

BOSTON AND MAINE RAILROAD

TIME TABLE NO. 30

Superseding Time Table No. 29

FOR EMPLOYES ONLY

EFFECTIVE

12.01 A. M. SUNDAY

SEPTEMBER 29, 1940

STUDY THE SPECIAL INSTRUCTIONS AND NOTE ALL CHANGES

S. E. MILLER,
Ass't General Manager.

J. W. SMITH,
Vice President
and
General Manager.

F. W. ROURKE,
General Superintendent.

W. E. BARRETT,
Supt. Terminal Division.

G. A. CAME,
Supt. Portland Division.

A. W. PERKINS,
Supt. New Hampshire Division.

G. W. BLAKE,
Supt. Fitchburg Division.

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OUTWARD TRAINS VIA WESTERN ROUTE (EASTWARD).—FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS 1

Miles from Boston	Passing Sidings, Capacity Cars	STATIONS.	1001	1003	101	81	83	H _X 1301	2907	⊕H1105	H _X 1305	H1107	1013	
			Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only
			N'wsp'per	N'wsp'per	Portland	S. of Me.	S. of Me.	D.H. Eq.	Intervale	Medford	D.H. Eq.	Medford	Dover	
		Boston	W NX L 1.10	L 2.10	L 2.20	A M	A M	L 6.22	L 6.40	L 7.11	L 7.25	L 7.50	L 8.00	
1.48		East Somerville	WX 1.14	2.14	2.24			6.26	6.44	7.15	7.29	7.54	8.04	
3.19		Wellington	X											
3.38		Medford Junction	TX 1.17	2.17	2.27			6.30	6.47	7.18	7.33	7.58	8.07	
3.83		Edgeworth						s 6.48						
4.65	50	Malden	1.19	2.19	2.29			s 6.36	s 6.51		7.36		s 8.09	
5.19		Oak Grove	T								7.38			
6.24		Wyoming		2.22				6.46	s 6.55		7.40		s 8.12	
6.74		Melrose		1.22	2.24	2.33		s 6.49	s 6.57		7.42		s 8.14	
7.51		Melrose Highlands	T		2.26	2.34		6.52	s 7.00		7.44		s 8.17	
8.47	Middle Track f 80	Greenwood	T		2.36				s 7.03		7.47		s 8.20	
9.38		Wakefield Junction	TD 1.25		2.37			s 7.31	7.05		7.49 ¹³⁰⁴		8.22	
9.90		Wakefield		2.31	s 2.39				s 7.08				s 8.24	
12.03		Reading	TWD 1.28	2.35	s 2.44				s 7.15				s 8.29	
12.54		Reading Highlands												
16.32		North Wilmington	T		2.50				s 7.21				s 8.35	
17.92		Wilmington Junction	T		2.52				7.24				8.37	
19.57		Lowell Junction	TN 1.35	2.44	2.54	4.08	5.00		s 7.27				8.39	
20.48		Ballardvale	T		2.56	4.10			s 7.30				s 8.41	
22.68		Andover	TD	s 2.52	s 3.01	4.12			s 7.36				s 8.45	
23.91	Yard	Shawsheen	T		3.05	4.18	5.09		s 7.39				s 8.51	
26.04		Lawrence	TW NX 1.43	s 3.03	s 3.13	s 4.24	s 5.14		s 7.44				s 8.56	
27.34		North Andover	TX 1.45	3.06	e 3.16	4.27	5.16		s 7.51				s 8.59	
30.54		Ward Hill	T		3.20				s 7.55				9.04	
32.53	Yard	Bradford	TX	s 3.16	3.26			s 8.00					9.07	
32.93	120	Haverhill	TW NX 1.51	s 3.19	s 3.33	s 4.36	s 5.27		s 8.05				s 9.08	
36.45		Atkinson	T	s 3.31					s 8.15				s 9.13	
37.26		Westville	T						s 8.20				f 9.18	
38.29		Plalstow	T		s 3.36				s 8.23				f 9.20	
40.75	133	Newton Junction	TN 2.01	3.41	3.44	4.47	5.37		s 8.26				f 9.22	
								s 8.30					s 9.27 ^{RR}	
44.53	63	Powwow River	T						f 8.35				9.32	
45.52		East Kingston	TD	s 3.48		4.52	5.42		s 8.39				s 9.34	
50.40		Exeter	TD 2.11	s 3.57	s 4.02	Δ 4.58	Δ 5.48		s 8.49				s 9.42	
54.38		Newfields	T	s 4.03					s 8.55				f 9.48	
55.36		Rockingham	WN 2.16	4.05	4.08	5.04	5.54		s 8.57				f 9.50	
								s 9.02						
57.18	110	Newmarket	T	s 4.10	4.13				s 9.08				s 9.54	
61.68		Durham	TD 2.22	s 4.18	4.21				s 9.17				s 10.00	
63.79		Madbury	T						s 9.23				10.04	
67.08		Dover	TW N S 2.27	s 4.27	s 4.30	s 5.16	s 6.05		s 9.29				Δ 10.09	
69.83		Rollinsford	T 2.36	4.43	4.46	5.27	6.14		s 10.15					
									10.20					
71.07	68	Salmon Falls	T		① 4.49									
71.51		Cummings	T	s 4.45										
77.55		North Berwick	TW 2.45	s 4.56	s 5.01	5.35	6.22							
84.85		Wells Beach	T	s 5.06	f 5.12	f 5.46	f 6.32							
89.96		Kennebunk	TW	s 5.15	s 5.21	s 5.55	s 6.40							
97.85	40	A. R. Tower	T 3.05	5.25	5.31	6.06	6.52							
99.10		Biddeford	T	s 5.32	s 5.36	s 6.10	s 6.56							
99.55		Saco	TW	s 5.35	f 5.39									
103.66		Old Orchard Beach	T	s 5.44	s 5.47	6.16	7.01							
106.10		Pine Point	T	s 5.48	5.52									
108.65		Scarboro Beach	T		s 5.53	5.57	6.24	7.09						
111.03		P. T. Tower One	TX 3.23	5.57	6.01	6.28	7.13							
114.65		Portland, Union Sta.	A 3.30	A 6.05	A 6.08	A 6.35	A 7.20							
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	

e Stops to leave passengers on notice to Conductor.
 X Does not carry passengers.
 H Does not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, and Apr. 19.
 RR Stops at Russ' Crossing east of Newton Jct. on signal to take or leave passengers.
 Δ Stops to leave passengers from New Haven or points South.
 ⊕ Does not handle baggage.
 ① Stops Mondays only.

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

OUTWARD TRAINS VIA WESTERN ROUTE (EASTWARD).—FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS

STATIONS.	105	107	1005	H 109	11	111	113	1007	115	117	⊕15	H191	119	1009
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Sun. only
	Lawrence	Portland	Portland	Reading	Portland	Reading	Haverhill	Haverhill	Lawrence	Reading	Portland	Reading	Dover	Reading
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	NOON	P M	P M	P M
TERMINAL DIVISION	L 8.00	L 8.30	L 9.00	L 9.04	L 9.40	L 9.52	L 10.15	L 10.30	L 11.00	L 11.40	L 12.00	L 12.27	L 12.30	L 12.45
Boston	8.04	8.34	9.04	9.08	9.44	9.56	10.19	10.34	11.04	11.44	12.03	12.31	12.34	12.49
East Somerville														
Wellington														
Medford Junction	8.07	8.37	9.07	9.11	9.47	9.59	10.22	10.37	11.07	11.47	12.06	12.34	12.37	12.52
Edgeworth														
Malden	s 8.13			s 9.14		s 10.01	s 10.24	s 10.39	s 11.10	s 11.50			s 12.39	s 12.54
Oak Grove		8.39	9.09			s 10.04	s 10.27	s 10.42	s 11.13	s 11.53		s 12.39	s 12.42	s 12.58
Wyoming	s 8.17			s 9.17		s 10.06	s 10.28	s 10.44	s 11.15	s 11.55		s 12.41	12.43	s 1.00
Melrose	s 8.19		9.11	s 9.19	9.51	s 10.06	10.28	s 10.44	s 11.15	s 11.55		s 12.41	12.43	s 1.00
Melrose Highlands	s 8.23	8.43	9.12	s 9.22		s 10.09	s 10.30	s 10.47	s 11.18	s 11.58		s 12.43	s 12.45	s 1.03
Greenwood			9.13	s 9.25		s 10.12	10.32	10.49	s 11.21	s 12.01			12.47	f 1.05
Wakefield Jct.		8.46	9.14	s 9.27	9.54	10.13	10.33	10.50	11.22	s 12.04	12.12	12.45	12.48	1.06
Wakefield	s 8.28		9.15	s 9.29		s 10.15	s 10.35	s 10.52	s 11.26	s 12.06		s 12.48	s 12.50	s 1.08
Reading	s 8.32	8.49	s 9.18	s 9.33	9.57	s 10.19	s 10.39	s 10.57	s 11.31	s 12.10	12.15	s 12.52	s 12.54	s 1.12
Reading Highlands				A 9.36		A 10.22			e 11.32	A 12.13		A 12.55		A 1.15
North Wilmington	f 8.38		9.23					s 11.03	f 11.37					
Wilmington Jct.	8.40		9.25				10.46	11.05	11.39				1.00	
Lowell Junction	s 8.43	8.55	9.27		10.04		10.48	11.07	f 11.41		12.22		1.02	
Ballardvale	s 8.45		9.28				s 10.50	s 11.09	s 11.45				s 1.04	
Andover	s 8.50	8.58	9.31				s 10.54	s 11.13	s 11.49				s 1.09	
Shawsheen	s 8.53								f 11.52				M 1.11	
Lawrence	A 8.58	s 9.03	s 9.37		10.11		s 11.01	s 11.20	A 11.57		12.28		s 1.20	
North Andover		9.08	9.39		10.13		11.03	s 11.23					s 1.23	
Ward Hill		9.12	9.43				11.07	11.28					1.28	
Bradford		9.15	9.46				11.10	11.31					1.31	
Haverhill		s 9.20	s 9.49		10.19		A 11.11	A 11.32			12.35		s 1.36	
Atkinson		9.26	9.54										1.41	
Westville													s 1.43	
Plaistow		9.28											M 1.45	
Newton Junction		9.31	9.59		10.27						12.42		s 1.49RR	
Powwow River													s 1.56	
East Kingston		9.36	10.05										s 2.04	
Exeter		s 9.42	s 10.11		10.37								s 2.10	
Newfields													s 2.12	
Rockingham		9.48	10.17		10.42						12.55			
Newmarket		9.50	10.19										s 2.15	
Durham		s 9.56	10.24		10.48								s 2.22	
Madbury			10.27										f 2.26	
Dover		s 10.08	s 10.35		10.54						1.06		A 2.32	
Rollinsford		10.12	10.39		10.58									
Salmon Falls			s 10.42											
Cummings														
North Berwick		s 10.23	s 10.51		11.06						1.16			
Wells Beach		f 10.34	11.01											
Kennebunk		s 10.43	s 11.09											
A. R. Tower		10.53	11.19		11.24									
Biddeford		s 10.58	s 11.23											
Saco		10.59	11.24											
Old Orchard Beach		s 11.06	11.29											
Pine Point		11.11	11.33											
Scarboro Beach		f 11.15	f 11.37											
P. T. Tower One		11.18	11.40		11.38						1.44			
Portland, Un'n Sta.		A 11.25	A 11.47		A 11.45						A 1.50			
	A M	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

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

OUTWARD TRAINS VIA WESTERN ROUTE (EASTWARD).—FIRST-CLASS.

STATIONS.	H [⊕] 121	123	2915	H1307	H [⊕] 125	H127	H [⊕] 1109	H [⊕] 129	1043	131	133	H135	H [⊕] 137	139
	Sat. only	Daily	Sat. only	Sat. only	Sat. only	Ex. Sun.	Sat. only	Sat. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.
	Reading	Portland	Intervale	Newby'p't	Lawrence	Reading	Medford	Reading	Lawrence	Reading	Haverhill	Reading	Reading	Lawrence
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
TERMINAL DIVISION														
Boston	L 12.45	L 1.15		L 1.20	L 1.25	L 1.29	L 1.40	L 1.52	L 2.00	L 2.10	L 2.30	L 2.40	L 3.01	L 3.30
East Somerville	12.49	1.19		1.24	1.29	1.33	1.44	1.56	2.04	2.14	2.34	2.44	3.05	3.34
Wellington							s 1.48							
Medford Junction	12.52	1.22		1.27	1.32	1.36	1.49	1.59	2.07	2.17	2.37	2.47	3.08	3.37
Edgeworth														
Malden	s 12.55					s 1.38		s 2.01	s 2.09	s 2.20		s 2.49	s 3.10	s 3.41
Oak Grove	s 12.57	1.24		1.29	1.34					s 2.22	2.39			
Wyoming	s 1.00					s 1.41		s 2.05	s 2.12	s 2.25		s 2.52	s 3.13	s 3.45
Melrose	s 1.03	1.26		1.31	1.36	s 1.43		s 2.07	s 2.14	s 2.28	2.41	s 2.54	s 3.15	s 3.47
Melrose Highlands	s 1.06	1.27		s 1.34	1.37	s 1.46		s 2.10	s 2.16	s 2.31	2.42	s 2.56	s 3.17	s 3.50
Greenwood	s 1.09	1.28		1.36	s 1.39	s 1.49		2.12	s 2.19	s 2.34	2.43	s 2.59	s 3.20	s 3.53
Wakefield Jct.	s 1.12	1.29		s 1.39	1.40	1.51		2.13	2.21	2.36	2.44	3.00	s 3.23	s 3.55
Wakefield	s 1.14				s 1.42	s 1.53		s 2.15	s 2.23	s 2.37		s 3.02	s 3.25	s 3.57
Reading	s 1.18	1.32			s 1.46	Δ 1.57		s 2.19	s 2.27	s 2.41	s 2.48	s 3.07	Δ 3.29	s 4.01
Reading H'ds	A 1.21							A 2.22		A 2.44		A 3.10		
No. Wilmington					s 1.52				s 2.33		s 2.54			s 4.07
Wilmington Jct.		1.38						2.35						4.09
Lowell Junction		1.40			f 1.57			2.37			2.57			s 4.12
Ballardvale					s 1.59			s 2.39			M 2.59			s 4.15
Andover		1.43			s 2.04			s 2.43			s 3.03			s 4.20
Shawsheen					s 2.07									s 4.23
Lawrence	s 1.49				A 2.12			A 2.50			s 3.10			A 4.28
No. Andover	1.51										s 3.13			
Ward Hill											3.18			
Bradford		1.58									3.21			
Haverhill		s 2.01									A 3.22			
Atkinson														
Westville														
Plaistow														
Newton Jct.		2.12												
Powwow River														
East Kingston		2.17												
Exeter		s 2.23												
Newfields														
Rockingham		2.29												
Newmarket														
Durham		2.35												
Madbury														
Dover	s 2.45		L 2.50											
Rollinsford	2.49		2.56											
Salmon Falls														
Cummings														
North Berwick	s 2.59													
Wells Beach	G 3.08													
Kennebunk	s 3.14													
A. R. Tower		3.24												
Biddeford	s 3.27													
Saco		3.28												
Old Orchard Beach	R 3.32													
Pine Point		3.36												
Scarboro Beach		3.40												
P. T. Tower One		3.43												
Portland, Un'n Sta.	A 3.50													
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

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

4 OUTWARD TRAINS VIA WESTERN ROUTE (EASTWARD). —FIRST-CLASS

TERMINAL AND PORTLAND DIVISIONS

STATIONS.	1019	141	H143	19	145	1021	147	2917	H1311	③ 149	1023	151	⊕ H 153
	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sat. and Sun.
	Haverhill	Dover	Reading	Portland	Haverhill	Reading	Portland	Intervale	N'wb'yp't	Reading	Dover	Dover	Reading
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 3.30	L 4.00	L 4.05	L 4.25	L 4.31	L 4.45	L 4.55		L 4.58	L 5.01	L 5.10	L 5.14	L 5.16
East Somerville	3.34	4.04	4.09	4.29	4.35	4.49	4.59		5.02	5.05	5.14	5.18	5.20
Wellington													
Medford Junction	3.37	4.07	4.12	4.32	4.38	4.52	5.02		5.05	5.08	5.17	5.21	5.23
Edgeworth			s 4.14										
Malden	s 3.39		s 4.18	4.34	s 4.40	s 4.54	5.04		5.07	s 5.11			5.25
Oak Grove		4.09	s 4.20				5.05				5.19	5.23	
Wyoming	s 3.42		s 4.23		s 4.43	s 4.57			s 5.10	m 5.14			s 5.28
Melrose	s 3.44		s 4.25		s 4.45	s 4.59	5.07		5.11	s 5.16	5.21	5.25	s 5.31
Melrose Highlands	s 3.46	4.12	s 4.28		s 4.48	s 5.01	5.08		s 5.14	m 5.19	5.22	5.26	s 5.35
Greenwood	s 3.48	4.13	s 4.31			5.03	5.09		s 5.17	5.21	5.23	5.27	s 5.39
Wakefield Junction	s 3.50	4.14	s 4.34	4.39	4.51	5.04	5.10		s 5.20	5.22	5.24	5.28	s 5.41
Wakefield	s 3.51		s 4.36		s 4.53	s 5.06				s 5.25			s 5.43
Reading	s 3.55	4.17	s 4.40	4.42	s 4.58	s 5.10	5.13			s 5.30	s 5.28	5.32	s 5.48
Reading Highlands			A 4.43			A 5.13				A 5.33			A 5.51
North Wilmington	e 4.01				s 5.04								
Wilmington Junction	4.03			4.48	5.06							s 5.34	
Lowell Junction	4.05	4.24		4.49	5.08		5.21					5.36	
Ballardvale	4.06	4.25			s 5.10							5.38	5.40
Andover	s 4.10	s 4.28			s 5.15		5.24					s 5.40	5.41
Shawsheen												s 5.44	s 5.44
Lawrence	s 4.16	s 4.36		4.55	s 5.18							e 5.46	s 5.47
North Andover	s 4.19	s 4.39		4.57	s 5.25		s 5.30					s 5.53	s 5.53
Ward Hill	4.24	s 4.45			s 5.28		5.32					s 5.57	s 5.56
Bradford	4.27	s 4.49			5.33		5.39					6.02	f 6.01
Haverhill	A 4.28	s 4.51 ¹⁹		z 5.03 ¹⁴¹	A 5.37		s 5.42					s 6.06	s 6.08
Atkinson		s 4.56 ^Z										6.11	f 6.19 ^J
Westville		s 5.11 ^J										6.17	f 6.19 ^J
Plalstow		s 5.13										f 6.19	s 6.21
Newton Junction		s 5.16										6.21	s 6.24
Powwow River		s 5.21 ^{RR}		5.12			5.57					s 6.25	s 6.28 ^{RR}
East Kingston		f 5.27										6.30	f 6.35
Exeter		s 5.29					6.02					s 6.33	s 6.37
Newfields		s 5.38		5.22			s 6.08					s 6.41	s 6.44
Rockingham		s 5.46										f 6.47	e 6.48
Newmarket		s 5.48					6.14					6.49	6.50
Durham		s 5.56											
Madbury		s 6.01										s 6.54	e 6.53
Dover		s 6.09		5.33			6.20					s 7.01	e 6.59
Rollinsford		6.13										7.05	
Salmon Falls		A 6.18		s 5.42			s 6.26	L 6.31				A 7.10	A 7.07
Cummings				5.46			6.44	6.36	PM	PM	PM	PM	PM
North Berwick													
Wells Beach													
Kennebunk													
A. R. Tower				6.15			7.25						
Biddeford							s 7.28						
Saco							7.29						
Old Orchard Beach							s 7.35						
Pine Point							e 7.40						
Scarboro Beach							e 7.44						
P. T. Tower One				6.28			7.47						
Portland, Union Sta.				A 6.35			A 7.54						

No. 149 due Reading Saturdays 5.32 PM.

e Stops to leave passengers on notice to Conductor.
 H Does not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.
 J Stops at Rosemont on signal to take or leave passengers.
 M Stops Saturday only.
 RR Stops at Russ Crossing, east of Newton Jct. on signal to take or leave passengers.
 ⊕ Does not handle baggage.
 ③ Will not run Oct. 12, Nov. 28, Dec. 25, Jan. 1, Feb. 22. Will stop at Wyoming and Melrose Highlands Nov. 11 and April 19.
 z No. 141 clears No. 19 in Haverhill Yard.

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

(W)

OUTWARD TRAINS VIA WESTERN ROUTE (EASTWARD).—FIRST-CLASS. TERMINAL AND PORTLAND DIVISIONS **5**

STATIONS.	⊕ 155	⊕ H1115	⊙ 1315	⊕ H 157	⊕ H159	H1317	161	H1117	⊕ 163	1027	1025	H165	167
	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.
	Reading	Medford	Newb'p't	Lawrence	Reading	Wakefield Center	Haverhill	Medford	Reading	Portland	Reading	Reading	Haverhill
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 5.17	L 5.23	L 5.28	L 5.32	L 5.35	L 5.38	L 5.54	L 5.56	L 6.01	L 6.10	L 6.17	L 6.20	L 7.00
East Somerville	s 5.22	s 5.27	5.32	5.36	5.39	5.42	5.58	6.00	6.05	6.14	6.21	6.24	7.04
Wellington		s 5.30						s 6.04					
Medford Junction	5.25	5.31	5.35	5.39	5.42	5.45	6.01	6.06	6.08	6.17	6.24	6.27	7.07
Edgeworth	s 5.27											s 6.28	
Malden	s 5.30				5.44	s 5.48			s 6.11		s 6.28	s 6.31	s 7.11
Oak Grove	s 5.33		5.38	5.42		s 5.50	6.03		s 6.13			s 6.33	
Wyoming	s 5.36			5.43		s 5.53			s 6.16			s 6.36	s 7.14
Melrose	5.37		s 5.41	5.44	5.48	s 5.55	6.05		s 6.19	6.21	s 6.34	s 6.38	s 7.16
Melrose Highlands	s 5.40		5.43	5.45	s 5.51	s 5.58	6.06		s 6.23		s 6.37	s 6.41	s 7.19
Greenwood	5.43		M 5.45 ^N	s 5.47	5.54	6.01	6.07		s 6.26		s 6.40	s 6.44	7.21
Wakefield Junction	s 5.45		s 5.47	5.49	5.55	s 6.03	6.08		s 6.29	6.24	6.42	s 6.47	7.22
Wakefield	s 5.47			s 5.51	s 5.57		6.09		s 6.32		s 6.44	s 6.49	s 7.24
Reading	s 5.52			s 5.56	s 6.02		s 6.12		s 6.37	6.27	s 6.49	s 6.54	s 7.28
Reading Highlands	A 5.55				A 6.05				A 6.40		A 6.52	A 6.57	
North Wilmington				s 6.03			s 6.18						s 7.34
Wilmington Junction				6.06			6.20						7.36
Lowell Junction				6.08			6.22			6.34			7.38
Ballardvale				s 6.10			s 6.24						s 7.40
Andover				s 6.14			s 6.28			6.37			s 7.44
Shawsheen							s 6.31						e 7.47
Lawrence				A 6.20			s 6.36			s 6.44			s 7.54
North Andover							s 6.39			6.46			s 7.57
Ward Hill							6.43						8.01
Bradford							s 6.47						s 8.04
Haverhill							A 6.49			s 6.54			A 8.06
Atkinson													
Westville													
Plalstow													
Newton Junction										7.04			
Powwow River													
East Kingston													
Exeter										s 7.15			
Newfields													
Rockingham										7.21			
Newmarket													
Durham										7.27			
Madbury													
Dover										s 7.36			
Rollinsford										7.41			
Salmon Falls													
Cummings													
North Berwick										s 7.51			
Wells Beach										8.01			
Kennebunk										s 8.09			
A. R. Tower										8.18			
Biddeford										s 8.21			
Saco													
Old Orchard Beach										s 8.27			
Pine Point													
Scarboro Beach													
P. T. Tower One										8.38			
Portland, Union Sta.										A 8.45			
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

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

(W)

