. Y.

TRAIN NOS. 523, 51, 55, 67, 57, 59, 69 and 527 are annulled,
WILLIAMSTOWN TO TROY.

TRAIN NOS. 50, 54, 58, 68, 60 and 66 are annulled,
TROY TO WILLIAMSTOWN.

TRAIN NO. 524 is annulled, TROY TO BOSTON.

ADDED FIRST CLASS TRAIN NO. 526, WILLIAMSTOWN TO BOSTON
will operate on the following schedule:-

	<u>M</u>
	526
	Ex. Sun.
	<u>Williamstown</u>
	PM
Williamstown	L 6.45
North Adams	S 6.50 7.05
Hoosac Tunnel	7.21
Shelburne Falls	S 7.45
Greenfield	S 8.02 8.30
Millers Falls	8.42
Orange	S 8.57
Athol	S 9.10
Gardner	S 9.33 9.48
Fitchburg	S 10.08 10.28
Ayer	S 11.03 11.20
BOSTON	<u>A 12.20</u>
	AM

M - No. 526 is not advertised to carry passengers.