OUTWARD TRAINS VIA WESTERN ROUTE (EASTWARD).—FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS

STATIONS.		1029	⊕ 169	171	1035	21	23	1037	175	177	1039	181	⊕ 265	183
		Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sat.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.
		Haverhill	Lawrence	Haverhill	Haverhill	Portland	Portland	Reading	Haverhill	Haverhill	Haverhill	Reading	Portland	Haverhill
TERMINAL DIVISION	Boston	L 7.10	L 7.50	L 8.30	L 8.45	L 7.00	L 9.30	L 9.35	L 9.35	L 10.35	L 11.05	L 11.05	L 11.35	L 11.55
	East Somerville	7.14	7.54	8.34	8.49		9.34	9.39	9.39	10.39	11.09	11.09	11.38	11.59
	Wellington													
	Medford Junction	7.17	7.57	8.37	8.52		9.37	9.42	9.42	10.42	11.12	11.13	11.41	12.02
	Edgeworth													
	Malden	s 7.19	s 7.59	s 8.39	s 8.54			s 9.44	s 9.44	s 10.44	s 11.14	s 11.15		s 12.04
	Oak Grove							s 9.46				s 11.17		
	Wyoming	s 7.22	s 8.03	s 8.42	s 8.57			s 9.48	s 9.48	s 10.48	s 11.17	s 11.19		s 12.07
	Melrose	s 7.24	s 8.05	s 8.44	s 8.59		9.41	s 9.50	s 9.50	s 10.50	s 11.19	s 11.21		s 12.09
	Melrose Highlands	s 7.26	s 8.08	s 8.46	s 9.01			s 9.52	s 9.53	s 10.53	s 11.21	s 11.24		s 12.11
	Greenwood	f 7.29	s 8.11	s 8.49	9.03			s 9.55	s 9.56	s 10.56	s 11.24	s 11.27		s 12.14
	Wakefield Junction	7.31	8.13	8.50	9.04		9.44	9.56	9.59	10.57	11.26	11.29	11.47	12.15
	Wakefield	s 7.33	s 8.15	s 8.52	s 9.06			s 9.58	s 10.01	s 10.59	s 11.27	s 11.31		s 12.17
	Reading	s 7.37	s 8.19	s 8.56	s 9.10			s 10.02	s 10.05	s 11.03	s 11.31	s 11.35	11.50	s 12.21
	Reading Highlands		s 8.21					10.05				11.38		
North Wilmington	s 7.43	8.25	s 9.02	f 9.17				s 10.12	s 11.09	s 11.37			s 12.27	
Wilmington Junction	7.45	8.27	9.04	9.19				10.14	11.11	11.39			12.29	
Lowell Junction	7.47	8.29	9.06	9.21		9.55		10.16	11.13	11.41		11.58	12.31	
Ballardvale	f 7.49	8.30	s 9.08	s 9.23				10.17	s 11.15	s 11.43			s 12.33	
Andover	s 7.53	s 8.33	s 9.12	s 9.27				s 10.20	s 11.19	s 11.47			s 12.37	
Shawsheen	f 7.56	k 8.36							e 11.22				f 12.40	
Lawrence	s 8.02	A 8.41	s 9.18	s 9.34			10.04	s 10.26	s 11.27	s 11.55		12.04	s 12.44	
North Andover	s 8.05		9.20	s 9.38			10.06	s 10.29	s 11.30	s 11.58			f 12.53	
Ward Hill	8.09		9.24	9.42				10.33	11.34	12.02			12.57	
Bradford	8.12		9.27	9.45				10.36	11.37	12.05			e 1.00	
Haverhill	A 8.13		A 9.28	A 9.46			10.12	A 10.37	A 11.38	A 12.06		s 12.11	A 1.02	
Atkinson														
Westville														
Plalstow														
Newton Junction							10.21						12.19	
Powwow River														
East Kingston														
Exeter							10.31						e 12.29	
Newfields														
Rockingham						9.09	10.36						12.33	
Newmarket														
Durham						9.15							e 12.39	
Madbury														
Dover						9.21	s 10.54						s 12.46	
Rollinsford						9.25	10.59						12.49	
Salmon Falls														
Cummings														
North Berwick						k 9.33	11.08						k 12.57	
Wells Beach														
Kennebunk														
A. R. Tower						9.51	11.32						1.17	
Biddeford						s 9.54							s 1.19	
Saco														
Old Orchard Beach														
Pine Point														
Scarboro Beach														
P. T. Tower One						10.08	11.48						1.34	
Portland, Union Sta.						A 10.15	A 11.55						A 1.40	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	PM	AM	AM

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

(W)

INWARD TRAINS VIA WESTERN ROUTE (WESTWARD).—FIRST-CLASS

PORTLAND AND TERMINAL DIVISIONS 7

Miles from Portland	Passing Sidings, Capacity Cars	STATIONS.	22	⊕ ^H 104	106	8	⊕ ² 110	⊕ ^H 112	H 1300	1000	⊕ 114	⊕ ^H 1104
			Daily	Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
			Portland	Reading	Haverhill	Portland	Reading	Lawrence	Newb'port	Haverhill	Reading	Medford
3.62		Portland, Union Sta. P. T. Tower One TX	L 1.50 1.57	A M	A M	A M	A M	A M	A M	A M	A M	A M
6.00		Scarboro Beach T										
8.55		Pine Point T										
10.99		Old Orchard Beach T										
15.10		Saco TW										
15.55		Biddeford T ^s	2.16									
16.80		A. R. Tower T	2.19			4.45						
24.69	40	Kennebunk TW										
29.80	68	Wells Beach T										
37.10		North Berwick TW	2.40			5.08						
43.14		Cummings T				5.15						
43.58		Salmon Falls T										
44.82		Rollinsford T	2.48			5.18						
47.57	Yard	Dover T W N ^s	2.53			5.26						
50.86		Madbury T										
52.97		Durham T D				5.34						
57.47		Newmarket T										
59.29		Rockingham W N	3.10			5.41						
60.27	110	Newfields T										
64.25	47	Exeter T D				5.46						
69.13		East Kingston T D				5.52						
70.12		Powwow River T										
73.90	110	Newton Junction T N				5.57						
76.36		Plalstow T										
77.39		Westville T										
78.20		Atkinson T				6.02						
81.72		Haverhill T W N X			L 5.34	⊕ 6.07				L 6.49		
82.12	Yard	Bradford T X			v 5.35	6.08				6.50		
84.11		Ward Hill T								f 6.54		
87.31		North Andover T X			s 5.42	6.15				s 6.58		
88.61	Yard	Lawrence T W N X			s 5.50	⊕ 6.18		L 6.42		s 7.02		
90.74		Shawsheen T						s 6.47				
91.97		Andover T D			s 5.57	6.23		s 6.51		s 7.08		
94.17		Ballardvale T			s 6.01			s 6.55		f 7.12		
95.08		Lowell Junction T N			6.03	6.27		s 6.58		7.13		
96.73		Wilmington Junction T			6.04	6.29		7.00		7.15		
98.33		North Wilmington T			s 6.08			s 7.03		f 7.17		
102.11		Reading Highlands			L 5.48			L 6.43		f 7.21	L 7.20	
102.62	Middle 80	Reading T W D			s 5.52	s 6.14	6.35	s 6.46	s 7.10	s 7.24	s 7.23	
104.75		Wakefield			s 5.56	s 6.18		s 6.50	s 7.14	s 7.28	s 7.27	
105.27		Wakefield Junction T D			s 5.58	s 6.20	6.38	s 6.52	7.15	s 7.29	HH 7.28	
106.18		Greenwood T			s 6.00	s 6.22	6.39	s 6.54	7.16	s 7.31	7.30	
107.14		Melrose Highlands T			s 6.02	s 6.25	6.40	s 6.57	7.17	s 7.24	s 7.34	s 7.33
107.91		Melrose			s 6.04	s 6.27		s 6.59	7.18	s 7.26	s 7.36	s 7.35
108.41		Wyoming			s 6.06	s 6.29		s 7.01		s 7.28	s 7.38	s 7.37
109.46		Oak Grove T			s 6.08	s 6.31	6.43	s 7.03	7.20	s 7.40	s 7.40	
110.00		Malden			s 6.10	s 6.33		s 7.06		s 7.32	s 7.42	s 7.42
110.82		Edgeworth				s 6.35		s 7.08		s 7.34		
111.27		Medford Junction T X			6.12	6.36	6.45	7.09	7.22	7.36	7.44	7.44
111.46		Wellington X										s 7.48
113.17		East Somerville W X			s 6.15	s 6.40	6.48	7.13	7.25	7.39	s 7.48	s 7.49
114.65		Boston W N X ^A	6.35		A 6.20	A 6.44	A 6.52	A 7.18	A 7.29	A 7.43	A 7.53	A 7.54
					A M	A M	A M	A M	A M	A M	A M	A M

H Does not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, and April 19.
 HH Stops Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.
 ② Will not run Oct. 12, Nov. 28, Dec. 25, Jan. 1, Feb. 22.
 ⑤ Stops at Haverhill and Lawrence only to leave passengers from east of Portland.
 ⊕ Does not handle baggage.
 v Stops only on signal to take passengers.

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

INWARD TRAINS VIA WESTERN ROUTE (WESTWARD).—FIRST-CLASS.

PORTLAND AND
TERMINAL DIVISIONS

STATIONS.	116	H 1304	H 118	120	H 122	H 1106	H 1306		1308	124	126	128	130
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Dover	Wakefield Center	Reading	Lawrence	Reading	Medford	Wakefield Center		Newb'yp't	Dover	Reading	Haverhill	Lawrence
Portland, Union Sta. P. T. Tower One	A M	A M	A M	A M	A M	A M	A M		A M	A M	A M	A M	A M
Scarboro Beach													
Pine Point													
Old Orchard Beach													
Saco													
Biddeford													
A. R. Tower													
Kennebunk													
Wells Beach													
North Berwick													
Cummings													
Salmon Falls													
Rollinsford													
Dover	L 5.53												
Madbury													
Durham	6.00												
Newmarket	6.05												
Rockingham	6.07												
Newfields													
Exeter	s 6.14												
East Kingston	s 6.21												
Powwow River	f 6.23												
Newton Junction	s 6.29 ^{RR}												
Plaistow	s 6.33												
Westville	f 6.35												
Atkinson	f 6.38 ^J												
Haverhill	s 6.48												
Bradford	s 7.08												
Ward Hill	s 7.12												
North Andover	s 7.17												
Lawrence	s 7.22												
Shawsheen				L 7.24									
Andover	s 7.28			s 7.29									
Ballardvale	7.31			s 7.32									
Lowell Junction	7.32			s 7.37									
Wilmington Junction				s 7.40									
North Wilmington				7.42									
Reading Highlands			L 7.41		L 7.55								
Reading	HH 7.39		s 7.44	s 7.52	s 7.59								
Wakefield	HH		s 7.48	s 7.57	s 8.04								
Wakefield Junction	7.42	s 7.46	7.49	7.58	8.05								
Greenwood	7.43	s 7.49	7.51	s 8.01	8.06		s 8.09		s 8.18	8.26	8.40	s 9.09	9.33
Melrose Highlands	7.45	7.52	s 7.54	s 8.04	s 8.09				s 8.22	8.27	s 8.43	s 9.11	9.34
Melrose	7.46	7.53	s 7.57	HH 8.05	s 8.11		s 8.14		N 8.24	8.28	s 8.46	s 9.14	s 9.37
Wyoming		s 7.54	s 8.00	HH 8.06	s 8.14		s 8.16		N 8.25	8.29	s 8.48	s 9.16	s 9.40
Oak Grove	7.49	s 7.57	8.02	s 8.09	8.17		s 8.19		N		s 8.50	s 9.18	s 9.42
Malden		s 7.59	8.03	s 8.11					8.27		s 8.53		
Edgeworth							s 8.23		N	8.31	s 8.55	s 9.22	s 9.46
Medford Junction	7.52	8.02	8.05	8.13	8.19	8.21	8.26		8.29	8.33	8.57	9.24	9.48
Wellington						s 8.22							
East Somerville	7.55	8.05	8.08	8.16	s 8.23	8.26	8.29		8.32	8.36	9.00	9.27	9.51
Boston	A 7.59	A 8.09	A 8.12	A 8.20	A 8.28	A 8.30	A 8.33		A 8.36	A 8.40	A 9.04	A 9.31	A 9.55
	A M	A M	A M	A M	A M	A M	A M		A M	A M	A M	A M	A M

PORTLAND DIVISION

TERMINAL DIVISION

No. 116, on legal holidays, due Boston 8.03 A. M.

No. 120, on legal holidays, due Boston 8.24 A. M.

No. 1308, on legal holidays, due Boston 8.42 A. M.

No. 124 on legal holidays due Boston 8.46 a.m.

No. 130 leaves from main line platform at Lawrence.

H Does not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.
 HH Stops Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.
 J Stops at Rosemont on signal to take or leave passengers.
 RR Stops at Russ' Crossing east of Newton Jct. on signal to take or leave passengers.
 ⊕ Does not handle baggage.
 ② Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22.
 N Stops April 19.

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

INWARD TRAINS VIA WESTERN ROUTE (WESTWARD).—FIRST-CLASS.

**PORTLAND AND
TERMINAL DIVISIONS 9**

STATIONS.	1006	132	⊕134	⊕H136	2914	138	1010	⊕140	1008	142	1016	144	146
	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
	Dover	Portland	Portland	Reading	Intervale	Reading	Portland	Haverhill	Reading	Lawrence	Haverhill	Reading	Haverhill
<i>Portland, Union Sta. P. T. Tower One</i>	A M	A M L 7.00 7.07	A M L 8.30 8.37	A M	A M	A M	A M L 9.00 9.07	A M	A M	P M	P M	P M	P M
Scarboro Beach		s 7.11											
Pine Point		s 7.16											
Old Orchard Beach		s 7.21					s 9.15						
Saco													
Biddeford		s 7.31	s 8.47				s 9.22						
A. R. Tower		7.33	8.49				9.25						
Kennebunk		s 7.48					s 9.36						
Wells Beach		s 7.57					s 9.44						
North Berwick		s 8.10	9.05				s 9.54						
Cummings			8.18										
Salmon Falls		s 8.20					s10.05						
Rollinsford		8.23	9.12		9.19		10.08						
Dover	L 8.03	s 8.31	9.15		s 9.27		s10.15						
Madbury	s 8.08												
Durham	s 8.13	s 8.39					10.22						
Newmarket	s 8.19	s 8.45					f10.27						
Rockingham	8.21	s 8.51	9.25		9.39		10.30						
Newfields	s 8.23	s 8.53											
Exeter	s 8.29	s 9.00			9.44		s10.36						
East Kingston	s 8.36	9.06			f 9.51		10.42						
Powwow River	8.37	9.07											
Newton Junction	f 8.42	9.11	9.38		f 9.57		10.47						
Plalstow		9.14					10.50						
Westville	f 8.47	9.15					10.51						
Atkinson	f 8.49	9.16					10.52						
Haverhill	s 8.55	s 9.23	9.45		s10.08		s10.58	L11.02			L12.03		L12.29
Bradford	8.56	9.24					10.59	v11.04			12.04		v12.31
Ward Hill	8.59	9.27									12.07		f12.35
North Andover	s 9.04	9.31					11.06	s11.11			s12.11		s12.40
Lawrence	s 9.09	s 9.35	9.52		s10.19		s11.10	s11.15		L12.04	s12.14		s12.44
Shawsheen	f 9.14									s12.08	s12.18		
Andover	s 9.18	s 9.41			s10.25		11.16	s11.21		s12.12	s12.21		s12.50
Ballardvale	f 9.22	9.44						s11.25		12.15	s12.25		s12.54
Lowell Junction	9.23	9.45	9.58		10.29		11.20	11.27		12.16	12.27		12.56
Wilmington Junction	9.25	9.47					11.22	11.29			12.29		12.58
North Wilmington	f 9.27									s12.20	s12.31		1.00
Reading Highlands				L10.12		L10.42		L11.34			L12.40		
Reading	s 9.33	9.53	10.05	s10.15	10.36	s10.45	11.28	s11.36	s11.37	s12.26	s12.37	s12.43	s 1.05
Wakefield	s 9.37			s10.19		s10.49		s11.41	s11.41	s12.30	s12.41	s12.47	s 1.09
Wakefield Junction	9.38	9.56		10.20	10.39	10.50	11.31	11.41	11.42	12.31	12.42	s12.49	1.10
Greenwood	s 9.40			s10.22		s10.52		s11.42	s11.44		12.43	s12.51	s 1.12
Melrose Highlands	s 9.43	9.58		s10.24	10.41	s10.55	11.33	s11.45	s11.46	12.34	s12.45	s12.54	s 1.15
Melrose	s 9.45			s10.26		s10.57		s11.47	s11.48		s12.47	s12.56	s 1.17
Wyoming	s 9.47			s10.28		s10.59		s11.49	s11.50		s12.49	s12.58	s 1.19
Oak Grove	f 9.49	10.01			10.44		11.36			12.37	s 1.00		
Malden	s 9.51			s10.31		s11.02		s11.52	s11.53	s12.39	s12.52	s 1.02	s 1.22
Edgeworth													
Medford Junction	9.53	10.03	10.13	10.33	10.46	11.04	11.38	11.54	11.55	12.41	12.54	1.04	1.24
Wellington													
East Somerville	9.56	10.06	10.16	10.36	10.49	11.07	11.41	11.57	11.58	12.44	12.57	1.07	1.27
Boston	A10.00	A10.10	A10.20	A10.40	A10.53	A11.11	A11.45	A12.01	A12.02	A12.48	A 1.01	A 1.11	A 1.31
	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

PORTLAND DIVISION

TERMINAL DIVISION

H Does not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.

⊕ Does not handle baggage.

v Stops only on signal to take passengers.

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

INWARD TRAINS VIA WESTERN ROUTE (WESTWARD). — FIRST-CLASS.

PORTLAND AND
TERMINAL DIVISIONS

STATIONS.	148	10	⊕ H1103	1020	150	⊕ 152	1018	× H154	156	1028	H 158	160	H ⊕ 162
	Ex. Sun.	Daily	Sat. only	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Sat. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Reading	Portland	Medford	Reading	Lawrence	Reading	Haverhill	D. H. Eq.	Haverhill	Dover	Reading	Haverhill	Reading
Portland, Union Sta.	PM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
P. T. Tower One		L11.35 11.42											
Scarboro Beach													
Pine Point													
Old Orchard Beach													
Saco													
Biddeford		s12.00											
A. B. Tower		12.03											
Kennebunk		s12.15											
Wells Beach													
North Berwick		s12.35											
Cummings													
Salmon Falls													
Rollinsford		12.45											
Dover		s12.50 12.55											
Madbury										L 2.40			
Durham		f 1.03								f 2.45			
Newmarket		1.08								s 2.50			
Rockingham										s 2.56			
Newfields		1.10								2.59			
Exeter		s 1.16								s 3.01			
East Kingston										s 3.07			
Powwow River										s 3.15			
										f 3.17			
Newton Junction		1.26								s 3.23 ^{RR}			
Plalstow										f 3.26			
Westville										f 3.28			
Atkinson										f 3.30			
Haverhill		s 1.38					L 2.35		L 3.15	s 3.36		L 4.21	
Bradford							2.36		3.16	3.37		4.22	
Ward Hill							2.39		3.19	3.40		f 4.25	
North Andover							2.42		s 3.23	s 3.45		f 4.29	
Lawrence		s 1.51			L 2.06		s 2.46		s 3.26	s 3.49		s 4.33	
Shawsheen									3.30			s 4.38	
Andover		1.56			s 2.13		s 2.52		s 3.32	s 3.56		s 4.43	
Ballardvale					s 2.17		s 2.56		s 3.36	s 4.00		s 4.47	
Lowell Junction		2.00			e 2.20		2.58		f 3.38	4.02		4.49	
Wilmington Junction					2.22				3.40	4.04			
North Wilmington					f 2.25		f 3.03			s 4.06		s 4.53	
Reading Highlands	L 1.42			L 2.12		L 3.01					L 4.10		L 5.00
Reading	s 1.45	2.08		s 2.15	s 2.31	s 3.04	s 3.09	L 3.17	s 3.48	s 4.13	s 4.13	s 5.00	s 5.03
Wakefield	s 1.49			s 2.19	s 2.35	s 3.09	s 3.13		s 3.52	s 4.17	s 4.17	HH5.03	s 5.09
Wakefield Junction	s 1.51	2.11		2.20	2.36	3.10	3.14	3.21	3.53	4.18	4.18	5.04	s 5.11
Greenwood	s 1.53			s 2.21	2.38	s 3.12	3.16	3.22	s 3.55	4.19	s 4.20	5.05	s 5.14
Melrose Highlands	s 1.56	2.13		s 2.24	s 2.40	s 3.15	s 3.18	3.23	s 3.58	s 4.21	s 4.22	HH5.06	s 5.17
Melrose	s 1.59			s 2.26	2.41	s 3.17	s 3.20	3.24	s 4.00	s 4.23	s 4.24	HH5.07	s 5.19
Wyoming	s 2.01			s 2.28	s 2.43	s 3.19	s 3.22		s 4.02	s 4.25	s 4.26	HH5.08	s 5.21
Oak Grove		2.16		s 2.30				3.26					
Malden	s 2.05			s 2.32	s 2.46	s 3.23	s 3.25	3.27	s 4.05	s 4.28	s 4.29	HH5.10	s 5.24
Edgeworth											s 4.31		s 5.26
Medford Junction	2.07	2.18	2.30	2.34	2.48	3.25	3.27	3.29	4.07	4.30	4.32	5.12	5.27
Wellington													
East Somerville	2.10	2.21	2.35	2.37	2.51	3.28	3.30	3.32	4.10	4.33	4.35	5.15	5.30
Boston	A 2.14	A 2.25	A 2.39	A 2.41	A 2.55	A 3.32	A 3.34	A 3.36	A 4.14	A 4.37	A 4.39	A 5.19	A 5.34
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

e Stops to leave passengers on notice to conductor.
H Does not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.
RR Stops at Russ Crossing east of Newton Jct. on signal to take or leave passengers.
× Does not carry passengers.
⊕ Does not handle baggage.
HH Stops Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.

No 160 on legal holidays, due Boston 5.25 p. m.

PORTLAND DIVISION

TERMINAL DIVISION

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

INWARD TRAINS VIA WESTERN ROUTE (WESTWARD). — FIRST-CLASS.

PORTLAND AND
TERMINAL DIVISIONS 11

STATIONS.	H ⊕ × 1114	1030	1040	164	168	2918	H × 1116	H 1310	1034	174	12	⊕ 176	174
	Ex. Sat. and Sun. D. H. Eq.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun. D. H. Eq.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	PM	Reading	Portland	Haverhill	Portland	Intervale	PM	PM	Haverhill	Dover	Portland	Reading	Dover
Portland, Union Sta. P. T. Tower One			L 3.30 3.37		L 3.30 3.37						L 5.15 5.22		
Scarboro Beach			f 3.41		s 3.42								
Pine Point			f 3.46		s 3.47								
Old Orchard Beach			s 3.51		s 3.52								
Saco													
Biddeford			s 3.59		s 4.00								
A. R. Tower			4.02		4.03								
Kennebunk			s 4.14	No. 164 picks up express car at Oak Grove.	s 4.15								
Wells Beach			s 4.23		s 4.23								
North Berwick			s 4.33		s 4.34								
Cummings													
Salmon Falls			s 4.42		s 4.44								
Rollinsford			4.45		4.47								
Dover			s 4.50		s 4.52	A 4.55					L 5.13	6.00	
Madbury				u 5.05						s 5.19	6.03		
Durham			Q 4.58	Q 5.12						s 5.26	6.09		
Newmarket			5.03	5.18						s 5.34			
Rockingham			5.05		5.20					s 5.38	6.15		
Newfields					5.21					s 5.45			
Exeter			s 5.11		s 5.27					s 5.47	6.20		
East Kingston										s 5.57			
Powwow River										s 6.07			
Newton Junction			5.21		5.38					f 6.09			
Plastow										s 6.14	6.30		
Westville										s 6.18			
Atkinson										6.19			
Haverhill			s 5.31	L 5.14	s 5.48				L 6.10	A 6.29 ¹²	6.38 ¹⁷⁴	L 6.41 ¹²	
Bradford			5.32	s 5.16					6.11			6.42	
Ward Hill				f 5.20									
North Andover			5.39	s 5.25	5.54				s 6.19	Schedule Continued following No. 12	6.45	6.49	
Lawrence			s 5.42	s 5.29	s 5.59				s 6.23		6.47	s 6.51	
Shawsheen				s 5.33								s 6.59	
Andover			5.47	s 5.36	6.04				s 6.29			s 7.08	
Ballardvale				s 5.40					s 6.33			s 7.12	
Lowell Junction			5.51	e 5.42	6.07				6.35		6.54	7.14	
Wilmington Junction				5.44								7.18	
North Wilmington				s 5.46					s 6.39				
Reading Highlands			L 5.41										
Reading			s 5.44	5.59	s 5.54	6.14			s 6.46		7.02	L 7.20	
Wakefield			s 5.48		s 6.00				s 6.50			s 7.25	
Wakefield Junction			5.49	6.02	s 6.02	6.17			s 6.51		7.05	s 7.30	
Greenwood			s 5.51		6.03	6.18			s 6.52			s 7.26	
Melrose Highlands			s 5.53	6.04	6.04	6.19			s 6.37	s 6.54		s 7.28	
Melrose			s 5.55		s 6.06	6.20			s 6.40	s 6.56		s 7.31	
Wyoming			s 5.57						s 6.42	s 6.58		s 7.35	
Oak Grove				6.07		6.22			s 6.45		7.10	s 7.39	
Malden			s 6.00		s 6.14				s 6.47	s 7.01		s 7.41	
Edgeworth												s 7.46	
Medford Junction	5.56	6.02	6.09	6.16	6.24		6.30	6.50	7.03		7.13	7.41	7.48
Wellington													
East Somerville	6.01	6.05	6.12	6.19	6.27		A 6.35	6.54	7.06		7.16	7.44	7.51
Boston	A 6.05	A 6.09	A 6.16	A 6.23	A 6.31			A 6.59	A 7.10		A 7.20	A 7.48	A 7.55
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

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

(W)

12 INWARD TRAINS VIA WESTERN ROUTE (WESTWARD). — FIRST-CLASS.

PORTLAND AND
TERMINAL DIVISIONS

STATIONS.	250	1042	1036	2956	1044	178	1556	⊕ 16	1048	182	×256	82
	Ex. Sun.	Sun. only	Sun. only	Sun. only	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Daily
	Portland	Portland	Reading	Intervale	Portland	Haverhill	Man'ester	Portland	Haverhill	Haverhill	Ry. Exp.	S. of Me.
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Portland, Union Sta. P. T. Tower One	L 5.30 5.37	L 5.40 5.47			L 5.45 5.52			L 8.40 8.46			L 8.45 8.55	L 9.10 9.17
Scarboro Beach	e 5.40											
Pine Point												
Old Orchard Beach												
Saco												
Biddeford	s 5.54				s 6.09							s 9.34
A. R. Tower	5.56	6.00			6.12			8.58			9.12	9.37
Kennebunk	s 6.07				s 6.24							⊙ 9.48
Wells Beach	f 6.15											f 9.58
North Berwick	# 6.36	6.17			s 6.43			9.14			9.36	10.09
Cummings												
Salmon Falls												
Rollinsford	6.44	6.25			6.48	6.52					9.46	10.19
Dover	6.49	6.28		A 6.53	s 7.05			s 9.25			9.53	s 10.26
Madbury												
Durham	6.55	6.34			s 7.14						10.00	
Newmarket					7.19							
Rockingham	7.02	6.40			7.21			9.36			10.10	10.41
Newfields												
Exeter		6.45			s 7.28			9.40			10.17	s 10.49
East Kingston					7.34							
Powwow River												
Newton Junction		6.55			7.39			9.49			10.29	11.02
Plalstow												
Westville					7.43							
Atkinson					7.44							
Haverhill		7.03			s 7.51	L 8.14		9.56	L 9.43	L 10.16	10.40	s 11.14
Bradford					7.52	8.15			9.44	10.17		11.15
Ward Hill					7.55	8.18			9.48	10.20		11.18
North Andover		7.10			7.59	8.22			s 9.52	10.24	10.47	11.22
Lawrence		7.12			s 8.03	s 8.29	s 8.47	10.03	s 9.56	s 10.27	10.50	s 11.25
Shawsheen					s 8.34				s 10.00			s 11.31
Andover					8.09	s 8.37	s 8.54		s 10.03	s 10.33		11.37
Ballardvale					8.12	s 8.41	s 8.58		s 10.07	s 10.37		11.41
Lowell Junction		7.19			8.13	8.43	9.00	10.09	10.09	10.39	10.58	11.43
Wilmington Junction					8.15	8.45	9.02		10.11	10.41		
North Wilmington						f 8.47	s 9.04		f 10.13	f 10.44		
Reading Highlands			L 7.40						f 10.18			
Reading		7.27	s 7.43		8.21	s 8.53	s 9.11	10.16	s 10.21	s 10.50	11.06	
Wakefield			s 7.47			s 8.57	s 9.15		s 10.25	s 10.54		
Wakefield Junction		7.30	7.48		8.24	s 8.58	9.16		10.26	10.55	11.10	
Greenwood			s 7.49			s 9.00	s 9.18		10.27	s 10.57		
Melrose Highlands		7.32	s 7.51		8.26	s 9.02	s 9.20		s 10.29	s 10.59		
Melrose			s 7.53			s 9.04	s 9.22		s 10.31	s 11.01		
Wyoming			s 7.55			s 9.06	s 9.24		s 10.33	s 11.03		
Oak Grove		7.35			8.29							
Malden			s 7.58			s 9.09	s 9.27		s 10.36	s 11.06	11.15	
Edgeworth												
Medford Junction		7.38	8.00		8.31	9.11	9.29	10.24	10.38	11.08	11.18	
Wellington												
East Somerville		7.41	8.03		8.34	9.14	9.32	10.27	10.41	11.11	11.21	
Boston	A 8.59	A 7.45	A 8.07		A 8.38	A 9.18	A 9.36	A 10.30	A 10.45	A 11.15	A 11.50	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

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

(W)

OUTWARD TRAINS VIA EASTERN ROUTE (EASTWARD). — FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS 13

Miles from Boston	Passing Sidings. Capacity Cars.	STATIONS.	2001	2551	H2401	2501	2403	H2201	⊕H205	2505	H2405	207	2555	
			Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only
			Newsp'p'r	Newsp'p'r	Danvers	Rockport	Danvers	Marb'head	U.S.M.Ws	Rockport	Danvers	Portsm'th	Rockport	
1.48		Boston WNX	L 3.30	AM	AM	L 5.47	AM	AM	AM	L 7.00	AM	L 7.45	L 8.00	
2.75		East Somerville WX	3.34			5.51				7.05		7.49	8.04	
3.20		Everett Junction TX	3.36			5.53				7.07		7.51	8.06	
3.75		Everett X				S 5.55				S 7.09				
		East Everett X												
4.59		Chelsea TWX	3.39			S 5.59				S 7.12		7.54	f 8.09	
5.76		Forbes X								S 7.15				
6.23		Revere TX	3.41			6.02				7.16		7.56	8.12	
10.67	Yard.	West Lynn TWX								S 7.22				
11.61		Lynn TWNX	S 3.49			S 6.10 6.22		L 6.17	L 7.20	S 7.26		S 8.07	S 8.22	
12.27		East Lynn TX				S 6.24			S 7.22					
12.80		Swampscott TX	S 3.56			S 6.26		S 6.20	S 7.24	S 7.29		8.10	S 8.25	
16.32		Salem TWNX	S 4.08	L 4.31	L 5.45	S 6.33 6.37	L 6.43		S 7.34	S 7.38	L 8.02	S 8.18	S 8.34	
18.33		Beverly TWX	S 4.13	S 4.38 4.43		S 6.44			A 7.40	S 7.43		S 8.25	S 8.40	
20.84		North Beverly T	S 4.18									8.30		
22.74		Hamilton & Wenham TD	S 4.23									S 8.35		
27.76	60	Ipswich TD	S 4.35									S 8.45		
31.13		Bowley TD	S 4.38									S 8.50		
37.27		Newburyport TWNX	S 4.54									S 9.02		
39.32		Salisbury TD	S 5.01									f 9.06		
41.47		Atlantic	S 5.05									f 9.08		
42.66	40	Seabrook TD	S 5.09 ²²									S 9.10		
44.36		Hampton Falls	S 5.13											
46.52	Hampton to No. Hampton	Hampton TD	S 5.18									S 9.16		
48.69		North Hampton TD	S 5.22									S 9.22		
51.40		Breakfast Hill T	S 5.28									9.26		
56.00		Emery TX	5.35									9.33		
56.91		Portsmouth TWNX	A 5.37									A 9.35		
57.70		Kittery Junction TX												
63.23		Ellot T												
67.45	43	Jewett T												
69.94		Agamenticus T												
74.68		North Berwick TW												
79.93		Highpine T												
82.39		Chicks												
85.18	53	West Kennebunk TW												
89.63		Days Siding T												
92.67		A. R. Tower TN												
93.63	17	Biddeford (E.) T												
94.83		Saco (E.) T												
100.12		West Scarboro												
102.65		Oak Hill T												
104.84		P. T. Tower One TX												
108.46		Portland, Union Sta.												

⊕ Does not handle baggage.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22, April 19.

Pickman Park; East 55 cars, West 98 cars. T

No. 205 stops at Castle Hill (.73 mile West of Salem) for passengers.

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

(W)

14 OUTWARD TRAINS VIA EASTERN ROUTE (EASTWARD). — FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS

STATIONS.	2509	2003	209	H 2203	11	2007	2515	2557	213	2205	⊕ 15	⊕ H 215	2517
	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sat. and Sun.
	Rockport	Portsm'th	Portsm'th	Marb'head	Portland	Salem	Rockport	Rockport	Beverly	Marb'head	Portland	Newb'port	Rockport
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
TERMINAL DIVISION													
Boston	L 8.19	L 8.30	L 9.00			L 9.30	L 9.45	L 10.25	L 10.30	L 11.25			L 12.02
East Somerville	8.23	8.34	9.04			9.34	9.49	10.29	10.34	11.29			12.06
Everett Junction	8.25	8.36	9.06			9.36	9.51	10.31	10.36	11.31			12.08
Everett	s 8.27												
East Everett													
Chelsea	s 8.31	s 8.41	9.09			s 9.40	9.54	10.34	10.39	11.34			s 12.11
Forbes	s 8.34												
Revere	8.36	8.44	9.11			9.43	9.56	10.36	10.41	11.38			12.13
West Lynn													
Lynn	s 8.48	s 8.51	s 9.20	L 9.22		s 9.50	s 10.03	s 10.42	s 10.48	s 11.45			L 12.12 s 12.22
East Lynn													
Swampscott	s 8.50	8.53	9.23	s 9.25		s 9.53	s 10.06	10.44	s 10.51	s 11.49			s 12.14 12.24
Salem	s 8.59	s 8.59	s 9.30			A 10.00	s 10.14	s 10.50	s 10.58				s 12.16 12.32
Beverly	s 9.05	s 9.04	s 9.35				s 10.19	s 10.55	A 11.03				s 12.23 s 12.37
North Beverly		9.08	9.39										s 12.28 s 12.33
Hamilton & Wenham		s 9.11	s 9.43										s 12.37
Ipswich		s 9.18	s 9.51										s 12.46
Rowley		f 9.23	9.56										s 12.51
Newburyport		s 9.31	s 10.06										A 1.01
Salisbury		9.34	10.09										
Atlantic													
Seabrook		f 9.39	10.13										
Hampton Falls		9.41											
Hampton		s 9.45	s 10.19 ²²⁶										
North Hampton		f 9.50	s 10.27 ²²⁶										
Breakfast Hill		9.53											
Emery		9.58	10.35										
Portsmouth		A 10.00	A 10.37										
Kittery Junction													
Ellot													
PORTLAND DIVISION													
Jewett													
Agamenticus													
North Berwick					11.06						1.16		
Higpine													
Chicks													
West Kennebunk													
Days Siding													
A. R. Tower					11.24						1.32		
Biddeford (E.)													
Saco (E.)													
West Scarboro													
Oak Hill													
P. T. Tower One					11.38						1.44		
Portland, Union Sta.					A 11.45						A 1.50		
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM

H Will not run October 12, November 11, November 28, December 25 January 1, February 22 and April 19.

⊕ Does not handle baggage.

No. 215 will stop at United Shoe Machinery works at 12.29 P.M.

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

(W)

OUTWARD TRAINS VIA EASTERN ROUTE (EASTWARD). — FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS 15

STATIONS.	2407	2519	217	2559	2209	2207	⊕ ②225	2409	2523	⊕ H2603	⊕ H2105	⊕ H2211
	Sat. only	Sat. only	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sat. only	Sat. only	Ex. Sat. and Sun.	Sat. only	Sat. only	Sat. only	Sat. only
	Danvers	Rockport	Portsm'th	Rockport	Marb'h'd	Marb'h'd	Newb'port	Danvers	Rockport	Essex	Lynn, S.B.	Marb'h'd
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
TERMINAL DIVISION												
Boston	L12.06	L12.25	L12.30	L12.30		L 12.35	L 1.00	L 1.00	L 1.10	L 1.15	L 1.17	L 1.20
East Somerville	12.11	12.29	12.34	12.34		12.39	1.04	1.04	1.14	1.19	1.21	1.24
Everett Junction	12.13	12.31	12.36	12.36		12.41	1.06	1.06	1.16	1.21	1.23	1.26
Everett	s12.15											
East Everett												
Chelsea	s12.20	12.34	12.39	s12.39		12.44	1.09	s 1.10	1.19	1.24		s 1.30
Forbes	s12.23											
Revere	12.24	12.36	12.41	12.42		12.46	1.11	1.13	1.21	1.26		1.33
West Lynn	12.31									s 1.31	1.57	
Lynn	s12.34	s12.43	s12.47	s12.49	L12.50	s 12.52	s 1.18	s 1.20	1.27	s 1.35	A 2.00	s 1.40
East Lynn	s12.37				s12.52	s 12.54						s 1.42
Swampscott	s12.40	12.45	12.49	f12.51	s12.54	s 12.56	1.20	s 1.24	1.29	s 1.38		s 1.44
Salem	s12.48	s12.52	s12.55	s12.57			s 1.27	s 1.32	s 1.35	s 1.45		
Beverly		s12.57	s 1.00	s 1.02			s 1.32		s 1.40	s 1.50		
North Beverly			↓ 1.03				s 1.37			s 1.55		
Hamilton & Wenham			s 1.08				s 1.42			s 1.59		
Ipswich			s 1.15				s 1.51					
Rowley			f 1.21				s 1.58					
Newburyport			s 1.32				A 2.07					
Salisbury			1.35									
Atlantic												
Seabrook			↓ 1.43 ²³⁶									
Hampton Falls												
Hampton			s 1.50									
North Hampton			s 1.55									
Breakfast Hill												
Emery			2.04									
Portsmouth			A 2.06									
Kittery Junction												
Ellot												
Jewett												
Agamenticus												
North Berwick												
Higpine												
Chicks												
West Kennebunk												
Days Siding												
A. E. Tower												
Biddeford (E.)												
Saco (E.)												
West Scarborough												
Oak Hill												
P. T. Tower One												
Portland, Union Sta.												
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

⊕ Does not handle baggage.

H Does not run October 12, November 11, November 28, December 25, January 1, February 22, and April 19.

↓ On Saturdays makes an f stop.

② Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1 and Feb. 22.

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

(W)

16 OUTWARD TRAINS VIA EASTERN ROUTE (EASTWARD). — FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS

STATIONS.	2013	2525	⊕ ^H 2107		2561	2527	2215	235	2019	2529	2217	H237	2413
	Sun. only	Ex. Sun.	Sat. only		Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Portsm'th	Rockport	Lynn, S.B.		Rockport	Rockport	Marb'h'd	Portsm'th	Hamilton	Rockport	M'head	D. H. Eq.	Danvers
	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM
TERMINAL DIVISION													
Boston	L 1.30	L 1.50	L 2.13		L 2.45	L 2.45		L 3.30	L 3.45	L 3.45	L 4.00		L 4.18
East Somerville	1.34	1.54	2.17		2.49	2.49		3.34	3.49	3.49	4.04		4.22
Everett Junction	1.36	1.56	2.19		2.51	2.51		3.36	3.51	3.51	4.06		4.24
Everett										3.52			
East Everett													
Chelsea	1.39	1.59			2.54	2.54		3.38	3.54	3.55	4.09		s 4.27
Forbes													
Beverly	1.41	2.01			2.56	2.56		3.40	3.56	3.57	4.11		4.31
West Lynn			2.55										
Lynn	s 1.48	s 2.08	A 2.58		s 3.02	s 3.03	L 3.06	s 3.47	s 4.03	s 4.05	s 4.18		s 4.38
East Lynn													
Swampscott	s 1.51	s 2.11			s 3.04	s 3.06	s 3.09	3.49	s 4.06	s 4.08	s 4.22	L 4.23	
Salem	s 1.58	s 2.17			s 3.10	s 3.12		s 3.55	s 4.13	s 4.16		4.34	HH 4.40
Beverly	s 2.03	s 2.23			s 3.15	s 3.17		s 3.59	s 4.18	s 4.21		A 4.40	s 4.47
North Beverly	f 2.08							s 4.03	f 4.23				
PORTLAND DIVISION													
Hamilton & Wenham	s 2.12							s 4.07	A 4.27				
Ipswich	s 2.20							s 4.14					
Rowley	f 2.26							s 4.19					
Newburyport	s 2.35							s 4.28					
Salsbury	2.38							s 4.32					
Atlantic								f 4.36					
Seabrook	2.42							s 4.38					
Hampton Falls													
Hampton	s 2.48							s 4.45					
North Hampton	f 2.52							s 4.48					
Breakfast Hill	2.55							4.53					
Emery	3.01							5.00					
Portsmouth	A 3.03							A 5.02					
Kittery Junction													
Ellot													
Jewett													
Agamenticus													
North Berwick													
Highpine													
Chicks													
West Kennebunk													
Days Siding													
A. R. Tower													
Biddeford (E.)													
Saco (E.)													
West Scarboro													
Oak Hill													
P. T. Tower One Portland, Union Sta.													
	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM

No. 235 is superior to No. 246 Newburyport to Emery.

HH Stops Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.

⊕ Does not handle baggage.

OUTWARD TRAINS VIA EASTERN ROUTE (EASTWARD). — FIRST-CLASS. TERMINAL AND PORTLAND DIVISIONS 17

STATIONS.	19	2531	H239		2565	241	H ² 2535	H ² 2219	⊕ ² 2537	⊕ ² H245	⊕ ² H2109	2415	2221
	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.		Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.
	Portland	Rockport	Wenham		Rockport	Portsm'th	Rockport	Marb'head	Rockport	Lynn	Lynn, S.B.	Danvers	Marb'head
	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM
TERMINAL DIVISION													
Boston		L 4.32	L 4.35		L 4.45	L 4.55	L 4.58	L 5.00	L 5.03	L 5.05	L 5.12	L 5.19	L 5.22
East Somerville		4.36	4.39		4.49	4.59	5.02	5.04	5.07	s 5.10	5.16	5.23	5.26
Everett Junction		4.38	4.41		4.51	5.01	5.04	5.06	5.09	5.12	5.18	5.25	5.28
Everett										s 5.14			
East Everett										s 5.16			
Chelsea		4.40	4.44		4.54	5.04	5.07	5.09	5.12	s 5.18		5.28	5.31
Forbes										s 5.21			
Revere		4.42	4.47		4.56	5.06	5.09	5.11	5.14	s 5.23		5.30	5.33
West Lynn										s 5.30	5.58		
Lynn			s 4.54		s 5.03	HH		s 5.18	s 5.22	A 5.33	A 6.03	s 5.37	s 5.41
East Lynn												s 5.39	
Swampscott		4.51	s 4.56		5.05	5.13	5.16	s 5.22	5.24			5.41	s 5.45
Salem		s 4.56	s 5.03		s 5.11	HH5.17	5.20	s 5.30				s 5.48	
Beverly		s 5.01	s 5.10		s 5.16	HH5.21	5.24	s 5.35					
North Beverly			s 5.16			HH5.24							
Hamilton & Wenham			A 5.22			s 5.27							
Ipswich						s 5.34							
Rowley						s 5.40							
Newburyport						s 5.50 ²⁴⁶							
Salisbury						s 5.54							
Atlantic						5.57							
Seabrook						f 6.01							
Hampton Falls													
Hampton						s 6.08							
North Hampton						s 6.12							
Breakfast Hill						6.15							
Emery						6.21							
Portsmouth						A 6.23							
Kittery Junction													
Ellot													
PORTLAND DIVISION													
Jewett													
Agamenticus													
North Berwick		5.55											
Highplne													
Chicks													
West Kennebunk													
Days Siding													
A. R. Tower		6.15											
Biddeford (E.)													
Saco (E)													
West Scarboro													
Oak Hill													
P. T. Tower One		6.28											
Portland, Union Sta.		A 6.35											
	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM

HH Stops October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊕ Will not run October 12, November 28, December 25, January 1 and February 22.
 No. 239 will make regular stop at United Shoe Machinery Works, east of Beverly, 5.12 P.M., except Saturdays and holidays.
 H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊕ Does not handle baggage.
 × Does not carry passengers.

18 OUTWARD TRAINS VIA EASTERN ROUTE (EASTWARD). — FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS

STATIONS.	⊕2539	Ⓣ247	⊕H2113	H2223	251	2567	⊕H2119	H2417	2541	⊕H2117	21	2545	2225
	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Daily	Ex. Sun.	Ex. Sun.
	Rockport	Newb'port	Lynn, S.B.	Marb'h'd	Portsm'th	Rockport	Lynn, S.B.	Danvers	Rockport	Lynn, S.B.	Portland	Rockport	M'head
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
TERMINAL DIVISION													
Boston	L 5.30	L 5.34	L 5.37	L 5.54	L 6.01	L 6.10	L 6.10		L 6.25	L 6.30	L 7.00	L 7.55	
East Somerville	5.34	5.38	5.41	5.58	6.05	6.14	6.14		6.29	6.34	7.04	7.59	
Everett Junction	5.36	5.40	5.43	6.00	6.07	6.16	6.16		6.31	6.36	7.06	8.01	
Everett													
East Everett													
Chelsea	5.38	s 5.44		6.03	6.10	6.19			6.34		7.09	8.04	
Forbes													
Revere	5.40	s 5.48		6.05	6.12	6.21			6.36		7.11	8.06	
West Lynn		s 5.53	6.22	s 6.10			6.52			7.12			
Lynn	HH5.46M	s 5.57	A 6.25	s 6.13	s 6.19	s 6.28	A 6.55		s 6.43	A 7.15	s 7.21	s 8.13	L 8.16
East Lynn		s 5.59		s 6.15									s 8.18
Swampscott	5.48	s 6.01		s 6.18	6.21	6.30			s 6.46		7.23	s 8.16	s 8.20
Salem	s 5.54	s 6.08			s 6.27	s 6.36		L 6.40	s 6.53		s 7.33	s 8.23	
Beverly	s 5.59	s 6.13			s 6.32	s 6.41			s 6.58		s 7.38	s 8.28	
North Beverly		s 6.18			s 6.36								
Hamilton & Wenham		s 6.22			s 6.40						s 7.47		
Ipswich		s 6.30			s 6.47						s 7.55		
Rowley		s 6.36			s 6.53								
Newburyport		A 6.45			s 7.02						s 8.11 ²⁰²⁴		
Salisbury					7.05						8.15		
PORTLAND DIVISION													
Atlantic													
Seabrook					7.09								
Hampton Falls					7.11							8.19	
Hampton					s 7.15						T 8.25		
North Hampton					f 7.19						8.28		
Breakfast Hill													
Emery					7.28 ²⁵⁰							8.37	
Portsmouth					A 7.32							s 8.40	
Kittery Junction													
Ellot													
Jewett													
Agamenticus													
North Berwick													
Highplne													
Chicks													
West Kennebunk													
Days Siding													
A. R. Tower													
Biddeford (E.)													
Saco (E.)													
West Scarboro													
Oak Hill													
P. T. Tower One													
Portland, Union Sta.											A 10.15		

No. 251 is superior to No. 250 Newburyport to Emery.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.

M Stops Saturdays only.

HH Stops October 12, November 11, November 28, December 25, January 1, February 22 and April 19.

⊕ Does not handle baggage.

Ⓣ Does not handle baggage.

k Stops to leave passengers from Boston.

T Stops to leave passengers from Salem and west.

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

(W)

OUTWARD TRAINS VIA EASTERN ROUTE (EASTWARD).—FIRST-CLASS.

TERMINAL AND PORTLAND DIVISIONS 19

STATIONS.		2569	259	2023	2025	2547	2227	2571	263	2027		2549	269	2229
		Sun. only	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only		Ex. Sun.	Ex. Sun.	Ex. Mon.
		Rockport	Newb'port	Beverly	Portsm'th	Rockport	Ma'b'head	Rockport	Beverly	Newb'port		Rockport	Newb'port	Ma'b'head
		PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	AM
TERMINAL DIVISION	Boston	L 8.10	L 8.45	L 9.00	L 9.30	L 9.45		L10.45	L10.45	L11.15		L11.45	L11.55	
	East Somerville	8.14	8.49	9.04	9.34	9.49		10.49	10.49	11.19		11.49	11.59	
	Everett Junction	8.16	8.51	9.06	9.36	9.51		10.51	10.51	11.21		11.51	12.01	
	Everett													
	East Everett													
	Chelsea	8.19	8.54	9.09	9.39	9.54		10.54	10.54	11.24		11.54	12.04	
	Forbes													
	Revere	8.21	8.56	9.11	9.41	9.56		10.56	10.56	11.26		11.56	12.06	
	West Lynn													
	Lynn	s 8.28	s 9.03	s 9.18	s 9.48	s10.06	L10.09	s11.03	s11.03	s11.33		s12.03	s12.13	L12.16
PORTLAND DIVISION	East Lynn						s10.11							s12.18
	Swampscott	s 8.31	s 9.06	s 9.21	9.50	s10.09	s10.14	s11.06	s11.06	s11.36		12.05	s12.16	s12.21
	Salem	s 8.38	s 9.13	s 9.28	s 9.56	s10.16		s11.13	s11.13	s11.43		s12.12	s12.23	
	Beverly	s 8.43	s 9.18	A 9.33	s10.01	s10.21		s11.18	A11.18	s11.48		s12.17	s12.28	
	North Beverly		s 9.22		s10.06				s11.53				f12.33	
	Hamilton & Wenham		s 9.26		s10.10					s11.58			s12.37	
	Ipswich		s 9.33		s10.18					s12.06			s12.44	
	Rowley		s 9.39		s10.24					e12.12			s12.50	
	Newburyport		A 9.49		s10.34					A12.22			A12.59	
	Salisbury				10.37									
	Atlantic Seabrook				10.41									
	Hampton Falls													
	Hampton				s10.46									
	North Hampton				f10.50									
	Breakfast Hill				10.53									
Emery				10.59										
Portsmouth				A11.01										
Kittery Junction														
Ellot														
Jewett														
Agamenticus														
North Berwick														
Highpine														
Chicks														
West Kennebunk														
Days Siding														
A. R. Tower														
Biddeford (E.)														
Saco (E.)														
West Scarborough														
Oak Hill														
P. T. Tower One														
Portland, Union Sta.														
		PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM

e Stops to leave passengers on notice to Conductor.
 K Stops to leave passengers from Boston.
 ⊕ Does not handle baggage.

INWARD TRAINS VIA EASTERN ROUTE (WESTWARD) — FIRST-CLASS.

PORTLAND AND
TERMINAL DIVISIONS

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	22	8	⊕ 206	H2400	2500	H2106	H2200	Ⓢ 208	2550	H2404	
			Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.
			Portland	Portland	Newb'port	Danvers	Rockport	Lynn, S.B.	Marbl'h'd	Newb'port	Rockport	Danvers	
3.62		Portland, Union Sta. P. T. Tower One TX	AM L 1.50 1.57	AM L 4.25 4.33	AM	AM	AM	AM	AM	AM	AM	AM	
5.81		Oak Hill T											
8.34		West Scarborough											
13.63		Saco (E.) T											
14.83	17	Biddeford (E.) T											
15.79		A. R. Tower TN	2.19	4.45									
18.83		Days Siding T											
23.28	53	West Kennebunk TW											
26.07		Chieks											
28.53		Highpine T											
33.78		North Berwick TW	2.40	5.08									
38.52		Agamenticus T											
41.01	43	Jewett T											
45.23		Ellot T											
50.76		Kittery Junction TX											
51.55		Portsmouth TWNX	s 4.47										
52.46		Emery TX	4.49										
57.06		Breakfast Hill T											
59.77	No. Hampton to Hampton	North Hampton TD	4.59										
61.94		Hampton TD	5.02										
64.10		Hampton Falls											
65.80	40	Seabrook TD	5.09 ²⁰⁰¹										
66.99		Atlantic											
69.14		Salisbury TD	5.11										
71.19		Newburyport TWNX	s 5.17	L 5.46						L 6.26			
77.33		Rowley TD		f 5.55						s 6.35			
80.70	56	Ipswich TD	B 5.33	s 6.02						s 6.41			
85.72		Hamilton & Wenham TD	5.40	s 6.11						s 6.49			
87.62		North Beverly T	5.44	s 6.15						s 6.54			
90.13		Beverly TWX	B 5.49	s 6.21			s 6.31			s 7.00	s 7.17		
92.14		Salem TWNX	s 5.57	s 6.27	A 6.32		s 6.36			s 7.05	s 7.22	s 7.29	
95.66		Swampscott TX	B 6.05	s 6.34			6.41			s 7.12	s 7.29	7.34	
96.19		East Lynn TX	B 6.06	s 6.36					s 7.06	s 7.12	s 7.29	7.36	
96.85		Lynn TWNX	s 6.12	s 6.39			s 6.45	L 6.47	A 7.11	s 7.16	s 7.34	s 7.39	
97.79	Yard.	West Lynn TWX		6.41			s 6.46	6.50		s 7.18	7.40	s 7.47	
102.23		Revere TX	6.20				6.52			7.23	7.40	s 7.47	
102.70		Forbes X								f 7.24			
103.87		Chelsea TWX	6.22				s 6.55			s 7.28	s 7.44	s 7.50	
104.71		East Everett X								s 7.31			
105.26		Everett X								s 7.34		s 7.53	
105.71		Everett Junction TX	6.25				s 6.59			s 7.37	7.48	7.54	
106.98		East Somerville TWX	s 6.30				s 7.02	7.23		7.35	7.48	7.54	
108.46		Boston TWNX	A 6.35				s 7.04	7.25		7.37	7.50	s 7.57	
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	

No. 206 will arrive River Works 6.48 A.M.
 Pickman Park; capacity E. 55; 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.)
 H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊕ Does not handle baggage.
 Ⓢ Will not run October 12, November 11, November 28, December 25, January 1, February 22.
 B Will make regular stop except Sunday

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

INWARD TRAINS VIA EASTERN ROUTE (WESTWARD). — FIRST-CLASS.

STATIONS.

	⊕ ^H 2110	⊕ ^H 2204	214	⊕ ^H 2504	⊕2406	2206	H2112	⊕ ² 2506	⊕ ^H 216	H2508	218	⊕ ^H 2208	H2408
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Lynn, S.B.	Marb'head	Portsm'th	Rockport	Danvers	Marb'head	Lynn, S.B.	Rockport	Hamilton	Rockport	Portsm'th	Marb'head	Danvers
Portland, Union Sta. P. T. Tower One	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Oak Hill West Scarborough Saco (E.)													
Biddeford (E.) A. E. Tower Days Siding West Kennebunk													
Chicks Highpine North Berwick Agamenticus Jewett													
Elliot Kittery Junction Portsmouth Emery Breakfast Hill			L 6.27 6.29 6.35								L 7.35 7.37		
North Hampton Hampton Hampton Falls Seabrook Atlantic			s 6.40 s 6.45 s 6.50 f 6.54								s 7.46 s 7.52 f 7.57		
Salisbury Newburyport Rowley Ipswich Hamilton & Wenham			s 6.59 s 7.04 s 7.13 s 7.20 s 7.29								L 8.08		
North Beverly Beverly Salem Swampscott East Lynn			s 7.33 s 7.39 s 7.46 HE7.52	s 7.46 s 7.51 7.57	s 7.56 s 8.03 s 8.05	s 8.17		s 8.12 s 8.18 8.24	s 8.19 s 8.25 s 8.32	8.30 8.33 8.38	HH8.30 HH8.31 s 8.36 HH8.41	8.43	A 8.50
Lynn West Lynn Revere Forbes Chelsea	L 7.23 7.25	s 7.52 7.58	s 7.56 8.02	s 8.02 8.08	s 8.07 s 8.10 s 8.16 s 8.18 s 8.21	s 8.21 8.27 8.29	L 7.58 8.00	8.26 8.32 8.34	s 8.36 s 8.38 8.43 8.45	8.40 8.46 8.48	HH8.43 8.49 8.51	s 8.47 8.53 8.55	
East Everett Everett Everett Junction East Somerville Boston					s 8.26 8.27 8.30 8.34 8.35	8.32 8.34 8.38	8.34 8.36 8.40	8.37 8.39 8.43	8.48 8.50 8.54	8.51 8.53 8.57	8.54 8.56 8.57	8.58 9.00 9.04	
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM

PORTLAND DIVISION

TERMINAL DIVISION

Last trip Oct. 4

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊕ Does not handle baggage.
 HH Stops October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊙ Will not run October 12, November 28, December 25, January 1, February 22.
 Whenever No. 214 cannot connect with No. 205 at Beverly, will stop at U. S. Machine Works to leave passengers.
 No. 218 due Boston on Holidays 9.08 A.M

22 INWARD TRAINS VIA EASTERN ROUTE (WESTWARD). — FIRST-CLASS. PORTLAND AND TERMINAL DIVISIONS

STATIONS.	2510	2000	224	2514	2210	2516	2556	2004	226	2518	2006	228	2558
	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only
	Rockport	Portsm'th	Portsm'th	Rockport	Marb'head	Rockport	Rockport	Beverly	Portsm'th	Rockport	Portsm'th	Beverly	Rockport
Portland, Union Sta. P. T. Tower One	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM
Oak Hill													
West Scarboro													
Saco (E.)													
Biddeford (E.)													
A. R. Tower													
Days Siding													
West Kennebunk													
Chicks													
Highpine													
North Berwick													
Agamenticus													
Jewett													
Ellot													
Kittery Junction													
Portsmouth		L 8.02	L 8.22						L 10.12		L 11.09		
Emery		8.04	8.24						10.14		11.11		
Breakfast Hill		8.11											
North Hampton		f 8.15	s 8.34						s 10.24 ²⁰⁹		11.19		
Hampton		s 8.19	s 8.39						s 10.29 ²⁰⁹		s 11.24		
Hampton Falls													
Seabrook		8.24	s 8.45						f 10.34		11.29		
Atlantic													
Salisbury		8.28	8.50						10.39		11.33		
Newburyport		s 8.32	s 8.55						s 10.45		s 11.37		
Rowley		s 8.40	9.03						s 10.53		11.45		
Ipswich		s 8.46	s 9.07						s 10.59		s 11.51		
Hamilton & Wenham		s 8.53	s 9.14						s 11.06		s 11.58		
North Beverly		s 8.57	s 9.18						s 11.09		f 12.01		
Beverly	s 8.51	s 9.02	s 9.22	s 9.34		s 10.26	s 10.35	L 11.06	s 11.13	s 11.46	s 12.06	L 12.14	s 12.31
Salem	s 8.56	s 9.07	s 9.27	s 9.39		s 10.32	s 10.40	s 11.11	s 11.21	s 11.51	s 12.11	s 12.19	s 12.36
Swampscott	s 9.02	s 9.13	9.32	9.44	s 10.06	s 10.38	10.45	s 11.17	11.26	11.56	12.16	s 12.26	12.41
East Lynn												(e) 12.28	
Lynn	s 9.06	s 9.17	s 9.35	s 9.47	s 10.10	s 10.42	s 10.48	s 11.20	s 11.30	s 11.59	s 12.19	s 12.30	s 12.44
West Lynn													
Revere	9.12	9.23	9.41	9.53	10.16	10.48	10.54	11.26	11.36	12.05	12.25	12.36	12.50
Forbes										M			
Chelsea	9.14	9.25	9.43	9.55	s 10.19	10.50	10.56	s 11.30	11.38	M 12.07	12.27	(e) 12.38	12.52
East Everett													
Everett										(e) 12.09		(e) 12.40	
Everett Junction	9.17	9.28	9.46	9.58	10.23	10.53	10.59	11.34	11.41	12.10	12.30	12.41	12.55
East Somerville	9.19	9.30	9.48	10.00	10.25	10.55	11.01	11.36	11.43	12.12	12.32	12.43	12.57
Boston	A 9.23	A 9.34	A 9.52	A 10.04	A 10.29	A 10.59	A 11.05	A 11.40	A 11.47	A 12.16	A 12.36	A 12.47	A 1.01
	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM

No. 3601 will leave from westward main track at Portsmouth at 8.12 A.M.

- (e) Stops Saturdays to leave passengers on notice to Conductor.
- M Stops Saturdays only.
- No. 2518 Saturdays due Boston 12.22 P.M.
- No. 228 Saturdays only will start from United Shoe Machine Co. 12.11 P.M. and due Boston 12.52 P.M.
- ⊕ Does not handle baggage.
- H Will not run October 12, November 11, November 28, December 25, January 1, February 22, April 19.

INWARD TRAINS VIA EASTERN ROUTE (WESTWARD). — FIRST-CLASS.

STATIONS.	2214	2520	2560	2526	Ⓜ ^H 230	2216	236	2410	Ⓜ ^H 2606	2528	2010	2218	238
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Daily	Sun. only	Ex. Sun.	Ex. Sun.
	Marb'h'd	Rockport	Rockport	Rockport	Newb'port	Marb'h'd	P'tism'oth	Danvers	Essex	Rockport	Newb'port	M'head	Newb'port
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Portland, Union Sta. P. T. Tower One													
Oak Hill													
West Scarboro													
Saco (E.)													
Biddeford (E.)													
A. R. Tower													
Days Siding													
West Kennebunk													
Chicks													
Highpine													
North Berwick													
Agamenticus													
Jewett													
Ellot													
Kittery Junction													
Portsmouth								L 1.23					
Emery								1.25					
Breakfast Hill													
North Hampton								f 1.33					
Hampton								s 1.37					
Hampton Falls													
Seabrook								f 1.42 ²¹⁷					
Atlantic													
Salisbury								1.47					
Newburyport					L 1.30			s 1.55			L 3.19		L 3.38
Rowley					s 1.39			2.02			f 3.28		f 3.47
Ipswich					s 1.45			s 2.07			s 3.34		s 3.52
Hamilton & Wenham					s 1.53			s 2.14		s 2.41	s 3.41		s 4.00
North Beverly					s 1.57			2.17		s 2.53	s 3.45		s 4.04
Beverly		s 12.59	s 1.51	s 1.53	s 2.02			s 2.22		s 2.58	s 3.12	s 3.50	s 4.10
Salem		s 1.05	s 1.56	s 1.59	s 2.07			s 2.27	s 2.49	A 3.04	s 3.18	s 3.55	s 4.15
Swampscott		s 12.53	s 1.11	s 2.02	s 2.05	2.12	s 2.28	2.32	2.55		3.23	s 4.01	s 4.12
East Lynn													
Lynn		s 12.57	s 1.14	s 2.06	s 2.09	s 2.16	A 2.31	s 2.36	s 2.58		s 3.26	s 4.04	A 4.15
West Lynn													
Revere		1.03	1.20	2.12	2.15	2.22		2.42	3.04		3.32	4.10	
Forbes													
Chelsea		1.05	1.22	2.14	2.17	2.24		2.44	3.06		3.34	4.12	s 4.34
East Everett													
Everett													
Everett Junction		1.08	1.25	2.17	2.20	2.27		2.47	3.09		3.37	4.15	4.38
East Somerville		1.10	1.27	2.19	2.22	2.29		2.49	3.11		3.39	4.17	4.40
Boston		A 1.14	A 1.31	A 2.23	A 2.26	A 2.33		A 2.53	A 3.15		A 3.43	A 4.21	A 4.44
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Ⓜ Does not carry baggage.
 H Does not run October 12, November 11, November 28, December 25,
 January 1, February 22, April 19.

24 INWARD TRAINS VIA EASTERN ROUTE (WESTWARD). — FIRST-CLASS. PORTLAND AND TERMINAL DIVISIONS

STATIONS.	2534	2564	⊕2220	⊕242	2536	2012	2418	2018	246	12	1042	2420	2222	
	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	
	Rockport	Rockport	M'head	U.S.M.Ws.	Rockport	Hamilton	Danvers	Portsm'th	Portsm'th	Portland	Portland	Danvers	Marb'h'd	
Portland, Union Sta. P. T. Tower One	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Oak Hill West Scarborough Saco (E.)										L 5.15 5.22	L 5.40 5.47			
Biddeford (E.) A. R. Tower Days Siding West Kennebunk										5.35	6.00			
Chicks Highpine North Berwick Agamenticus Jewett										5.52	6.17			
Ellot Kittery Junction Portsmouth Emery Breakfast Hill								L 5.12 5.14 5.20	L 5.08 5.10					
North Hampton Hampton Hampton Falls Seabrook Atlantic								f 5.24 s 5.28	s 5.21 s 5.26					
Salisbury Newburyport Rowley Ipswich Hamilton & Wenham						L 5.34		5.39 s 5.43 s 5.52 s 5.58 s 6.06	5.37 s 5.48 ²⁴¹ s 5.56 s 6.02 s 6.10					
North Beverly Beverly Salem Swampscott East Lynn						s 5.38 s 5.43 s 5.48 s 5.54	A 6.00	s 6.10 s 6.15 s 6.20 s 6.26	f 6.14 s 6.19 s 6.25 s 6.31			A 6.47	s 7.08 s 7.10	
Lynn West Lynn Revere Forbes Chelsea						s 4.46 s 4.59 4.52 (v)4.53 e 4.56	s 4.56 s 5.07 5.05 5.07	s 5.11 s 5.35 5.18 f 5.20 s 5.23	s 5.35 s 5.48 5.41 5.43 s 5.45	s 5.54 s 5.57 6.01 6.03 6.03 6.05	s 5.57 s 5.57 6.03 6.05	s 6.30 s 6.37 6.36 6.43 6.38 s 6.46	s 6.37 s 6.37 6.43 6.46	
East Everett Everett Everett Junction East Somerville Boston						e 5.00 5.01 5.03 A 5.07	s 5.27 5.28 5.30 A 5.34	s 5.48 5.49 5.51 A 5.55	6.06 6.08 6.08 A 6.12	6.08 6.10 6.10 A 6.14	6.41 6.43 6.43 A 6.47	6.54 6.56 6.56 A 7.00		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	

No. 235 is superior to No. 246 Newburyport to Emery.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.

⊕ Does not handle baggage.

No. 242 will start from United Shoe Machinery Co. 5.15 P.M.

e Stops to leave passengers on notice to conductor, except Saturdays.

(v) Stops on signal to take passengers, except Saturdays.

No. 246 picks up Express car at Chelsea.

No. 3605 will leave from westward main track at Portsmouth at 5.12 P.M.

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

(W)

INWARD TRAINS VIA EASTERN ROUTE (WESTWARD). — FIRST-CLASS.

**PORTLAND AND
TERMINAL DIVISIONS 25**

STATIONS.	2538	2566	248	2568	250	2024	2226	2544	2570	⊕16	×256	2228	2546
	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Rockport	Rockport	Beverly	Rockport	Portland	Portsm'th	Marb'h'd	Rockport	Rockport	Portland	Ry. Exp.	Marb'h'd	Rockport
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
<i>Portland, Union Sta. P. T. Tower One</i>					L 5.30 5.37					L 8.40 8.46	L 8.45 8.55		
Oak Hill													
West Scarborough													
Saco (E.)													
Biddeford (E.)										8.58	9.12		
A. R. Tower													
Days Siding													
West Kennebunk													
Chicks													
Highpine													
North Berwick										9.14	9.36		
Agamenticus													
Jewett													
Ellot													
Kittery Junction													
Portsmouth					s 7.29	L 7.40							
Emery					7.31²⁵¹	7.42							
Breakfast Hill													
North Hampton					7.41	s 7.51							
Hampton					s 7.45	s 7.56							
Hampton Falls													
Seabrook					7.48	f 8.02							
Atlantic													
Salisbury					7.52	8.07							
Newburyport					s 7.55 8.00	s 8.11 ²⁵¹							
Rowley					f 8.08	8.18							
Ipswich					s 8.13	s 8.23							
Hamilton & Wenham					s 8.20	s 8.31							
North Beverly						f 8.35							
Beverly	s 7.01	s 7.02	L 7.23	s 8.18	s 8.27	s 8.40		s 9.14	s 10.16				s 10.51
Salem	s 7.09	s 7.07	s 7.29	s 8.23	s 8.33	s 8.45		s 9.19	s 10.21				s 10.56
Swampscott	s 7.15	s 7.12	s 7.36	8.28	8.38	s 8.51	s 9.20	s 9.24	s 10.27			s 10.57	s 11.01
East Lynn													
Lynn	s 7.21	s 7.15	s 7.43	s 8.31	s 8.42	s 8.55	A 9.23	s 9.28	s 10.31			A 11.00	s 11.04
West Lynn													
Revere	7.27	7.21	7.49	8.37	8.48	9.01		9.34	10.37				11.11
Forbes													
Chelsea	7.29	7.23	7.51	e 8.39	8.50	9.03		9.36	e 10.40				s 11.14
East Everett													
Everett	7.31												
Everett Junction	7.32	7.26	7.54	8.42	8.53	9.06		9.39	10.43				11.18
East Somerville	7.34	7.28	7.56	8.44	8.55	9.08		9.41	10.45				11.20
Boston	A 7.38	A 7.32	A 8.00	A 8.48	A 8.59	A 9.12		A 9.45	A 10.49				A 11.24
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

No. 251 is superior to No. 250 Newburyport to Emery.

- e Stop to leave passengers on notice to conductor.
- H Will not run October 12, November 11, November 28, December 25, January 1, February 22, April 19.
- ⊕ Does not handle baggage.
- × Does not carry passengers.

OUTWARD TRAIN (EASTWARD). — FIRST-CLASS.

Miles from Worcester	STATIONS.	81	83	×500	805	H813	×5000	8111	8159	H3105	H3107	H3109	H3111	H3117	3159
		Ex. Sun.	Sun. only	Ex. Sun. and Mon.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only
		S. of Me.	S. of Me.	Ry. Exp.	Lowell	D. H. Eq.	Ry. Exp.	Peterboro	Peterboro	Clinton	Lancaster	Lancaster	Clinton	Clinton	Clinton
		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
	Worcester TNXL	2.32	L 3.25	L 5.00	L 6.35		L 8.00	L 9.05	L 9.15						
.76	Lincoln Sq. X		3.27	5.03	s 6.38		8.03	s 9.08	s 9.18						
1.13	Garden St. Yard TWNX														
2.92	Barber TNX	2.39	3.31	5.09	s 6.44		8.09	9.13	9.23						
4.61	Summit T														
8.76	West Boylston T				s 6.53										
10.16	Oakdale TW				s 6.56		8.21								
11.90	Sterling Jct. T				s 7.00										
14.93	Clinton Jct. T				7.04										
15.82	East Switch T				s 7.07					2.25	2.56	6.02	6.33	7.05	L10.45
16.76	Clinton TWD	2.57	3.49	5.28	s 7.16	L 7.44	s 8.32			s 2.28	s 3.01	s 6.05	s 6.36	s 7.08	s10.48
17.46	Clinton Eng. House T									A 2.30			A 6.38	A 7.10	A10.50
18.09	Thayer D				s 7.19	7.50					e 3.04	s 6.08			
19.19	Lancaster TD	3.00	3.52		s 7.22	A 7.53	8.35				A 3.07	A 6.11			
23.19	Still River T				f 7.28										
25.39	Harvard T				s 7.31										
28.01	Ayer TWNX	s 3.16	s 4.12	A 5.43	s 7.37		A 8.50								
31.54	Groton D														
36.18	Pepperell TD														
39.69	Hollis T														
45.16	Nashua, Main St. X														
45.86	Nashua, U Sta. TWNX														
30.54	Willows T														
33.82	Forge Village T	3.26	4.22		s 7.58										
35.09	Graniteville T				s 8.01										
36.92	Westford T	3.30	4.26		s 8.04										
38.44	Brookside T				s 8.07										
39.14	W. Chelmsford T				s 8.09										
41.20	N. Chelmsford N	3.36	4.32		s 8.14										
	Middlesex WX														
44.20	Lowell NX	s 3.42	s 4.46		A 8.20										
45.09	Bleachery WNX	3.55	4.49												
47.34	Wamesit TX														
49.22	Tewksbury														
52.73	Lowell Jct. TN	4.08	5.00												
		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM

e Stops to leave passengers on notice to Conductor.
 × Does not carry passengers.
 H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.

SIDING CAPACITY

Ayer
 Graniteville Yard
 Lowell Middle 96 cars
 Groton Yard
 6

INWARD TRAINS (WESTWARD). — FIRST-CLASS.

Miles from Lowell Junction	STATIONS.	H3100	H3104	H806	H3106		H3112	H850	8118	H 852	836	3160	8164	× 521	82	
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Daily	
		Clinton	Clinton	D. H. Eq.	Lancaster		Clinton	Clinton	Peterboro	D. H. Eq.	Worcester	Clinton	Peterboro	Ry. Exp.	S. of Me.	
	Lowell Jct. T N	AM	AM	AM	AM		AM	PM	PM	PM	PM	PM	PM	PM	PM	11.43
3.51	Tewksbury															
5.39	Wamest T X															
7.64	Bleachery W N X															11.55
8.53	Lowell N X										L 5.47					11.58
	Middlesex W X															12.10
11.53	N. Chelmsford N										S 5.53					12.16
13.59	W. Chelmsford T										S 5.57					
14.29	Brookside T										S 5.59					
15.81	Westford T										S 6.02					
17.64	Graniteville T										S 6.06					12.26
18.91	Forge Village T										S 6.10					
22.19	Willows T															
	Nashua U. Sta. T W N X															
From Nashua .70	Nashua M. St. X															
6.17	Hollis T															
9.68	Pepperell T D															
14.32	Groton D															
L24.72 N17.85	Ayer T W N X															
27.34	Harvard T										S 6.18 S 6.24					L10.55
29.54	Still River T										S 6.29 E 6.32					11.00
33.54	Lancaster T D										L 6.16					11.07
34.64	Thayer D										S 6.38 S 6.41					12.58
35.27	Clinton Eng. House T	L 6.15	L 7.08	L 7.35	L 8.00		L 9.35	A 3.19			A 6.22					
35.97	Clinton T W D	S 6.20	S 7.15	A 7.37	S 8.06		S 9.43					L 7.20				
36.91	East Switch T	6.22	7.18		8.08		9.45					S 6.42 S 6.44 S 6.54	L 7.26 A 7.29			11.10
37.80	Clinton Jct. T															1.01
40.83	Sterling Jct. T															
42.57	Oakdale T W															
43.97	West Boylston T															
48.12	Summit T															
49.81	Barber T N X															
51.60	Garden St. Y'd T W N X															
51.97	Lincoln Square X															
52.73	Worcester T N X															
		AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM

e Stops to leave passengers on notice to Conductor.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.

× Does not carry passengers.

OUTWARD TRAINS (NORTHWARD).—FIRST-CLASS.

INWARD TRAINS (SOUTHWARD).—FIRST-CLASS.

Miles from Boston	STATIONS.	H1105	H1107	H1109	H1115	H1117
		Ex. Sun.	Ex. Sun.	Sat. Only	Ex. Sat. and Sun.	Ex. Sat. and Sun.
		AM	AM	PM	PM	PM
	Boston T W N X	L 7.11	L 7.50	L 1.40	L 5.23	L 5.56
3.38	Medford June. T	7.18	7.58	1.49	5.31	6.06
4.23	Glenwood	7.21	8.00	1.51	5.34	6.08
4.61	Park Street	7.23	8.02	1.53	5.37	6.10
5.10	Medford	A 7.25	A 8.04	A 1.55	A 5.39	A 6.12
		AM	AM	PM	PM	PM

STATIONS.	H1104	H1106	H1108	H1114	H1116
	Ex. Sun.	Ex. Sun.	Sat. Only	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	AM	AM	PM	PM	PM
Medford	L 7.41	L 8.15	L 2.24	L 5.50	L 6.25
Park Street	S 7.43	S 8.17	S 2.26	S 5.52	S 6.27
Glenwood	S 7.45	S 8.19	S 2.28	S 5.54	S 6.28
Medford June. T	7.47	8.21	2.30	5.56	6.30
Boston T W N X	A 7.56	A 8.30	A 2.39	A 6.05	
	AM	AM	PM	PM	PM

Outward first-class trains are superior to Inward first-class trains, Medford Junction to Medford.

MANCHESTER & LAWRENCE BRANCH.

OUTWARD TRAINS (NORTHWARD)—FIRST-CLASS.

INWARD TRAINS (SOUTHWARD)—FIRST-CLASS

READ DOWN

Miles from Boston.	Passing Sidings. Capacity Cars.	1557	1511	H1501
		Sun. only	Ex. Sun.	Ex. Sun. D. H. Eq.
		PM	PM	AM
		L 6.00	L 6.01	L 6.59
26.04		S 6.09	S 6.10	A 7.06
28.45	26			
29.82				
32.55	75		6.17	
32.97	30	S 6.19	S 6.20	
34.78	22	S 6.24	S 6.25	
38.84	20	S 6.33	S 6.34	
42.00	34	S 6.42	S 6.43	
47.11	28	f 6.52	S 6.53	
53.21		A 7.03	A 7.04	
		PM	PM	AM
		1023-1040	151-168	

STATIONS.

Boston T W N X

Lawrence T W N X
Methuen D
Hampshire Road
Rockingham Park
Salem, N. H. D
Canoble Lake
Windham
Derry D
Londonderry

Manchester W N X

Connects with Number 116

READ UP

H1500	1502	1556
Ex. Sun.	Ex. Sun.	Sun. only
AM	AM	PM
A 7.16	A 7.45	A 9.36
D L 7.08	S 7.37	S 8.36
	S 7.29	S 8.27
	S 7.24	S 8.22
	S 7.17	S 8.14
	S 7.10	S 8.07
	S 6.53	f 7.57
	L 6.40	L 7.45
AM	AM	PM
116	2907-124	

No. 1501 is superior to No. 1500.
No. 1557 is superior to No. 1556.
H Does not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, and April 19.
November 28, December 25, January 1, February 22, April 19.
X Does not carry passengers.

NEWBURYPORT BRANCH.

OUTWARD TRAINS (EASTWARD). — FIRST-CLASS.

INWARD TRAINS (WESTWARD).—FIRST-CLASS.

Miles from Boston	Passing Sidings. Capacity Cars.	STATIONS.	H1301	H1305	H1307	H1311	1315	H1317
			Ex. Sun.	Ex. Sun.	Sat. Only	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.
			Wakefield Center	Wakefield Center	Newb'yp't	Newb'yp't	Newb'yp't	Wakefield Center
			AM	AM	PM	PM	PM	PM
		Boston T W N X	L 6.22	L 7.25	L 1.20	L 4.58	L 5.28	L 5.38
9.38	PORTLAND DIV. TERMINAL DIV.	Wakef'd Je. DX	S 7.31 ¹³⁰⁰	7.49 ¹³⁰⁴	S 1.39	S 5.20	S 5.47	S 6.03
9.85		Wakef'd Ctr. X	A 7.35	A 7.57	S 1.44	S 5.25	S 5.52	A 6.07 ¹³¹⁰
10.91		Lowell Street			S 1.47	S 5.28	S 5.55	
12.53		Lynnfield Ctr.			S 1.51	S 5.32	S 5.59	
15.42		W. Peabody			S 1.58	S 5.39	S 6.06	
17.50		Collins Street			S 2.03	S 5.44	S 6.11	
17.98		Tapleyville			S 2.05	S 5.46	S 6.13	
18.53		Danvers W D			S 2.09	S 5.50	S 6.17	
20.11		Putnamville			S 2.13	S 5.54	S 6.21	
24.12		Topsfield			S 2.22	S 6.03	S 6.28	
27.17		East Boxford			S 2.29	S 6.10	S 6.35	
29.60		Baldpate			S 2.35	S 6.16	S 6.41	
30.82		Georgetown DX			S 2.38	S 6.19	S 6.45	
34.22		Byfield			S 2.47	S 6.28	S 6.54	
39.72	Newburyport TW N X			A 2.58	A 6.39	A 7.05		
			AM	AM	PM	PM	PM	PM

H1300	H1304	H1306	1308	H1310
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
Newb'yp't	Wakefield Center	Wakefield Center	Newb'yp't	Wakefield Center
AM	AM	AM	AM	PM
L 6.01			L 7.05	
S 6.12			S 7.16	
S 6.21			S 7.24	
S 6.24			S 7.27	
S 6.30			S 7.33	
S 6.37			S 7.40	
S 6.46			S 7.49	
S 6.50			S 7.54	
S 6.52			S 7.56	
S 6.54			S 7.58	
S 6.59			S 8.02	
S 7.05			S 8.08	
S 7.09			S 8.12	
S 7.12	L 7.43	L 8.05	S 8.15	L 6.10 ¹³¹⁷
S 7.18 ¹³⁰¹	S 7.46 ¹³⁰⁵	S 8.09	S 8.18	S 6.13 ¹³¹⁷
A 7.43	A 8.09	A 8.33	A 8.36	A 6.59
AM	AM	AM	AM	PM

⊕ Does not handle baggage. × Does not carry passengers.
H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, and April 19.
⊙ Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1 and Feb. 22.

No. 1301 is superior to No. 1304.
No. 1305 is superior to No. 1306.
No. 1317 is superior to No. 1310.

NASHUA AND P. T. LIMIT.

OUTWARD EASTWARD READ DOWN
 PORTLAND DIVISION
 INWARD WESTWARD READ UP

Miles from Nashua	Passing Sidings, Capacity Cars.	STATIONS.
2.42		Nashua Un. Sta. TWNX
23.73		Hudson X
28.17		Fremont WX
46.32		Epping DX
		West Gonle
48.45		Rochester TWD X
51.02	35	Rindgemere
57.92		Eastwood
64.72	30	S'frd & Sp'ng'le TW
68.60		Alfred
72.93		Waterboro
76.00		Wescott
81.08		Bradbury
83.23		Bar Mills
85.70		Buxton
90.77		Gorham T
93.62		P. T. Limit
101.14		Portland TW N

All trains using the Portland Terminal Company will be governed by rules, regulations and time table of the Portland Terminal Company.

All trackage has been retired between West Gonle and Epping, and between Fremont and Hudson.

GEORGETOWN BRANCH.

OUTWARD EASTWARD READ DOWN
 PORTLAND DIVISION
 INWARD WESTWARD READ UP

Miles from Haverhill	Passing Sidings, Capacity Cars.	STATIONS.
.40		Haverhill W N X
1.06		Bradford T X
1.94		Haverhill Bridge X
2.31		Haverhill Paper Mills X
		Island Park X
3.50		Groveland
6.48		Georgetown D X

(Bridge 34.03 (Old 176) 1/2 mi. west of Groveland, no cars or engines should be allowed to pass over this structure.)

WOLFEBORO BRANCH.

OUTWARD NORTHWARD READ DOWN
 PORTLAND DIVISION
 INWARD SOUTHWARD READ UP

Miles from Sanbornville	STATIONS.
1.94	Sanbornville WDX
5.77	Brookfield
8.80	Cotton Valley
11.50	Fernald
11.98	Wolfeforo Falls X
	Wolfeforo D X

LAKEPORT BRANCH. 29

OUTWARD NORTHWARD READ DOWN
 PORTLAND DIVISION
 INWARD SOUTHWARD READ UP

Miles from Dover	Passing Sidings, Capacity Cars.	STATIONS.
4.35		Dover T W N X
5.93		Cocheco
7.86	34	Pickering
9.92		Gonic D
		Rochester T W D X
17.52	17	Farmington D
23.10	11	New Durham
26.50		Alton D

SALEM BRANCH.

OUTWARD NORTHWARD READ DOWN
 TERMINAL DIVISION
 INWARD SOUTHWARD READ UP

Miles from Salem	Passing Sidings, Capacity Cars.	STATIONS.
0.46		Salem T W N X
0.85		North Street X
1.99		Carltonville X
3.71		Peabody D X
		Proctor
5.54		West Peabody
6.26		Phelps Mills
8.57		South Middleton

PORTSMOUTH BRANCH.

OUTWARD TRAINS (NORTHWARD).
 READ DOWN

PORTLAND DIVISION
 FIRST-CLASS.

INWARD TRAINS (SOUTHWARD).
 READ UP

Miles from Portsmouth	Passing Sidings, Capacity Cars.	STATIONS.				STATIONS.	STATIONS.						
		21	3607	3605	3601		22	3600	3604	250			
		Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.			
		Portland	D. H. Eq.	Manch'ter	Manch'ter	Portland	Portsm'th	Portsm'th	Portland				
		PM	PM	PM	AM	AM	AM	PM	PM				
3.92	31	L 8.45	L 6.25 ³⁶⁰⁴	L 5.12	L 8.12	A 3.45	A 9.32	A 6.22 ³⁶⁰⁷	A 7.23				
6.39		8.52	6.32	s 5.21	s 8.21	3.38	s 9.20	s 6.09	7.16				
7.97				f 5.25			f 9.15	6.04					
9.94	24			s 5.29	f 8.29		s 9.10	s 6.00					
				s 5.55 ³⁶⁰⁴	s 8.35 ³⁶⁰⁰	3.16	s 8.45	s 5.53 ³⁶⁰⁵	7.05				
13.36				f 6.01	9.05		f 8.37	5.25					
14.38				6.03	9.07		8.34	5.22					
17.24				s 6.10	s 9.13		s 8.28	s 5.19					
19.53				f 6.14	f 9.17		s 8.21	s 5.11					
22.90	17			s 6.22	s 9.25		s 8.14	s 5.07					
24.76													
26.81	10			f 6.29	f 9.34		8.09						
29.06				s 6.34	s 9.39		s 8.05	s 5.00					
32.82	20			f 6.41	f 9.46		s 8.00	s 4.53					
34.36				6.44	9.49		s 7.50	s 4.45					
							7.47	4.40					
35.37	20			f 6.46	9.51			7.45	f 4.38				
38.37				s 6.52	s 9.57			s 7.39	s 4.32				
40.39				A 6.59	A 10.04			L 7.32	L 4.26				
		PM	PM	PM	AM		AM	AM	PM	PM			

No. 3605 is superior to No. 3604 Portsmouth to Rockingham.

Train Nos. 3601 and 3605 will leave from westward main track at Portsmouth.

No. 3601 is superior to No. 3600 Portsmouth to North Switch of passing siding Rockingham and will set off on Spur track North of Station for No. 3600.

No. 3607 is superior to No. 250 Portsmouth to Rockingham.

OUTWARD TRAINS (EASTWARD). — FIRST-CLASS.

INWARD TRAINS (WESTWARD). — FIRST CLASS.

Miles from Boston	STATIONS.	⊕ H	⊕ H	⊕ H	⊕ H	⊕ H	⊕ H	STATIONS.	H	⊕ H	H	
		2105	2107	2109	2113	2119	2117		2106	2110	2112	
		Sat. only	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	
		Lynn	Lynn	Lynn	Lynn	Lynn	Lynn		Lynn	Lynn	Lynn	
		PM	PM	PM	PM	PM	PM	AM	AM	AM		
	Boston W N X	L 1.17	L 2.13	L 5.12	L 5.37	L 6.10	L 6.30	Lynn	L 6.47	L 7.23	L 7.58	
1.48	East Somerville WX	1.21	2.17	5.16	5.41	6.14	6.34	West Lynn	6.50	7.25	8.00	
2.75	Everett Jct. T X	1.23	2.19	5.18	5.43	6.16	6.36	Lynn Common	s 6.52	s 7.27	s 8.02	
3.15	West Street	1.24			s 5.45	s 6.18	s 6.38	Raddin	s 6.54	s 7.29	s 8.04	
3.65	West Everett	s 1.26	s 2.22	s 5.21	s 5.46	s 6.20	s 6.40	East Saugus	s 6.56	s 7.32	s 8.06	
4.14	Bell Rock	s 1.28	s 2.24	s 5.23	s 5.48	s 6.22	s 6.42	Saugus	s 6.59	s 7.34	s 8.09	
4.92	Malden (E.)	s 1.30	s 2.27	s 5.26	s 5.51	s 6.24	s 6.44	Pleasant Hill	s 7.01	s 7.37	s 8.12	
5.44	Faulkner	s 1.32	s 2.29	s 5.28	s 5.53	s 6.26	s 6.46	Cliftondale	s 7.03	s 7.39	s 8.14	
5.98	Maplewood	s 1.34	s 2.31	s 5.30	s 5.56	s 6.28	s 6.48	Franklin Park	s 7.05	s 7.41	s 8.16	
6.32	Broadway	1.35	2.32	s 5.32	s 5.58	s 6.30	s 6.50	Linden	s 7.08	s 7.44	s 8.18	
7.07	Linden W	s 1.37	s 2.35	s 5.35	s 6.01	s 6.33	s 6.53	Broadway	s 7.10	s 7.46	s 8.20	
7.93	Franklin Park	s 1.40	s 2.38	s 5.38	s 6.03	s 6.35	s 6.55	Maplewood	s 7.12	s 7.48	s 8.22	
8.44	Cliftondale	s 1.42	s 2.40	s 5.40	s 6.06	s 6.37	s 6.57	Faulkner	s 7.14	s 7.50	s 8.24	
8.93	Pleasant Hill	s 1.44	s 2.42	s 5.42	s 6.08	s 6.39	s 6.59	Malden (E.)	s 7.16	s 7.52	s 8.26	
9.59	Saugus	s 1.47	s 2.45	s 5.45	s 6.11	s 6.42	s 7.02	Bell Rock	s 7.18	s 7.55	s 8.28	
10.62	East Saugus	s 1.50	s 2.48	s 5.48	s 6.14	s 6.45	s 7.05	West Everett	s 7.20	s 7.57	s 8.30	
11.16	Raddin X	s 1.53	s 2.51	s 5.51	s 6.16	s 6.48	s 7.08	West Street	s 7.22	s 7.59	s 8.33	
11.79	Lynn Common X	s 1.55	s 2.53	s 5.54	s 6.19	s 6.50	s 7.10	Everett Junction	7.23	8.00	8.34	
12.55	West Lynn T W X	1.57	2.55	5.58	6.22	6.52	7.12	East Somerville	7.25	8.02	8.36	
13.49	Lynn T W N X	A 2.00	A 2.58	A 6.03	A 6.25	A 6.55	A 7.15	Boston	A 7.29	A 8.06	A 8.40	
		PM	PM	PM	PM	PM	PM		AM	AM	AM	

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19. ⊕ Does not handle baggage.

DANVERS BRANCH. OUTWARD TRAINS (EASTWARD). — FIRST-CLASS.

Miles from Salem	STATIONS.	H	H	H	H	H	H	H	H	
		2401	2403	2405	2407	2409	2413	2415	2417	
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
		Danvers	Danvers	Danvers	Danvers	Danvers	Danvers	Danvers	Danvers	
		AM	AM	AM	PM	PM	PM	PM		
	Boston T N W X				L 12.06	L 1.00	L 4.18	L 5.19		
.46	Salem T N W X	L 5.45	L 6.43	L 8.02	s 12.48	s 1.32	s 4.47	s 5.48	L 6.40	
.85	North Street	X 5.46	6.44	8.03	s 12.49	1.33	4.48	s 5.49	6.41	
1.99	Carltonville	X 5.47	6.45	8.04	s 12.51	1.34	f 4.49	s 5.51	6.42	
	Peabody D X	s 5.52	s 6.50	s 8.08	s 12.59	s 1.40	s 4.56	s 5.57 ²⁴¹⁸	s 6.48	
3.86	Danversport	s 5.57	s 6.56	8.12	s 1.04	s 1.45	s 5.02	s 6.03	s 6.53	
5.09	Danvers W D	A 6.03	A 7.00	A 8.17	A 1.09	A 1.50	A 5.06	A 6.09	A 6.58	
	<i>Connects with Number</i>	AM	AM	AM	PM	PM	PM	PM	PM	
			2501	2505					251	

⊕ Does not handle baggage.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.

INWARD TRAINS (WESTWARD). — FIRST-CLASS.

Miles from Danvers	STATIONS.	H	H	⊕	H	H	H	H	
		2400	2404	2406	2408	2410	2418	2420	
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
		Danvers	Danvers	Danvers	Danvers	Danvers	Danvers	Danvers	
		AM	AM	AM	AM	PM	PM	PM	
1.23	Danvers	L 6.12	L 7.10	L 7.35	L 8.35	L 2.30	L 5.38	L 6.30	
3.10	Danversport	s 6.15	s 7.13	s 7.38	s 8.38	s 2.33	s 5.41	s 6.33	
	Peabody	s 6.22	s 7.21	s 7.47	s 8.45	s 2.41	s 5.53 ²⁴¹⁸	s 6.41	
4.24	Carltonville	f 6.26	f 7.25	7.50	8.47	2.44	5.57	6.44	
4.63	North Street	6.29	7.26	s 7.53	8.48	2.46	5.58	6.45	
5.09	Salem	A 6.32	s 7.29	s 7.56	A 8.50	s 2.49	A 6.00	A 6.47	
	Boston		A 8.02	A 8.35		A 3.15			
	<i>Connects with Number</i>	AM	AM	AM	AM	PM	PM	PM	
		2500 & 2501			2510	246	2541 & 2538		

(W)

Nos. 2400, 2413, 2404 and 2406 will make "f" stop at Grove Street, Salem (first street east of Carltonville). No. 2401 is superior to No. 2400. No. 2403 is superior to No. 2406. No. 2405 is superior to No. 2408.

OUTWARD TRAINS (EASTWARD). — FIRST-CLASS.

Miles from Swampscott	STATIONS.	2229	H2201	H2203	2205	2209	2207	⊕H2211	2215	2217	⊕H2219	2221	H2223	2225	2227
		Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Sat. only	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
	Boston T W N X				L 11.25		L 12.35	L 1.20		L 4.00	L 5.00	L 5.22	L 5.54		
1.51	Swampscott T X	s 12.21	s 6.20	s 9.25	s 11.49	s 12.54	s 12.56	s 1.44	s 3.09	s 4.22	s 5.22	s 5.45	s 6.18	s 8.20	s 10.14
2.03	Phillips Beach	s 12.25	s 6.24	s 9.29	s 11.53	s 12.58	s 1.01	s 1.48	s 3.13	s 4.26	s 5.26	s 5.50	s 6.23	s 8.24	s 10.18
2.49	Beach Bluff	s 12.27	s 6.26	s 9.31	s 11.55	s 1.00	s 1.03	s 1.50	s 3.15	s 4.28	s 5.29	s 5.53	s 6.26	s 8.26	s 10.20
3.59	Clifton	s 12.29	s 6.28	s 9.33	s 11.57	s 1.02	s 1.05	s 1.52	s 3.17	s 4.30	s 5.32	s 5.56	s 6.28	s 8.28	s 10.22
4.41	Devereux	s 12.32	s 6.31	s 9.36	s 12.00	s 1.05	s 1.08	s 1.55	s 3.20	s 4.33	s 5.35	s 5.59	s 6.31	s 8.31	s 10.25
	Marblehead WDX	A 12.36	A 6.34	A 9.39	A 12.03	A 1.08	A 1.11	A 1.58	A 3.23	A 4.36	A 5.38	A 6.02	A 6.34	A 8.34	A 10.28
	Connects with Number	A M 269	A M 2501	A M 209	P M	P M 217	P M	P M	P M 2527	P M	P M	P M	P M	P M 2545	P M 2547

INWARD TRAINS (WESTWARD). — FIRST-CLASS.

Miles from Marblehead	STATIONS.	H2200	⊕H2204	2206	⊕H2208	2210	2214	2216	2218	⊕H2220	2222	2226	2228	
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
.82	Marblehead	L 6.52	L 7.32	L 8.00	L 8.29	L 9.52	L 12.39	L 2.14	L 3.58	L 4.53	L 6.54	L 9.06	L 10.43	
1.92	Devereux	s 6.55	s 7.35	s 8.03	s 8.32	s 9.55	s 12.42	s 2.17	s 4.01	s 4.56	s 6.57	s 9.09	s 10.46	
2.38	Clifton	s 6.58	s 7.38	s 8.06	s 8.35	s 9.58	s 12.45	s 2.20	s 4.04	s 4.59	s 7.00	s 9.12	s 10.49	
2.90	Beach Bluff	s 7.00	s 7.41	s 8.09	s 8.37	s 10.00	s 12.47	s 2.22	s 4.06	s 5.01	s 7.02	s 9.14	s 10.51	
2.90	Phillips Beach	s 7.02	s 7.43	s 8.11	s 8.39	s 10.02	s 12.49	s 2.24	s 4.08	s 5.03	s 7.04	s 9.16	s 10.53	
4.41	Swampscott	s 7.06	s 7.48	s 8.17	s 8.43	s 10.06	s 12.53	s 2.28	s 4.12	s 5.07	s 7.08	s 9.20	s 10.57	
	Boston		A 8.09	A 8.38	A 9.04	A 10.29	A 1.14			A 5.34				
	Connects with Number	A M 208	A M	A M	A M	A M	P M 236	P M 238		P M	P M 2538	P M 2544	P M 2546	

All Swampscott Branch trains will run in their regular order as given in time-table, and will wait at Swampscott and Marblehead until the arrival of trains in opposite direction that are due at or before its schedule leaving time.
 Equipment of Swampscott Branch trains will turn on the "Y" at Marblehead, and extra trains will keep clear.
 e Stops to leave passengers on notice to conductor.
 Swampscott Branch Trains will enter and leave Marblehead Station via the Swampscott Branch track.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊕ Does not handle baggage.

MARBLEHEAD BRANCH.

OUTWARD TRAINS (EASTWARD).
FIRST-CLASS.

Miles from Salem	STATIONS.	H2303
		Ex. Sun.
		A M
.73	Salem T W N X	L 7.35
	Castle Hill T X	7.37
1.28	Loring Avenue X	7.39
1.81	Forest River	7.41
3.52	Marblehead WDX	A 7.47
	Connects with Number	A M

INWARD TRAINS (WESTWARD).
FIRST-CLASS.

STATIONS.	H2306
	Ex. Sun.
	P M
Marblehead	L 6.25
Forest River	6.29
Loring Avenue	6.31
Castle Hill	6.33
Salem	A 6.38
Connects with Number	P M

All Marblehead Branch trains will run in their regular order as given in time-table, and will wait at Salem and Marblehead until the arrival of trains in opposite direction that are due at or before its schedule leaving time.
 Equipment of Swampscott Branch trains will turn on the "Y" at Marblehead, and extra trains will keep clear.
 H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊕ Does not handle baggage.
 Marblehead Branch trains will enter and leave Marblehead Station via the Marblehead Branch track.

OUTWARD TRAINS (EASTWARD).—FIRST-CLASS.

Miles from Boston	STATIONS.	2551	2501	2505	2555	2509	2515	2557	2517	2519	2559		2523	2525	2561	
		Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sat. only	Sun. only		Sat. only	Ex. Sun.	Sun. only	
		Newsp'p'r	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport		Rockport	Rockport	Rockport
		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM		PM	PM	PM
	Boston T W N X		L 5.47	L 7.00	L 8.00	L 8.19	L 9.45	L 10.25	L 12.02	L 12.25	L 12.30		L 1.10	L 1.50	L 2.45	
18.33	Beverly T W X	s 4.38 s 4.43	s 6.44	s 7.43	s 8.40	s 9.05	s 10.19	s 10.55	s 12.37	s 12.57	s 1.02		s 1.40	s 2.23	s 3.15	
19.79	Montserrat X	4.47	s 6.47	s 7.47	f 8.43	s 9.08	s 10.23		s 12.41	s 1.02	s 1.06		s 1.44	f 2.26	f 3.19	
22.17	Prides	s 4.52	s 6.52	s 7.51	s 8.46	s 9.12	10.27		s 12.45	s 1.07	s 1.09		s 1.48	s 2.30		
22.91	Beverly Farms	s 4.54	s 6.55	s 7.55	s 8.48	s 9.15	s 10.29	s 11.02	s 12.47	s 1.09	s 1.11		s 1.50	s 2.33	s 3.23	
24.19	W. Manchester T	4.57	6.56	7.57			10.31	11.04	12.49	1.13	1.13		1.52	2.35		
25.30	Manchester D	s 5.02	s 7.01	s 8.01	s 8.53	s 9.23	s 10.35	s 11.06	s 12.52	s 1.16	s 1.15		s 1.55	s 2.38	s 3.27	
27.28	Magnolla T	5.08	f 7.06		f 8.58	f 9.26		11.10	12.55	1.19	1.19		1.59	2.41		
29.58	W. Gloucester T	5.13	s 7.11	f 8.10	f 9.02	9.29	f 10.42	s 11.13	12.58	1.22	f 1.22		s 2.03	f 2.46		
31.59	Gloucester T W D X	s 5.17 s 5.25	s 7.16 s 7.21	s 8.16 s 8.21	s 9.09	s 9.36	s 10.48	s 11.19	s 1.05	s 1.28 ²⁵²⁶	s 1.29 ²⁵⁶⁰		s 2.08	s 2.53	s 3.37	
35.33	Rockport T W D X	A 5.34	A 7.29 ²⁵⁰⁶	A 8.29	A 9.17	A 9.44	A 10.56	A 11.27	A 1.13 ²⁵²⁶	A 1.36	A 1.37		A 2.16	A 3.01	A 3.45	
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM		PM	PM	PM	

STATIONS.	2527	2529	2531	2565	⊕2535	⊕2537	⊕2539	2567	2541	2545	2569	2547	2571	2549
	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.
	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 2.45	L 3.45	L 4.32	L 4.45	L 4.58	L 5.03	L 5.30	L 6.10	L 6.25	L 7.55	L 8.10	L 9.45	L 10.45	L 11.45
Beverly	s 3.17	s 4.21	s 5.01	s 5.16	5.24	s 5.35	s 5.59	s 6.41	s 6.58	s 8.28	s 8.43	s 10.21	s 11.18	s 12.17
Montserrat	s 3.21	s 4.25	s 5.05	5.18	s 5.27	s 5.39	s 6.03	6.45	s 7.02	e 8.31	s 8.47	s 10.25	s 11.22	s 12.21
Prides	3.24		s 5.09	5.21		s 5.44	s 6.07	6.46	s 7.06	8.34		e 10.29	s 11.26	e 12.25
Beverly Farms	s 3.26		s 5.12	s 5.23	s 5.32	s 5.47	s 6.10	f 6.48	s 7.09	s 8.36	s 8.52	s 10.32	s 11.28	s 12.28
W. Manchester	3.28	4.31	5.14	5.25		5.49	(f) 6.12	6.50	7.11	8.38	8.54	10.34	11.30	12.30
Manchester	s 3.31	s 4.33	s 5.16	s 5.27	s 5.36	s 5.52	s 6.15	s 6.52	s 7.14	s 8.41	s 8.56	s 10.37	s 11.32	s 12.33
Magnolla	3.35	4.37	5.20	5.31	f 5.40	5.56	f 6.19	6.54			9.00	10.41	11.36	12.37
W. Gloucester	3.38	4.40	s 5.24	e 5.34		s 6.00	s 6.23	6.56	f 7.21	e 8.47		e 10.45	e 11.39	e 12.40
Gloucester	s 3.45	s 4.45	s 5.30	s 5.39	s 5.48	s 6.06	s 6.29 ²⁵³⁸	s 7.02	s 7.26	s 8.52 ²⁵⁴⁴	s 9.06	s 10.50	s 11.46	s 12.46
Rockport	A 3.53 ²⁵³⁴	A 4.53 ²⁵³⁶	A 5.38	A 5.47	A 5.55	A 6.14 ²⁵³⁸	A 6.37	A 7.10	A 7.34	A 9.00	A 9.14	A 10.58	A 11.54	A 12.54
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

No. 2551 is superior to No. 2550 Gloucester to Rockport.
 No. 2517 is superior to No. 2526 Gloucester to Rockport.
 No. 2527 is superior to No. 2534 Gloucester to Rockport.
 No. 2529 is superior to No. 2536 Gloucester to Rockport.
 No. 2537 is superior to No. 2538 Gloucester to Rockport.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ⊕ Will not run October 12, November 28, December 25, January 1 and February 22.
 e Stops to leave passengers on notice to conductor.
 (f) Make f stop up to and including October 5.
 ⊕ Does not handle baggage.
 ⊕ Last trip Oct. 4.

ESSEX BRANCH.

OUTWARD TRAINS (EASTWARD).—FIRST-CLASS.

INWARD TRAINS (WESTWARD).—FIRST-CLASS.

Miles from Hamilton and Wenham	STATIONS.	⊕H 2603	H 2605		Miles from Essex	STATIONS.	H 2600	H 2606	
		Sat. only	Ex. Sun.				Ex. Sun.	Sat. only	
		PM	PM				AM	PM	
1.19	Hamilton & Wenham DX	s 1.59	L 5.29			Essex	L 7.06	L 2.23	
2.50	Miles River	f 2.02	f 5.37		.70	Essex Falls	s 7.10	f 2.28	
4.61	Woodburys	f 2.07	f 5.42		2.31	Woodburys	f 7.15	f 2.33	
4.61	Essex Falls X	f 2.12	f 5.47		4.12	Miles River	f 7.19	f 2.37	
5.31	Essex X	A 2.15	A 5.50		5.31	Hamilton & Wenham	A 7.25	s 2.47	
	Connects with Number	PM	PM			Connects with Number	AM	PM	
			241				214		

No. 2603 makes flag stop and No. 2605 stops to leave passengers at Centennial Grove. No. 2600 makes flag stop at Centennial Grove.
 All Essex Branch trains will run in their regular order as given in timetable, and will wait at Hamilton and Wenham and Essex until the arrival of trains in opposite direction that are due at or before its schedule leaving time. ⊕ Does not handle baggage.
 H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.

INWARD TRAINS (WESTWARD). — FIRST-CLASS.

Miles from Rockport	STATIONS.		2500	2550	H 2504	⊕ 2506	H 2508	2510	2514	2516	2556	2518		2558	2520	
			Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.		Sun. only	Ex. Sun.
			Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport
	Rockport	T W D X	L 5.58	L 6.42	L 7.07	L 7.34 ²⁵⁰¹	L 7.59	L 8.14	L 8.57	L 9.52	L 10.00	L 11.15		L 12.00	L 12.29	
3.74	Gloucester	T W D X	s 6.06	s 6.51	s 7.15 ²⁵⁰¹	s 7.43	s 8.06	s 8.23 ²⁵⁰⁵	s 9.09	s 10.00	s 10.08	s 11.23		s 12.08	s 12.37	
5.75	West Gloucester	T	s 6.10	f 6.55	s 7.20	s 7.47	8.09	s 8.27	9.12	f 10.03	s 10.12	f 11.26		f 12.11	12.40	
8.05	Magnolia	T					f 8.12	8.30	9.15		f 10.15	11.29		12.14		
10.03	Manchester	D	s 6.17	s 7.02	s 7.27	s 7.54	s 8.16	s 8.34	s 9.19	s 10.10	s 10.19	s 11.33		s 12.17	s 12.46	
11.14	West Manchester	T	6.19	7.04	7.30	(f)7.56	f 8.19	8.36	9.21	10.12	10.21	11.35		12.19	12.48	
12.42	Beverly Farms		s 6.21	s 7.07	s 7.33	s 7.59	s 8.22	s 8.39	s 9.24	s 10.15	s 10.23	s 11.38		s 12.21	s 12.50	
13.16	Prides		s 6.23	7.08	s 7.36	s 8.02	s 8.42	9.26	s 10.17	f 10.26	11.39		12.22			
15.54	Montserrat	X	s 6.27	7.12	s 7.41	s 8.07	s 8.27	s 8.47	9.30	s 10.22	s 10.31	11.42		s 12.26	s 12.55	
17.00	Beverly	T W X	s 6.31	s 7.17	s 7.46	s 8.12	8.30	s 8.51	s 9.34	s 10.26	s 10.35	s 11.46		s 12.31	s 12.59	
35.33	Boston		A 7.09 AM	A 7.54 AM	A 8.19 AM	A 8.43 AM	A 8.57 AM	A 9.23 AM	A 10.04 AM	A 10.59 AM	A 11.05 AM	A 12.16 PM		A 1.01 PM	A 1.31 PM	

STATIONS.	2526	2560	2528	2534	2564	2536	2538	2566	2568	2544	2570	2546		
	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.		
	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	Rockport	
Rockport	L 1.17 ²⁵¹⁷	PM 1.20	L 2.38	L 3.55 ²⁵²⁷	PM 4.16	L 4.53 ²⁵²⁹	PM 6.16 ²⁵³⁷	PM 6.29	L 7.46	L 8.42	L 9.40	L 10.18		
Gloucester	s 1.24 ²⁵¹⁹	s 1.28 ²⁵⁵⁹	s 2.46	s 4.04	s 4.24	s 5.01 5.05	s 6.24 ²⁵³⁹ 6.27	s 6.38	s 7.55	s 8.50 ²⁵⁴⁵	s 9.48	s 10.26		
West Gloucester	f 1.30	f 1.31	f 2.49	4.07	4.27	f 5.09	f 6.37	f 6.42	f 7.58	8.53	s 9.51	f 10.29		
Magnolia		1.34	2.53	4.10	4.29	f 5.13	6.40	f 6.46	8.01	8.56	9.55	10.32		
Manchester	s 1.39	s 1.38	s 2.57	s 4.14	s 4.33	s 5.17	s 6.45	s 6.49	s 8.05	s 8.59	s 9.59	s 10.36		
West Manchester	1.41	1.40	2.59	4.16	4.34	5.19	6.47	6.51	8.07	9.01	10.01	10.38		
Beverly Farms	s 1.44	s 1.43	s 3.02	s 4.19	s 4.37	s 5.22	s 6.50	f 6.54	s 8.09	s 9.04	s 10.04	s 10.41		
Prides	1.45	1.44	s 3.04	s 4.21	s 4.39	s 5.25	6.52	6.55	8.10	9.07	f 10.07	10.43		
Montserrat	s 1.49	s 1.47	s 3.08	s 4.25	4.41	f 5.29	s 6.56	s 6.58	s 8.14	9.10	s 10.12	f 10.47		
Beverly	s 1.53	s 1.51	s 3.12	s 4.30	s 4.46	s 5.34	s 7.01	s 7.02	s 8.18	s 9.14	s 10.16	s 10.51		
Boston	A 2.26 PM	A 2.23 PM	A 3.43 PM	A 5.07 PM	A 5.16 PM	A 6.12 PM	A 7.38 PM	A 7.32 PM	A 8.48 PM	A 9.45 PM	A 10.49 PM	A 11.24 PM		

No. 2551 is superior to No. 2550 Gloucester to Rockport.
 No. 2517 is superior to No. 2526 Gloucester to Rockport.
 No. 2527 is superior to No. 2534 Gloucester to Rockport.
 No. 2529 is superior to No. 2536 Gloucester to Rockport.
 No. 2537 is superior to No. 2538 Gloucester to Rockport.

H Will not run October 12, November 11, November 28, December 25, January 1, February 22 and April 19.
 ② Will not run October 12, November 28, December 25, January 1 and February 22.
 (f) Makes f stop up to and including October 5, inclusive.
 ⊕ Does not handle baggage.
 ④ Last trip October 4.

AMESBURY BRANCH.

OUTWARD TRAINS (EASTWARD).

INWARD TRAINS (WESTWARD).

Miles from Newb'port	STATIONS.				
2.05	Newburyport	T W N X			
4.74	Sallsbury	T D			
5.90	Sallsbury Point	X			
	Amesbury	D X			

STATIONS.					
Amesbury	D X				
Sallsbury Point	X				
Sallsbury	T D				
Newburyport	T W N X				

**OUTWARD TRAINS
NORTHWARD
FIRST-CLASS**

**INWARD TRAINS
SOUTHWARD
FIRST-CLASS**

READ DOWN

READ UP

Miles from Jewett	Passing Sidings, Capacity Cars	2917	2915	2953	2911	2909	2907	2901	STATIONS.	2914	2916	2924	2918	2956	2920	2922	
		Ex. Sun.	Sat. only	Sun. only	Sat. only	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Sat. only	Ex. Sun.
		Intervale	Intervale	Intervale	Intervale	Intervale	Intervale	Intervale		Intervale	Intervale	Intervale	N.C'nw'y	Intervale	Intervale	Intervale	Intervale
		PM	PM	PM	PM	PM	AM 6.40	AM		AM	AM 10.53	PM	PM	PM	PM	PM	PM
									Boston								
0.89	Loses Right and Schedule after 11.50 P.M.								Jewett								
1.91									Great Works								
2.54									South Berwick								
5.16									Salmon Falls(E.) Foundry X								
5.94	Yard	s 6.44	s 3.05				s 10.28		Somersworth DX	s 9.12			s 4.43	s 6.41			
10.40	25								Summit Siding								
12.48	Yard	s 6.56 7.00	s 3.17 3.20				s 10.40 10.44		Rochester TWD X	s 9.00 8.58			s 4.31 4.29	s 6.26			
17.46	17	s 7.08	f 3.28				s 10.52		Hayes D	s 8.50			s 4.21	f 6.16			
20.36	29	s 7.16	s 3.34				s 10.57		Milton D	s 8.45			s 4.16	s 6.11			
26.02	14	s 7.25	s 3.43				s 11.06		Union D	s 8.37			s 4.07	s 6.03			
30.36	Yard	s 7.32 7.38	s 3.50 3.57				s 11.14 11.17		Sanbornville WDX	s 8.29 8.27			s 4.00 3.56	s 5.55		Loses Right and Schedule after 11.50 p.m.	
32.04		7.39	4.01				11.21		Wakefield	8.24			3.52	5.51			
35.69	29	s 7.45	s 4.07				s 11.28		Burleyville D	s 8.19			s 3.47	s 5.46			
38.64	14	f 7.50	4.12				e 11.32		Mathews	s 8.14			f 3.41	f 5.40			
43.76	46	s 7.57	s 4.19				s 11.40		Ossipee D	s 8.06			s 3.33	s 5.32			
48.68	17	s 8.05	s 4.27				s 11.48		Mountainview D	s 7.58			s 3.25	s 5.24			
51.49		8.10	4.32				11.53		Lakewood	7.53			3.22	5.19			
54.31	23	s 8.16	s 4.38				s 12.00		Mt. Whittier W D	s 7.48			s 3.15	s 5.14			
59.07	34	s 8.24	s 4.46				s 12.08		Madison D	s 7.40			s 3.07	s 5.06			
66.09	27	s 8.36	s 4.58			L 1.37	s 12.20		Conway D	s 7.29	A 1.30		s 2.56	s 4.55			
71.41	Yard	s 8.46	s 5.08	L 4.20	L 2.20	s 1.50	s 12.30	L 7.02	No. Conway WDX	s 7.20	A 12.44	L 1.20	s 2.47	s 4.46	A 5.22	A 9.00	
73.04		A 8.50 ²⁹²²	A 5.12 ²⁹²⁰	A 4.25 ²⁹⁵⁶	A 2.25 ²⁹¹⁸	A 1.55	A 12.34 ²⁹¹⁶	A 7.07 ²⁹¹⁴	Intervale	L 7.16 ²⁹⁰¹	L 12.39 ²⁹⁰⁷		L 2.35 ²⁹¹¹	L 4.35 ²⁹⁵³	L 5.17 ²⁹¹⁵	L 8.55 ²⁹¹⁷	
		PM	PM	PM	PM	PM	PM	AM		AM	PM	PM	PM	PM	PM	PM	

No. 2901 is superior to No. 2914.
 No. 2907 is superior to No. 2916 and No. 2924.
 No. 2909 is superior to No. 2918.
 No. 2915 is superior to No. 2920.

No. 2911 is superior to No. 2918.
 No. 2917 is superior to No. 2922.
 No. 2953 is superior to No. 2956.

④ Will be run as an extra train Wednesday, December 25 and Wednesday, January 1, Intervale to Boston, making main line stops of 1044 except Durham.
 e Stops to leave passengers on notice to conductor.

**OUTWARD TRAINS SOMERSWORTH BRANCH. INWARD TRAINS
NORTHWARD SOUTHWARD
FIRST-CLASS FIRST-CLASS**

READ DOWN

READ UP

		2917	2915	2907	Miles from Rollinsford	STATIONS.	2914	2918	2956		
		Ex. Sun.	Sat. only	Ex. Sun.			Ex. Sun.	Ex. Sun.	Sun. only		
		Intervale	Intervale	Intervale			Intervale	Intervale	Intervale		
		PM	PM	AM			AM	PM	PM		
		6.36	2.56	10.20		Rollinsford T	9.19	4.50	6.48		
					1.94	Foundry X					
		s 6.44	s 3.05	s 10.28	2.71	Somersworth DX	s 9.12	s 4.43	s 6.41		
		PM	PM	AM			AM	PM	PM		

OUTWARD TRAINS (NORTHWARD). — FIRST CLASS

TERMINAL AND NEW HAMPSHIRE DIVISIONS 35

Miles from Boston.	Passing Sidings. Capacity Cars.	STATIONS.	3001	1	① 303	H 3301	H 3401	H 3303	305	④ 3305	H 3307	
			Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
			W.R. Jct.	Woodsv'le	Conc. N.H.	Woburn	Stoneham	Wilmington	Concord	D.H. Equip	Woburn	
		Boston W N X	A M	A M	A M	A M	A M	A M	A M	A M	A M	
1.86		Mystic Junction N X	L 2.45	L 2.45	L 6.00			L 6.45	L 7.35	L 7.38	L 8.11	
2.42		Winter Hill X										
2.81		Somerville Junction T X			f 6.06				7.41	7.43	8.15	
3.56	52	North Somerville D	1.44	2.51				f 6.52		7.47	8.18	
4.01		Tufts College			f 6.08						s 8.20	
4.58		Medford Hillside										
5.48		West Medford T D	1.46	2.54	s 6.11			s 6.56	s 7.44	7.50	s 8.23	
7.34		Wedgemere T			6.14			e 6.59			s 8.27	
7.82	28	Winchester T N	1.49	2.58	s 6.19	L 6.28	L 6.58	s 7.01	s 7.49	7.54	s 8.29	
8.95		Cross Street X				e 6.31		f 7.04				
9.45		Woburn Highlands X				f 6.33		f 7.06			s 8.33	
9.96		Woburn W D X				A 6.36		s 7.08	s 7.55	8.06	A 8.35	
10.97		Central Square X						7.10				
12.18		North Woburn X						s 7.12	8.01	A 8.12		
9.00		Winchester Highlands T					7.00					
9.72		Montvale T	1.51	3.00	6.22		s 7.02					
10.35		Oakland					7.04					
10.96		Lindenwood					f 7.06					
11.37		Farm Hill X					7.08					
11.84		Pleasant Street X					s 7.10					
12.10		Stoneham W D X					A 7.12 ²⁴⁰⁴					
10.48		Walnut Hill			6.24							
11.65		Mishawum										
12.74		South Wilmington T			e 6.27							
13.97		North Woburn Junction T	1.56	3.05	6.29			7.15	8.04			
15.20	79	Wilmington W D T	u 1.59	3.07	s 6.31			A 7.18	s 8.08			
16.60		Silver Lake	u 2.03						8.12			
19.22		East Billerica		3.12	f 6.37				f 8.16			
21.79		North Billerica T D	u 2.12	3.15	s 6.44				s 8.21			
23.32	80	South Lowell X										
24.66		Bleachery N X	2.17	3.18	s 6.50				8.24			
25.55		Lowell N X	s 2.20	s 3.20	s 6.52				s 8.27			
27.28	225	Middlesex T W X	2.22	3.55	s 7.02				s 8.32			
28.55		North Chelmsford N X	2.27	4.01	s 7.10				8.38			
32.11		Tyngsboro T	u 2.33	4.05	s 7.16				8.42			
38.96		Nashua, Union Sta. T W N X	s 2.43	s 4.14	s 7.25				s 8.51			
44.73		Thorntons Ferry T	u 3.03	4.22	s 7.34				s 8.57			
46.09	90	Merrimack T D	u 3.07	4.32	7.42				s 9.07			
47.78		Reeds Ferry T	u 3.11		7.45				s 9.11			
52.03		Goffs Falls T		4.40	7.50				9.16			
55.68	124	Manchester T W N X	s 3.21	s 4.45	s 7.55				s 9.22			
60.51		Martin T	s 3.33	s 5.03	s 8.00				9.29			
64.37		Hooksett T	s 3.44	5.15	s 8.15				9.36			
71.00		Bow	3.53	5.23	8.25				9.50			
73.32		Concord W N X	A 4.00	A 5.30	A 8.30				A 9.55			

Exception to Rule 72—Stoneham Branch Outward first class trains are superior to Inward first class trains.

No. 3001 will leave from "A" House at 1.35 a.m.

① No. 303 Holidays run via Woburn Loop "S" Woburn 6.26 a.m.

④ No. 3301 between Winchester and Woburn, and No. 3305 between Woburn and North Woburn, will approach all highway crossings prepared to stop short of crossing if gates are not seen to be in lowered position.

Suncook Valley trains due arrive Concord. No. 2 at 8.39 A.M., No. 4 at 3.05 P.M.

H Will not run October 12, November 11, November 28, December 25, 1940; January 1, February 22, April 19, 1941.

⊕ Will not carry baggage.

e Stop to leave passengers on notice to Conductor.

U Stops to leave Newspapers only.

STATIONS.	3601	5	3309	3361	3349	3311	H3313	H311	307	⊕H3315	⊕H3317	⊕H3403	⊙3319
	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Daily	Ex. Sun.	Sat. only	Sat. only	Ex. Sun.
	Concord	C.P.R.	Lowell	Lowell	D.H Equip	Lowell	Wilmington	Lowell	C. V. Ry. W'daville	Woburn	Lowell	Stoneham	Wilmington
	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
Boston		L 9.00	L10.00	L10.00	L10.05	L11.00	L11.40	L12.25	L12.30	L12.40	L 1.05	L 1.15	L 1.45
Mystic Junction		9.04	10.04	10.04	10.09	11.04	11.44	12.29	12.34	12.44	1.09	1.19	1.49
Winter Hill													
Somerville Junction		9.06	10.06	10.06	10.13	11.06	11.46		12.36	12.46	1.11	1.21	1.51
North Somerville										12.47		s 1.24	1.52
Tufts College												s 1.26	
Medford Hillside										s12.49	1.13	s 1.28	
West Medford		9.09	s10.10	s10.11	10.16	s11.10	s11.50	12.33	12.39	s12.51		s 1.31	s 1.55
Wedgemere			s10.14	s10.15			s11.54			s12.55		s 1.35	s 1.59
Winchester		9.12	s10.16	s10.17	10.20	s11.15	s11.56	12.36	12.42	s12.57	s 1.16	s 1.37	s 2.01
Cross Street				f10.20			s11.59			s 1.00			s 2.04
Woburn Highlands				s10.22						s 1.02			s 2.06
Woburn			s10.21	s10.25	10.32	s11.20	s12.03			1.05		s 1.23	s 2.08
Central Square				s10.28			s12.06					s 1.25	f 2.11
North Woburn				s10.31			s12.09					1.28	s 2.14
Winchester Highlands													
Montvale		9.14						12.38	12.44			s 1.39	
Oakland												s 1.42	
Lindenwood													1.45
Farm Hill													s 1.47
Pleasant Street													s 1.50
Stoneham													s 1.52
Walnut Hill													A 1.55
Mishawum													
South Wilmington													
North Woburn Jet.		9.18	10.28	10.34		11.27	12.12		12.48		1.31		2.17
Wilmington		9.20	s10.30	s10.37		s11.30	12.15	12.43	12.50		s 1.34		A 2.20
Silver Lake													f 1.38
East Billerica													f 1.43
North Billerica		9.27	10.37	e10.45		s11.40		12.50	12.57		s 1.47		
South Lowell													
Bleachery		9.31	10.41	10.49		11.44		12.53	1.00		1.51		
Lowell		s 9.36	10.43	10.52		11.46		s12.55	s 1.02		A 1.54		
Middlesex								A 1.00	s 1.08				
North Chelmsford		9.42							1.11				
Tyngsboro		9.46							1.15				
Nashua, Union Sta.		s 9.58							s 1.23				
Thorntons Ferry									s 1.26				
Merrimack		10.08							1.36				
Reeds Ferry													
Goffs Falls		10.15							1.44				
Manchester	L10.10	s10.20							s 1.49				
Martin		s10.24							s 1.54				
Hooksett	10.25	10.35							2.05				
Bow	10.35	10.44							2.14				
Concord	A10.40	A10.48							A 2.18				
	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

Exception to Rule 72—Stoneham Branch Outward first class trains are superior to Inward first class trains.

⊙ No. 3319 Saturdays arrive Wilmington 2.24 p.m.

H Will not run October 12, November 11, November 28, December 25 1940; January 1, February 22, April 19, 1941.

⊕ Will not carry baggage.

e Stops to leave passengers on notice to Conductor.

OUTWARD TRAINS (NORTHWARD). — FIRST-CLASS.

TERMINAL AND NEW HAMPSHIRE DIVISIONS 37

STATIONS.	H309	⊕3363	H3321	3323	3365	H3325	3327	313	3327	3329	3367
	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only
	Lowell	Nashua	Woburn	Lowell	Lowell	Wilmington	Lowell	White River Jct.	Lowell	Wilmington	Wilmington
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 2.00	L 2.00	L 2.31	L 3.05	L 3.30	L 3.46	L 4.25	L 4.35		L 4.45	L 5.00
Mystic Junction	2.04	2.04	2.35	3.09	3.34	3.50	4.29	4.39		4.49	5.04
Winter Hill											
Somerville Junction	2.06	2.06	2.37	3.10	3.36	3.52	4.31			4.51	5.06
North Somerville	2.07										
Tufts College							s 4.33			s 4.53	
Medford Hillside										s 4.55	
West Medford	2.09	2.09	s 2.41	s 3.13	s 3.40	s 3.58	s 4.36	4.43		s 4.58	f 5.10
Wedgemere			s 2.45		s 3.44	s 4.01	s 4.40			s 5.02	s 5.14
Winchester	s 2.12	s 2.12	s 2.47	s 3.17	s 3.46	s 4.03	s 4.43	4.46		s 5.05	s 5.16
Cross Street			s 2.50		f 3.49	s 4.06	s 4.46			s 5.08	s 5.19
Woburn Highlands			s 2.52	3.21	f 3.51	s 4.08	s 4.48			s 5.10	s 5.21
Woburn		s 2.17	A 2.54	s 3.23	s 3.53	s 4.11	s 4.50			s 5.12	s 5.23
Central Square					f 3.56	s 4.14	s 4.53			s 5.15	f 5.26
North Woburn					s 3.59	s 4.18	s 4.56			s 5.18	s 5.29
Winchester Highlands	e 2.14										
Montvale	s 2.16							4.48			
Oakland											
Lindenwood											
Farm Hill											
Pleasant Street											
Stoneham								Schedule continued following No. 313			
Walnut Hill	s 2.18										
Mishawum											
South Wilmington											
North Woburn Jct.	2.23	2.24		3.30	4.02	4.22		4.52	5.00	5.21	5.32
Wilmington	s 2.26	s 2.26		3.32	s 4.05	A 4.25		4.54	s 5.03	A 5.24	A 5.35
Silver Lake	s 2.29	e 2.29								s 5.07	
East Billerica	e 2.33	2.33								f 5.11	
North Billerica	s 2.37	2.36		3.40	4.13			5.00		s 5.16	
South Lowell											
Bleachery	2.41	2.40		3.44	4.17			5.03		f 5.22	
Lowell	A 2.43	s 2.45		A 3.46	A 4.20			s 5.07	A 5.26		
Middlesex											
North Chelmsford		2.51						5.12			
Tyngsboro		2.55						5.16			
Nashua, Union Sta.		A 3.04						s 5.27			
Thorntons Ferry											
Merrimack								5.37			
Reeds Ferry											
Goffs Falls								5.43			
Manchester								s 5.50			
Martin											
Hooksett								6.01			
Bow								6.09			
Concord								A 6.12			
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Exception to Rule 72—Stoneham Branch Outward first class trains are superior to Inward first class trains.

H Will not run October 12, November 11, November 28, December 25, 1940; January 1, February 22, April 19, 1941.

⊕ Will not carry baggage.

e Stop to leave passengers on notice to Conductor.

OUTWARD TRAINS (NORTHWARD). — FIRST-CLASS. NEW HAMPSHIRE DIVISIONS

TERMINAL AND

STATIONS.	⊕H3331	⊕H315	836	⊕3333	⊕H317	⊕H3413	H 319	⊕321	⊕3335	3009	H3417	H3337
	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
	Woburn	Nashua	Worcester	Wilming'n	W. Medf'd	Stoneham	Lowell	Nashua	Wilming'n	Con., N.H.	Stoneham	Wilming'n
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 5.05	L 5.14		L 5.16	L 5.18	L 5.30	L 5.38	L 5.38	L 5.45	L 6.00	L 6.00	L 6.15
Mystic Junction	5.09	5.18		5.20	5.22	5.34	5.42	5.42	5.49	6.04	6.04	6.19
Winter Hill												
Somerville Junction	5.11			5.22	s 5.26	5.36	5.44	5.44	5.51	6.06	s 6.07	6.21
North Somerville					s 5.29	5.37	5.45	5.45	5.52		s 6.09	
Tufts College					s 5.31						s 6.11	
Medford Hillside					s 5.33						s 6.13	
West Medford	s 5.15	5.22		s 5.27	A 5.36	s 5.40	s 5.48	s 5.48	s 5.55	6.09	s 6.16	s 6.25
Wedgemere	s 5.19			s 5.31		s 5.44	5.50	5.50	s 5.59		s 6.20	s 6.29
Winchester	s 5.21	5.25		s 5.33		s 5.46	s 5.54	s 5.54	s 6.01	s 6.12	s 6.22	s 6.32
Cross Street	s 5.24			s 5.36					s 6.04			s 6.35
Woburn Highlands	s 5.27			s 5.39					s 6.07			s 6.37
Woburn	A 5.30			s 5.42					s 6.10			s 6.40
Central Square				s 5.45					s 6.13			s 6.43
North Woburn				s 5.48					s 6.16			s 6.47
Winchester Highlands						s 5.49					s 6.25	
Montvale		5.27				s 5.52	5.57	5.57		6.14	s 6.27	
Oakland												
Lindenwood						s 5.57					s 6.31	
Farm Hill						s 5.59					s 6.33	
Pleasant Street						s 6.01					s 6.35	
Stoneham						A 6.04					A 6.37	
Walnut Hill							s 5.59	s 5.59				
Mishawum												
South Wilmington							6.03	6.03	6.19	6.18		6.50
North Woburn Jct.		5.31		5.51			s 6.06	s 6.06	A 6.22	6.20		A 6.53
Wilmington		5.32		A 5.54								
Silver Lake							s 6.10	s 6.10				
East Billerica							s 6.15	s 6.15				
North Billerica		5.39					s 6.19	s 6.19		6.27		
South Lowell												
Bleachery		5.42					s 6.25	s 6.25		6.31		
Lowell		s 5.45 ³³⁶	L 5.47 ³¹⁵				s 6.28	s 6.30		s 6.34		
Middlesex							A 6.33					
North Chelmsford		5.51	s 5.53					6.36		6.40		
Tyngsboro		s 5.56						f 6.41		e 6.44		
Nashua, Union Sta.		A 6.05						A 6.50		s 6.53		
Thorntons Ferry										7.03		
Merrimack												
Reeds Ferry												
Goffs Falls												
Manchester										s 7.16		
Martin												
Hooksett										7.28		
Bow										7.36		
Concord										A 7.40		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Exception to Rule 72 — Stoneham Branch Outward first class trains are superior to Inward first class trains.

- No. 321 will also run Oct. 12, Nov. 11, Nov. 28, Dec. 25, 1940; Jan. 1, Feb. 22, April 19, 1941.
- H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, 1940; Jan. 1, Feb. 22, Apr. 19, 1941.
- ⊕ Will not run Oct. 12, Nov. 28, Dec. 25, 1940; Jan. 1, Feb. 22, 1941.
- ⊕ Will not carry baggage.
- e Stop to leave passengers on notice to Conductor.

OUTWARD TRAINS (NORTHWARD). — FIRST-CLASS.

STATIONS.	323	3339	3371	3341	325	3351	⊕3343	3345	3377	82	3347
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Daily	Ex. Sun.
	Lowell	Wilmington	Lowell	Lowell	C. V. Ry. and C.P.R.	Wilmington	Lowell	Lowell	Lowell	S. of Me.	Concord
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 6.35	L 7.00	L 7.15	L 7.50	L 8.45	L 8.50	L 9.50	L 11.00	L 11.00		L 11.35
Mystic Junction	6.39	7.04	7.19	7.54	8.49	8.54	9.54	11.04	11.04		11.39
Winter Hill											
Somerville Junction	6.41	7.06	7.21	7.56	8.51	8.56	9.56	11.06	11.06		11.41
North Somerville		s 7.08									
Tufts College											
Medford Hillside		s 7.11						s 11.09			s 11.44
West Medford	6.44	s 7.13	s 7.25	s 8.00	8.54	s 9.00	s 10.00	s 11.11	s 11.10		s 11.47
Wedgemere		s 7.17	s 7.29			s 9.04	s 10.04	s 11.15	s 11.14		s 11.51
Winchester	s 6.47	s 7.19	s 7.31	s 8.05	8.58	s 9.06	s 10.06	s 11.17	s 11.16		s 11.53
Cross Street		s 7.22	f 7.33				s 10.09	s 11.20	s 11.19		s 11.56
Woburn Highlands		s 7.24					s 10.11	s 11.22	s 11.22		s 11.58
Woburn		s 7.26	s 7.37	s 8.10		s 9.12	s 10.13	s 11.24	s 11.25		s 12.01
Central Square		s 7.29				f 9.15	s 10.16	s 11.27	s 11.28		s 12.04
North Woburn		s 7.32	s 7.42			f 9.18	s 10.19	s 11.30	s 11.31		s 12.07
Winchester Highlands	s 6.50										
Montvale	s 6.52				9.00						
Oakland											
Lindenwood											
Farm Hill											
Pleasant Street											
Stoneham											
Walnut Hill	s 6.54										
Mishawum	e 6.56										
South Wilmington											
North Woburn Jet.	6.59	7.35	7.45	8.17	9.05	9.21	10.22	11.33	11.34		12.10
Wilmington	s 7.01	A 7.38	s 7.48	s 8.19	9.07	A 9.24	s 10.25	s 11.35	s 11.37		s 12.12
Silver Lake	s 7.05						s 10.28				e 12.15
East Billerica	e 7.09			e 8.24	9.12				11.42		12.19
North Billerica	s 7.13		7.56	e 8.28	9.15		s 10.36	11.43	s 11.46		s 12.23
South Lowell											
Bleachery	7.17		8.00	8.32	9.18		10.41	11.47	s 11.51 ⁸²	11.55 ³³⁷⁷	e 12.28
Lowell	s 7.21		A 8.03	A 8.35	s 9.23		s 10.43	A 11.50	A 11.55	s 12.10 ⁵⁸	s 12.32
Middlesex	A 7.25						A 10.48				
North Chelmsford					9.29					12.16	e 12.38
Tyngsboro					9.33						12.42
Nashua, Union Sta.					s 9.45						s 12.52
Thorntons Ferry											
Merrimack					9.57						1.01
Reeds Ferry											
Goffs Falls					10.04						1.07
Manchester					s 10.12						s 1.15
Martin					10.18						
Hooksett					10.24						1.27
Bow					10.34						1.36
Concord					A 10.38						A 1.40

TERMINAL DIVISION

NEW HAMPSHIRE DIVISION

Exception to rule No. 72 — Stoneham Branch Outward first class trains are superior to Inward first class trains.

H Will not run October 12, November 11, November 28, December 25; 1940; January 1, February 22, April 19, 1941.

⊕ Will not carry baggage.

e Stop to leave passengers on notice to Conductor.

INWARD TRAINS (SOUTHWARD).— FIRST-CLASS.

NEW HAMPSHIRE AND
TERMINAL DIVISIONS

Miles from Concord	Passing Sidings, Capacity Cars	STATIONS.	81	83	H300	3302	H3304	⊕H3400	H⊕3306	⊕H3308	H⊕3404	3310	H312	
			Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
			S. of Me.	S. of Me.	Wilmington	Lowell	Woburn	Stoneham	Lowell	Wilmington	Stoneham	Lowell	Lowell	
		Concord W N X	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	
2.32		Bow												
8.95		Hooksett T												
12.81		Martin T												
17.64	148	Manchester W N X												
21.29		Goffs Falls T												
25.54		Beeds Ferry T												
27.23		Merrimack T D												
28.59		Thorntons Ferry T												
34.36	80	Nashua, Union Sta. T W N X												
41.21		Tyngsboro T												
44.77	157	North Chelmsford T N X	3.36	4.32										
46.04		Middlesex T W X							L 6.25			L 7.00	L 7.17	
47.77		Lowell N X	S 3.42 S 3.52	S 4.37 S 4.46		L 5.34			S 6.32			S 7.06	S 7.25	
48.66		Bleachery N X	3.55	4.49		S 5.37			V 6.35			7.08	7.27	
50.00		South Lowell X												
51.53		North Billerica T D				S 5.42			f 6.40			S 7.12	S 7.31	
54.10	101	East Billerica				f 5.47			P 6.44			f 7.17		
56.72		Silver Lake				S 5.52			S 6.49			S 7.21		
58.12		Wilmington D W T			L 5.48	S 5.55			S 6.52	L 7.04		HH 7.24	7.39	
59.35		North Woburn Jct. T			5.51	5.58			6.55	7.07		7.26	7.41	
60.58		South Wilmington T			f 5.54									
61.67		Mishawum			S 5.57									
62.84		Walnut Hill			S 6.01									
		Stoneham W D X						L 6.42			L 7.21 ³⁴⁰¹			
		Pleasant Street X						f 6.44			f 7.22			
		Farm Hill X						S 6.46			S 7.24			
		Lindenwood						S 6.48			S 7.26			
		Oakland												
63.56	72	Montvale T			S 6.03			S 6.51			S 7.29		7.45	
64.32		Winchester Highlands T			S 6.06			S 6.53			S 7.32			
61.09		North Woburn X				S 6.01			S 6.58	S 7.10		S 7.29		
62.30		Central Square X				S 6.04			S 7.01	S 7.13		S 7.32		
63.31		Woburn W D X				S 6.07	L 6.41		S 7.04	S 7.16		S 7.35		
63.82		Woburn Highlands X				S 6.09	S 6.43		7.05	S 7.18		S 7.37		
64.32		Cross Street X				S 6.11	S 6.47			S 7.20		S 7.39		
65.50	28	Winchester T N			A 6.10 ³³⁰²	S 6.14 ³⁰⁰	A 6.50	S 6.56	S 7.09	S 7.23	S 7.35	S 7.42 ³¹²	7.47 ³³¹⁰	
65.98		Wedgemere T				S 6.16		S 6.58		S 7.25	S 7.37			
67.84		West Medford T D				S 6.20		S 7.02	7.13	S 7.29	S 7.41	S 7.47	7.51	
68.74		Medford Hillside				S 6.22		S 7.04		S 7.32	S 7.44	HH 7.49		
69.31		Tufts College				f 6.24		S 7.06			S 7.46			
69.76	47	North Somerville D				S 6.26		S 7.08		S 7.35	7.47			
70.51		Somerville Junction T X				S 6.28		S 7.10	7.15	S 7.37	7.48	7.51	7.54	
70.90		Winter Hill T X												
71.46		Mystic Junction T N X				6.30		7.13	7.17	7.39	7.50	7.53	7.56	
73.32		Boston W N X				A 6.34		A 7.17	A 7.21	A 7.43	A 7.54	A 7.57	A 8.00	

A M A M A M A M A M A M A M A M A M A M

Exception to Rule 72 — Stoneham Branch Outward first class trains are superior to Inward first class trains.

Suncook Valley Trains due leave
Concord No. 1 at 8.45 A.M.
No. 3 3.25 P.M.

H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, 1940; Jan. 1, Feb. 22, April 19, 1941.
⊕ Will not carry baggage.
P Stop when signaled to take passengers for Boston.
v Stop only on signal to take passengers.
HH Stop Holidays.

INWARD TRAINS (SOUTHWARD). — FIRST-CLASS.

STATIONS.	302	H 304	H 3408	⊕ 3312		⊕ 306		3314	H 3316	805	3358	308	3318
	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
	Cent. Vt. and C.P.R.	Wilming'n	Stoneham	Wilming'n		Nashua		N.Woburn	Woburn	Worcester	Lowell	Concord	Lowell
	A M	A M	A M	A M		A M		A M	A M	A M	A M	A M	A M
Concord	L 6.10											L 7.50	
Bow	6.13											7.53	
Hooksett	6.22											8.00	
Martin	6.27												
Manchester	s 6.37											s 8.11	
Goffs Falls													
Reeds Ferry													
Merrimack	6.49											8.22	
Thorntons Ferry													
Nashua, Union Sta.	s 7.05					L 7.38						s 8.31	
Tyngsboro	7.15					s 7.47							8.38
North Chelmsford	7.20					s 7.52				s 8.14			8.42
Middlesex											L 8.28		
Lowell	s 7.28					s 7.59				A 8.20	s 8.35	s 8.50	L 9.17
Bleachery	7.30					8.01						8.37	8.52
South Lowell													
North Billerica	7.34					8.04						8.41	s 9.24
East Billerica													f 9.28
Silver Lake						s 8.11							s 9.32
Wilmington	7.42 ³⁰⁴	L 7.46 ³⁰²		L 7.50		8.13						s 8.49	9.01
North Woburn Jet.	7.44	7.48		7.53		8.15						8.51	s 9.36
South Wilmington		7.50											9.38
Mishawum													
Walnut Hill		s 7.53											
Stoneham			L 7.50										
Pleasant Street			f 7.52										
Farm Hill			s 7.54										
Lindenwood			s 7.56										
Oakland			7.58										
Montvale	7.48	7.54	s 8.00			8.20							9.07
Winchester Highlands		s 7.56											
North Woburn				s 7.57				L 8.18				s 8.54	s 9.41
Central Square				s 8.01				s 8.22				f 8.57	s 9.44
Woburn				s 8.05				s 8.25	L 8.53			s 9.00	s 9.47
Woburn Highlands				s 8.07				s 8.27	s 8.55				
Cross Street				s 8.09				s 8.29	s 8.57			f 9.03	
Winchester	7.50	s 7.59	s 8.04	s 8.12		8.22		s 8.32	s 9.00			s 9.06	9.09
Wedgemere		s 8.01		s 8.14				s 8.34	s 9.02			f 9.08	s 9.54
West Medford	7.54	s 8.05	s 8.09	s 8.20		8.25		s 8.38	s 9.06			s 9.12	s 9.57
Medford Hillside			s 8.11	8.21				s 8.41					
Tufts College			s 8.13										
North Somerville			s 8.15	8.23									
Somerville Junction	7.57	8.09	s 8.17	8.24		8.27		8.44	9.10			9.15	9.14
Winter Hill													10.02
Mystic Junction	7.59	8.11	8.20	8.26		8.29		8.46	9.12			9.17	9.16
Boston	A 8.03	A 8.15	A 8.24	A 8.30		A 8.33		A 8.50	A 9.16			A 9.21	A 9.20
	A M	A M	A M	A M		A M		A M	A M			A M	A M

Exception to Rule 72 — Stoneham Branch Outward first class trains are superior to Inward first class trains.

- ⓐ Will not run Oct. 12, Nov. 28, Dec. 25, 1940; Jan. 1, Feb. 22, 1941.
- H Will not run October 12, November 11, November 28, December 25, 1940; January 1, February 22, April 19, 1941.
- ⊕ Will not carry baggage.

INWARD TRAINS (SOUTHWARD). — FIRST-CLASS.

NEW HAMPSHIRE AND
TERMINAL DIVISIONS

STATIONS.	⊕3360	310	3320	3006	3322	3362		3340	3324	316	3364	⊕H3326	⊕H3412
	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sun. only		Sat. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sat. only
	Nashua	W. R. Jct.	Woburn	Concord	Lowell	Lowell		Lowell	Lowell	Concord	Lowell	Woburn	Stoneham
	AM	AM	AM	AM	AM	AM		AM	PM	AM	PM	PM	PM
NEW HAMPSHIRE DIVISION													
Concord		L 9.30		L10.10						L11.55			
Bow		9.33		10.13						11.58			
Hooksett		9.40		10.22						12.06			
Martin													
Manchester		s 9.52		s10.32						s12.18			
Goffs Falls													
Reeds Ferry													
Merrimack		10.04		10.44						12.30			
Thorntons Ferry													
Nashua, Union Sta.	L 8.58	s10.14		s10.54						s12.40			
Tyngsboro	9.06	10.22		11.02						12.48			
North Chelmsford	9.10	10.26		11.06						12.52			
Middlesex													
Lowell	s 9.17	s10.33		s11.13	L11.25	L11.35		L11.44	L12.20	s 1.00	s 1.00		
Bleachery	9.20	10.35		11.15	11.27	11.37		11.46	12.30	1.02	1.02		
South Lowell													
North Billerica	s 9.24	10.39		11.19	s11.32	11.41		s11.51	12.34		1.06		
East Billerica	9.28												
Silver Lake	s 9.32												
Wilmington	s 9.36	10.45		11.25	s11.41	s11.49		s12.00	s12.42	1.11	s 1.14		
North Woburn Jct.	9.38				11.43	11.51		12.02	12.44		1.16		
South Wilmington													
Mishawum													
Walnut Hill													
TERMINAL DIVISION													
Stoneham													L 2.18
Pleasant Street													2.19
Farm Hill													2.21
Lindenwood													2.23
Oakland													
Montvale		10.51		11.31						1.17			s 2.26
Winchester Highlands													f 2.28
North Woburn	s 9.41				f11.46	s11.54		f12.05	s12.47		s 1.19		
Central Square	f 9.44								s12.50		s 1.22		
Woburn	s 9.47								s12.53		s 1.25	L 2.03	
Woburn Highlands			L10.51		s11.51	s11.59		s12.10	s12.55		f 1.27	s 2.05	
Cross Street			s10.53						s12.57		f 1.29	f 2.07	
Winchester	s 9.52	10.53 ³³²⁰	s 10.58 ³¹⁰	s11.33	s11.56	s12.05		s12.15	s 1.00	1.19	s 1.32	s 2.10	s 2.31
Wedgemere			s11.00						s 1.02		f 1.34	s 2.12	
West Medford	s 9.57	10.56	s11.04	11.36	s12.00	12.09		s12.19	s 1.06		s 1.38	s 2.16	2.35
Medford Hillside											s 1.40		
Tufts College									s 1.09				
North Somerville													
Somerville Junction	10.01	10.59	11.08	11.39	12.05	12.12		12.24	s 1.11		1.24	1.42	2.20
Winter Hill													
Mystic Junction	10.03	11.01	11.10	11.41	12.07	12.14		12.26	1.14	1.26	1.44	2.22	2.40
Boston	A10.07	A11.05	A11.14	A11.45	A12.11	A12.18		A12.30	A 1.18	A 1.30	A 1.48	A 2.26	A 2.44
	AM	AM	AM	AM	PM	PM		PM	PM	PM	PM	PM	PM

Exception to Rule 72 — Stoneham Branch Outward first class trains are superior to Inward first class trains.

H Will not run October 12, November 11, November 28, December 25, 1940; January 1, February 22, April 19, 1941.

⊕ Will not carry baggage.

INWARD TRAINS (SOUTHWARD). — FIRST-CLASS.

NEW HAMPSHIRE AND
TERMINAL DIVISIONS

Miles from Concord	STATIONS.	3330	3366	H318	3332	320	H3334	3336	H322	3368	3604	H324	
		Ex. Sun.	Sun. only	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sat. and Sun.
		Lowell	Con., N.H.	Lowell	Wilming'n	W. R. Jct.	Woburn	Lowell	Wilming'n	Lowell	Portsm'th	D.H Equip	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
	Concord		L 1.40			L 2.25					L 3.55		
2.32	Bow		1.43			2.28					3.58		
8.95	Hooksett		1.50			2.36					s 4.08		
12.81	Martin												
17.64	Manchester		s 2.02			s 2.50					A 4.23		
21.29	Goffs Falls												
25.54	Reeds Ferry												
27.23	Merrimack		2.14			3.01							
28.59	Thorntons Ferry												
34.36	Nashua, Union Sta.		s 2.24			s 3.09							
						s 3.12							
41.21	Tyngsboro		2.31			3.20							
44.77	North Chelmsford		2.35			3.24							
46.04	Middlesex	L 2.00											
47.77	Lowell	s 2.10	s 2.43	L 2.50		s 3.29		L 4.30		L 4.47			
						s 3.33							
48.66	Bleachery	2.12	2.45	2.52		3.35		4.32		4.49			
50.00	South Lowell												
51.53	North Billerica	s 2.17	f 2.49	2.56		3.39		s 4.37		4.53			
54.10	East Billerica			2.59				4.41					
56.72	Silver Lake												
58.12	Wilmington	s 2.24	s 2.58	3.04 ³³³²	L 3.07 ³¹⁸	3.45		s 4.46	L 5.01	s 5.01			
59.35	North Woburn Jct.	2.26	3.00	3.06	3.09	3.47		4.48	5.03	5.04			
60.58	South Wilmington								f 5.04				
61.67	Mishawum												
62.84	Walnut Hill								f 5.08				
	Stoneham												
	Pleasant Street												
	Farm Hill												
	Lindenwood												
	Oakland												
63.56	Montvale			3.10		3.51			f 5.09				
64.32	Winchester Highlands								f 5.11				
61.09	North Woburn	s 2.29			s 3.12			s 4.51		s 5.06			
62.30	Central Square	f 2.32			f 3.15			f 4.54		s 5.09			
63.31	Woburn	s 2.35	s 3.07		s 3.18		L 4.19	s 4.58		s 5.12			
63.82	Woburn Highlands	f 2.37			f 3.20		s 4.21			5.14			
64.32	Cross Street	f 2.39			f 3.22		s 4.23	f 5.01		s 5.16			
65.50	Winchester	s 2.42	s 3.12	s 3.13	s 3.25	3.53	s 4.26	s 5.04	s 5.14	s 5.19			
65.98	Wedgemere						s 4.28	5.06		s 5.21			
67.84	West Medford	2.46	3.15	3.16	s 3.30	3.56	s 4.32	s 5.09	s 5.19	s 5.25		L 5.42	
68.74	Medford Hillside											5.44	
69.31	Tufts College						f 4.35		s 5.22				
69.76	North Somerville											5.47	
70.51	Somerville Junction	2.49	3.18	3.19	3.34	3.59	4.37	5.12	5.24	5.29		5.49	
70.90	Winter Hill												
71.46	Mystle Junction	2.51	3.21	3.21	3.36	4.01	4.39	5.14	5.26	5.31		5.51	
73.32	Boston	A 2.55	A 3.25	A 3.25	A 3.40	A 4.05	A 4.43	A 5.18	A 5.30	A 5.35		A 5.55	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	

Exception to Rule 72 — Stoneham Branch Outward first class trains are superior to Inward first class trains.

H Will not run October 12, November 11, November 28, December 25, 1940; January 1, February 22, April 19, 1941.
 @ Will not carry baggage.

STATIONS.	326	H3338	332	3372	3342	20	3350	H3344	3376	24	26	3346
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.
	Lowell	Woburn	C. V. Ry.	Wilming'n	Wilming'n	C. P. R.	Wilming'n	Wilming'n	Lowell	Woodsv'le	Woodsv'le	Wilming'n
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
NEW HAMPSHIRE DIVISION			L 4.45			L 5.45				L 8.15	L 8.55	
Concord												
Bow			4.48			5.48				8.18	8.58	
Hooksett			4.56			5.56				8.26	9.06	
Martin												
Manchester			S 5.07 5.10			S 6.06 6.10				S 8.36 8.45	S 9.18	
Goffs Falls												
Reeds Ferry												
Merrimack			5.21			6.21				8.56	9.30	
Thorntons Ferry												
Nashua, Union Sta.			S 5.29 5.35			S 6.30 6.38				S 9.04 9.10	S 9.41	
Tyngsboro			5.43			6.42				9.20	9.49	
North Chelmsford			5.47			6.46				9.24	9.53	
Middlesex												
Lowell	L 5.18		S 5.52 5.55			S 6.52 6.55			L 8.35	S 9.30 9.40	S 10.01	
Bleachery	v 5.21		5.57			6.57			8.37	9.42	10.03	
South Lowell												
North Billerica	S 5.26		6.01			7.01			f 8.41	9.46	10.07	
East Billerica	S 5.31		6.04			7.05			8.45			
Silver Lake									S 8.48			
Wilmington	S 5.38		6.08	L 6.03	L 6.50	7.09	L 7.25	L 8.27	S 8.51	9.52	10.16	L 10.21
North Woburn Jct.	5.40			6.06	6.52	7.11	7.28	8.30	8.53	9.54	10.18	10.24
South Wilmington												
Mishawum												
Walnut Hill												
TERMINAL DIVISION												
Stoneham												
Pleasant Street												
Farm Hill												
Lindenwood												
Oakland												
Montvale	5.46		6.14			7.16				9.58		
Winchester Highlands												
North Woburn				S 6.09	S 6.55		f 7.30	f 8.33	S 8.56			S 10.27
Central Square					S 6.58		f 7.33	f 8.36	S 8.59			f 10.30
Woburn		L 5.46		S 6.13	S 7.02		S 7.37	S 8.39	S 9.02		S 10.27	S 10.33
Woburn Highlands		S 5.48		S 6.15	S 7.04			f 8.41				S 10.35
Cross Street		f 5.50		f 6.17	f 7.06				S 9.06			f 10.37
Winchester	S 5.48 ³³³⁸	S 5.53 ³²⁶	6.16	S 6.20	S 7.09	7.18	S 7.43	S 8.45	S 9.09	S 10.01	S 10.32	S 10.39
Wedgemere		S 5.55	6.17	f 6.22	S 7.11		S 7.45	S 8.47	S 9.11	10.02		S 10.41
West Medford	S 5.53	S 6.00	6.20	S 6.26	S 7.15	7.21	S 7.49	S 8.51	S 9.15	10.06	10.36	S 10.45
Medford Hillside				f 6.28			S 7.51					
Tufts College												
North Somerville												
Somerville Junction	5.59	6.06	6.23	6.31	7.19	7.24	7.54	8.55	9.19	10.09	10.39	10.48
Winter Hill												
Mystic Junction	6.01	6.09	6.25	6.33	7.21	7.26	7.56	8.57	9.21	10.11	10.41	10.50
Boston	A 6.05	A 6.13	A 6.30	A 6.37	A 7.25	A 7.30	A 8.00	A 9.01	A 9.25	A 10.15	A 10.45	A 10.55
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Exception to Rule 72 — Stoneham Branch Outward first class trains are superior to Inward first class trains.

H Will not run October 12, November 11, November 28, December 25, 1940; January 1, February 22, April 19, 1941.

⊕ Will not carry baggage.

v Stop on signal to take passengers.

**OUTWARD TRAINS (NORTHWARD).
FIRST-CLASS**

**INWARD TRAINS (SOUTHWARD).
FIRST-CLASS**

READ DOWN

READ UP

Miles from Concord	Passing Sidings, Capacity Cars.	READ DOWN					STATIONS.	READ UP						
		325	313	307	327	3001		302	310	320	332	334	3008	
		Daily	Ex. Sun.	Daily	Ex. Sun.	Sun. only		Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	
		C. V. Ry. and C.P.R.	W. R. Jct.	C. V. Ry.	W. R. Jct.	W. R. Jct.		Cent. Vt. and C.P.R.	W. R. Jct.	W. R. Jct.	Cent. Vt.	C. V. Ry.	W. R. Jct.	
		PM	PM	PM	AM	AM		AM	AM	PM	PM	PM	PM	PM
		L 10.48	L 6.20	L 2.30	L 11.00	L 4.05	Concord W N X	A 5.59	A 9.18	A 2.10	A 4.40	A 5.25	A 8.37	
3.79							Sewall							
6.59	113	10.57	s 6.29	2.38	κ 11.09	s 4.15	Penacook T D	5.50	s 9.08	2.00	4.30	5.15	8.29	
9.33	37	11.01	f 6.34	2.41	f 11.14	f 4.19	Boscawen T D	5.46	f 9.03	1.56	4.26	5.11	8.25	
13.25	56	11.06	f 6.39	2.46	J 11.19	f 4.24	Gerrish T	5.42	f 8.58	1.52	4.22	5.07	8.21	
18.67	79	s 11.18	s 6.50	g 2.53	s 11.30	s 4.38	Franklin T W D	s 5.35	s 8.49	s 1.45	s 4.15	s 5.00	s 8.14	
24.88	90	11.35	f 7.01	3.01	f 11.41	s 4.48	Halcyon T W	5.25	s 8.38	f 1.35	4.06	4.49	f 8.04	
27.50							Alpine							
29.22	11	11.42	f 7.07	3.06	f 11.49	s 4.54	Andover T D	5.19	s 8.32	Ⓣ 1.29				
31.00	30	11.45	s 7.11	g 3.08	s 11.53	s 4.58	Potter Place T W D	B 5.16	s 8.28	s 1.25	s 3.58	s 4.39	s 7.55	
32.19	84	11.47	f 7.14	3.10	11.55	f 5.01	Gale T	5.14	s 8.24	1.21	3.56	4.35	7.51	
34.92	40	11.51	f 7.18	3.13	f 11.59	f 5.05 ³⁰² 5.11	Converse T	5.11 ³⁰¹	s 8.19	1.18	3.53	4.30	7.48	
38.35	40	11.56	f 7.24	3.17	f 12.05	s 5.18	Danbury T D	5.07	s 8.14	f 1.14	3.49	4.25	s 7.43	
43.53	114	12.03	f 7.32	3.23	12.13	f 5.26	Grafton T T D	4.59	s 8.07	f 1.07	3.43	4.18	f 7.35	
45.33		12.05	e 7.35		12.16	f 5.30	Cardigan T	4.56	f 8.04 [Ⓣ]	1.04			7.32	
48.76	30	12.10	7.40	3.29	12.21	5.34	Summit Siding T	4.52	7.59	1.00	3.37	4.10		
51.55	18, 85, 18	R 12.15	s 7.45	g 3.32 ³²²	s 12.27	s 5.39	Canaan W N R	4.47	s 7.54	s 12.55	s 3.32 ³⁰⁷ 3.27	s 4.05	s 7.22	
55.92	41	12.20	f 7.51	3.37	12.33	f 5.45	Pattee T	4.38	s 7.47	12.48	3.21	3.56		
58.34	8	12.23	s 7.57	g 3.40	s 12.37 ³³⁰ 12.44	s 5.50	Enfield T D	4.34	s 7.43	s 12.44 ³²⁷	s 3.17	s 3.50	s 7.10	
60.93	16, 90	12.26	f 8.01	3.43 ³³⁴	12.48	f 5.54	Mascoma T	4.29	f 7.38 [Ⓣ]	12.38	3.11	3.43 ³⁰⁷ 3.36		
64.98	70	s 12.35	s 8.09	g 3.48	s 12.56	s 6.03	Lebanon D	s 4.20	s 7.31	s 12.32	s 3.06	s 3.30	s 6.59	
69.23	94	12.43	s 8.17	3.55	s 1.06	s 6.12 6.25	Westboro W D X	4.03	s 7.22	s 12.23	2.57	3.18	6.50	
69.60		A 12.50	A 8.20	A 4.00	A 1.10	A 6.30	White River Jct. N X	L 4.00	L 7.20	L 12.20	L 2.55	L 3.15	L 6.48	
		AM	PM	PM	PM	AM		AM	AM	PM	PM	PM	PM	

No. 307 is superior to No. 332 Concord to Canaan.
 No. 307 is superior to No. 334 Concord to Mascoma.
 When No. 332 meets No. 307 at Canaan No. 332 take siding.
 When No. 334 meets No. 307 at Mascoma No. 334 take siding.

- κ Stop to leave from Boston or New York.
- J Stop Wednesdays only on notice to Conductor to leave.
- Ⓣ Make flag stop for fragile Parcel Post.
- R Stop for passengers for or from south of Springfield or north of St. Albans.
- # Arriving time to be advertised as leaving time.

- TT Two outside Dispatchers fones at Grafton, one on station other at North End of passing siding.
- B Flag stop Monday only.
- g Flag stop Sundays only.
- Ⓣ Stop on signal to take passengers Fridays and Saturdays only.
- e Stop to leave passengers on notice to Conductor.

**OUTWARD TRAINS (NORTHWARD).
FIRST-CLASS.**

**INWARD TRAINS (SOUTHWARD).
FIRST-CLASS.**

READ DOWN								READ UP							
Passing Sidings. Capacity Cars.	Miles from Concord	⊕49	413	9	5	1	4001	STATIONS.	402	404	20	24	26	48	
		Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only		Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Daily	
		Woodsv'le	Plymouth	Woodsv'le	Can. Pac.	Woodsv'le	Woodsv'le		Woodsv'le	Plymouth	Can. Pac.	Woodsv'le	Woodsv'le	Milk	
		PM	PM	PM	AM	AM	AM		AM	PM	PM	PM	PM	PM	
Yard		L10.55	L 6.21	L 2.35	L11.02	L 5.35	L 4.15	Concord W N X	A 9.22	A 2.05	A 5.30	A 8.00	A 8.40	A 9.20	
	2.17	11.00	6.25	2.40	11.06	5.40	f 4.20	Eastside T	9.17	2.00	5.26	7.55	8.35	9.14	
52	6.79	11.08	6.31	2.46	11.12	5.46	f 4.26	Boyce T	9.11	1.54	5.20	7.50	8.30	9.08	
47	9.61	11.14	f 6.35	f 2.50 [Ⓞ]	11.16	5.50	f 4.31	Canterbury T s	9.06	f 1.49	5.15	7.45	8.25	9.02	
	13.19			2.55	11.21			Northfield							
40	18.38	e11.27	s 6.47	s 3.03	s11.28	s 6.02	s 4.46	Tilton T T D s	8.51	s 1.34	s 5.02	s 7.33	s 8.12	8.49	
	21.86		f 6.53	f 3.08 [Ⓞ]	11.34	6.08	f 4.53	Lochmere T f	8.44	f 1.28					
50	24.69	11.37	f 6.58	f 3.13	11.38	6.12	f 4.58	Winnisquam T s	8.39	f 1.23	4.52	7.20	8.02	8.39	
Yard	27.59	s11.46	s 7.04	s 3.20	s11.46	s 6.16	s 5.06	Laconia D X s	8.33	s 1.17	s 4.48	s 7.15	s 7.58	8.35	
Yard	29.04	11.50	# 7.07 ²⁴ # 7.11	s 3.24	11.50	s 6.25	s 5.12	Lakeport T W D X s	8.28	s 1.13	4.44	7.11 ⁴¹³	7.54	8.33	
28	33.77	11.57	f 7.20	s 3.31	m11.57	s 6.33	s 5.21	Weirs D s	8.20	s 1.06	m 4.38	s 7.04	s 7.47	8.23	
48	37.70	e12.05	s 7.28	s 3.39	s12.04	s 6.41	s 5.30	Meredith D s	8.12	s12.59	s 4.30	s 6.56	s 7.40	8.16	
	41.06		f 7.34	f 3.45		6.47	f 5.36	Winona T f	8.07	f12.53	4.24	6.49	7.34	8.11	
31	45.78	e12.22	s 7.45	s 3.54	s12.17	s 6.56	s 5.46	Ashland D s	7.59	s12.45	s 4.15	s 6.40	s 7.25	8.03	
Yard	47.85				12.21			Bridgewater							
	51.26	s12.30 s12.35	A 7.55 ⁴⁸	s 4.02 ²⁰ s 4.10	s12.25 ⁴⁰⁴ s12.32	# 7.04 # 7.12	s 5.53 s 5.58	Plymouth T W D X s	7.50 7.42	L12.35 ⁵	s 4.05 s 3.59 ⁹	s 6.30 s 6.22	s 7.15 s 7.09	7.55 ⁴¹³ 7.45	
4	56.60	12.45		f 4.19 [Ⓞ]	12.42	f 7.22	f 6.08	Quincy	f 7.32						
30	58.96	12.50		s 4.24	12.47	s 7.27 ⁴⁰²	s 6.13	Rumney D s ^{# 7.27 7.20}			3.46	s 6.09	f 6.56	7.33	
50	62.04	12.56		s 4.30	12.53	s 7.33	f 6.20	Swainboro D s	7.13		3.40	s 6.03	6.50	7.28	
42	66.85	1.04	Loses rights and schedule after 9.30 P.M.	s 4.39	1.01	s 7.42	s 6.30	Wentworth D s	7.04			3.33	f 5.56	6.43	
28	70.63	1.12		s 4.48	Ⓞ1.08	s 7.50	s 6.39	Warren T D s	6.56		Ⓞ3.27	s 5.49	f 6.37	7.14	
56	75.44	1.26		s 4.59	1.19	f 8.02	f 6.51	Glenciff T W f	6.47		3.18	f 5.40	f 6.28	7.05	
65	80.28	1.36		f 5.07	1.28	f 8.10	f 6.59	Oliverian T f	6.35		3.10	5.31	6.20	6.55	
	82.32			s 5.12	1.32	s 8.15	f 7.04	Pike D s	6.29		3.06	s 5.27	6.16		
58	84.99	1.46		# 5.18 ²⁴ s 5.22	1.38	s 8.21	f 7.10	Haverhill D s	6.23			3.01	s 5.21 ⁹	f 6.11	6.47
25	88.54	1.54		s 5.31	1.45	s 8.30	f 7.20	Blackmount D s	6.16			2.54	5.14	6.04	6.40
Yard	93.60	A 2.10	A 5.40 ⁷⁷	s 1.55 ⁶⁰⁵¹ s 2.10	A 8.40	A 7.30	Woodsville W D X L	6.05		s 2.45 s 2.31	L 5.05	L 5.55	L 6.30		
Yard	93.94			2.11			Wells River W N X			2.29					
		AM	PM	PM	PM	AM	AM		AM	PM	PM	PM	PM	PM	

No. 413 is superior to No. 48.

No. 5 is superior to No. 404.

When No. 402 meets No. 1 at Rumney No. 402 take 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.

M Flag stop Sundays.

e Stop to leave passengers on notice to Conductor.

Arriving time to be advertised as leaving time.

Ⓞ Make flag stop for fragile Parcel Post.

Ⓢ Stop for passengers for or from Concord and south.

Ⓣ Will not carry baggage.

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

M & W. R. R. Trains due to leave Woodsville:

No. 1 at 10.20 a.m. ex. Sun.

No. 3 at 5.50 p.m. ex. Sun.

No. 91 at 4.50 p.m. Sunday only.

M&WRR Trains due to arrive Woodsville.

No. 2 9.05 A.M. Ex. Sun.

No. 4 4.50 P.M. Ex. Sun.

No. 90 at 3.50 P.M. Sunday only.

OUTWARD TRAINS (NORTHWARD).—FIRST-CLASS.

Miles from White River Junction	Passing Sidings. Capacity Cars	STATIONS.	79	4301	6051	163	77							
			Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.							
			Can. Pac.	Berlin	Lancaster	Me. Cent.	Berlin							
			A M	A M	P M	P M	P M							
	Yard	White River Junction N X	L 1.30	L 7.25	L 12.35		L 4.25							
1.84		Wilder	1.34	s 7.29	f 12.39		4.29							
4.10	52	Norwich T D	1.38	s 7.35	f 12.44		s 4.35							
9.49	109	Pompanoosuc T	1.44	s 7.43	f 12.51		f 4.42							
14.09	46	Thetford D	1.51	s 7.51	f 12.58		s 4.50							
16.30	57	Northboro	1.54	s 7.56	f 1.02		f 4.55							
18.61	104	Ely T W D	1.57	s 8.03	f 1.06		5.00							
21.42	E 12 W 35	Fairlee D	f 2.02	s 8.10	f 1.11		s 5.07							
27.09		Piermont		s 8.20	f 1.18		5.15							
28.28	109	Bradford T D	f 2.12	s 8.25	f 1.21		s 5.18 ⁴³⁰⁸							
32.19		Conicut	2.17	f 8.31 [Ⓞ]	f 1.26		5.24							
35.20	44	Newbury T	2.23 ⁷⁴ 2.28	s 8.37	f 1.33		5.29							
40.36	Yard	Wells River W N X	A 2.40	8.45	1.42		5.37							
40.70	Yard	Woodsville W D X		s 8.47 8.05	s 1.45 ^s 2.00		s 5.39 ^p 5.50							
45.21	12	Bath D		s 9.15	2.10		f 5.59							
50.68	27	Lisbon D		s 9.27	s 2.20		s 6.10							
52.72	17	Sugar Hill		9.31			6.14							
56.15	47	Barrett T		9.37	2.30		6.20							
61.20	29	Littleton & Bethlehem WD		s 9.45 9.52	s 2.38		s 6.28 6.34							
	26	Littleton Long Siding T		9.54 ⁷² 9.58										
67.10	42	Wing Road T W		10.07	2.48		6.44							
71.94	48	Whitefield Junction T X		10.17			6.53							
72.48	Yard	Whitefield T D X		s 10.19 10.30	s 3.00	s 3.42	s 6.55 7.02							
72.65		Whitefield, Me. Cent. R. R.												
86.96		Fabyan "												
87.62		Bretton Woods												
75.05	11	Hazen		10.37	3.07		7.09							
77.56	16	Waumbek Junction T		10.43	3.13 3.16		7.15							
87.02	Yard	Lancaster Me. Cent. R.R. DX			A 3.35									
88.10		Coos Jct. B. & M. R.E. T X												
93.22	22-22	Northumberland " D												
96.99	Yard	Groveton " W D X												
80.08	10	Jefferson W		s 10.49			f 7.21							
81.88	22	Highlands T		f 10.54			f 7.26							
86.81	32	Bowman T		f 11.04			f 7.36							
89.73		Appalachia												
90.95	20	Randolph T		s 11.13			s 7.45							
95.49	30	Gorham D		s 11.25			s 7.57							
101.12	Yard	Berlin T W D X		A 11.35			A 8.10							

No. 4301 is superior to No. 72 to Littleton Long siding.
 No. 4301 is superior to No. 4308.
 When 4308 meets No. 77 at Bradford No. 4308 take siding.
 Times at Whitefield, Me. Cent. R.R., Fabyan, and Lancaster,
 Me. Cent. R.R. shown for information only.

Ⓞ Make flag stop for fragile Parcel Post.

INWARD TRAINS (SOUTHWARD) — FIRST CLASS

Miles from Berlin	STATIONS.	78	72	162	4308	6056							
		Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only							
		Can. Pac.	Berlin	Me. Cent.	Berlin	Lancaster							
		A M	A M	A M	P M	P M							
5.63	Berlin		L 8.35		L 2.35								
10.17	Gorham		s 8.45		s 2.45								
11.39	Randolph		f 8.56		f 2.56								
14.31	Appalachia												
	Bowman		f 9.04		f 3.04								
19.24	Highlands		f 9.12		f 3.12								
21.04	Jefferson		s 9.17		s 3.17								
	Groveton B. & M. R. R.												
	Northumberland "												
	Coos Jct. "												
	Lancaster, Me. Cent. R. R.					L 4.00							
23.50	Waumbek Jct.		9.23		3.23	4.19							
26.07	Hazen		9.28		3.28	4.22							
	Bretton Woods												
	Fabyan, Me. Cent. R. R.												
	Whitefield "												
28.64	Whitefield		s 9.35	s 11.55	s 3.35	s 4.35							
29.18	Whitefield Jct.		s 9.40		s 3.40								
34.02	Wing Road		9.42		3.42								
	Littleton Long Siding		9.50		3.51	4.45							
39.92	Littleton & Bethlehem		9.58 ⁴³⁰¹										
44.97	Barrett		s 9.59		s 4.01	s 4.57							
48.40	Sugar Hill		s 10.03		s 4.06								
50.44	Lisbon		10.11		4.14								
			10.16		4.19								
55.91	Bath		s 10.21		s 4.25	s 5.15							
60.42	Woodsville		s 10.30		f 4.35	5.25							
			s 10.40		s 4.45	s 5.35							
			s 10.50		s 4.55	s 5.50							
60.76	Wells River	L 2.20	10.52		4.57	5.52							
65.92	Newbury	2.28 ⁷⁹	k 11.00		f 5.05	f 6.00							
68.93	Concut	2.33	11.05		f 5.10	f 6.05							
72.84	Bradford	f 2.39	s 11.12		s 5.15 ⁷⁷	f 6.11							
74.03	Piermont				s 5.21	6.16							
79.70	Fairlee	f 2.50	s 11.21		f 5.26								
82.51	Ely	2.55	11.28		s 5.34	s 6.24							
84.82	Northboro	2.59	s 11.32		s 5.39	f 6.29							
					f 5.43	f 6.33							
87.03	Thetford	3.03	s 11.38		s 5.50	f 6.40							
91.63	Pompanoosuc	3.09	s 11.45		f 5.59	f 6.49							
97.02	Norwich	3.17	s 11.53		s 6.08	s 6.58							
99.28	Wilder	3.21	11.57		s 6.13	f 7.03							
101.12	White River Jct.	A 3.30	A 12.05		A 6.20	A 7.10							

No. 4301 is superior to No. 72 to Littleton Long Siding.
 No. 4301 is superior to No. 4308.
 When No. 4308 meets No. 77 at Bradford No. 4308 take siding.
 Time at Whitefield, Fabyan, and Lancaster, Me. Cent. R.R. shown for information only.

Ⓢ Make flag stop for fragile Parcel Post.
 k Stop on signal to take passengers for or beyond Greenfield, Mass. or Concord, N. H.

CLAREMONT BRANCH

OUTWARD TRAINS (Westward) INWARD TRAINS (Eastward)
FIRST-CLASS FIRST-CLASS

READ DOWN				READ UP				
Miles from Concord	Passing Sidings, Capacity Cars.	3859	3807	3803	STATIONS.		3802	3808
		Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily
		Clare. Jct.	Clare. Jct.	Clare. Jct.	Clare. Jct.	Clare. Jct.	Clare. Jct.	Clare. Jct.
		PM	PM	AM			AM	PM
3.48	13	L 7.45	L 6.24	L 10.05	Concord W N X		A 9.08	A 5.38
6.45		f 7.54	f 6.32	f 10.13	Garrison		9.00	5.29
10.39		f 7.59	f 6.36	f 10.18	Riverhill		f 8.55	
11.95	29, 18	s 8.11	s 6.48	s 10.29	Tyler		f 8.47	
18.76	18	s 8.24	s 7.01	s 10.43	Contoocook D X		s 8.45	s 5.15
20.93		f 8.29	f 7.05	f 10.47	Warner D		s 8.32	s 5.00
24.75		f 8.37	f 7.12		Waterloo		f 8.27	
27.37	24	s 8.44	s 7.19	s 11.02	Melvin		f 8.19	
33.79	31	s 9.03	s 7.39	s 11.21	Bradford W D		s 8.14	s 4.44
36.40	14	f 9.09	f 7.44	f 11.26	Newbury		s 8.00	s 4.28
40.10	13	s 9.18	s 7.53	s 11.35	Edgemont		s 7.54	s 4.22
40.78		f 9.20	f 7.55	f 11.37	Sunapee D		s 7.44	s 4.13
43.10	21	s 9.28	s 8.03	s 11.45	Guild		f 7.40	f 4.09
45.81		f 9.34	f 8.08	f 11.50	Newport W D X		s 7.33	s 4.03
48.15	14	s 9.55	s 8.28	s 12.10	Northville		s 7.23	f 3.53
54.81		A 10.00	A 8.35	A 12.15	Kellyville		s 7.05	s 3.38
56.71					Claremont D X		L 7.00	L 3.32
		PM	PM	PM	Clarem't Jct. W N X			

© Make flag stop for fragile Parcel Post.

PEMIGEWASSET VALLEY BRANCH.

OUTWARD TRAINS (Northward) INWARD TRAINS (Southward)
FIRST-CLASS FIRST-CLASS

READ DOWN				READ UP			
Miles from Plymouth	Passing Sidings, Capacity Cars.	STATIONS.		STATIONS.		STATIONS.	STATIONS.
	Yard			Plymouth T W D X			
2.31				Livermore Falls			
4.24				Blair			
5.62				Beebe River			
7.37	21			Campton D			
8.93				Lyford's Siding			
10.56				Thornton			
13.50	17			West Thornton			
16.60	11			Woodstock T			
18.31				Mountain Park T			
19.37				Fairview			
20.61	5			No. Woodstock X			
21.62	Yard			Lincoln W D X			

NEW HAMPSHIRE DIVISION KEENE BRANCH

49

THIRD CLASS

NORTHWARD		FIRST CLASS		STATIONS.		H 315	H 8219
Miles from Nashua Union Station	Passing Sidings, Capacity Cars	Ex. Sat. and Sun.	Nashua	Nashua	Nashua	Nashua	Nashua
.82					Nashua, U.S. W N X	L 6.06	L 9.30
4.54					Nashua X	A 6.10	s 9.35
6.29	26				Blood		
9.13					So. Merrimack		
10.70					Ponemah		f 9.55
11.83	13				E. Milford X		
13.78					Milford D X		s 10.05
15.47					Richardson		s 10.15
16.22	25				Pine Valley		
20.02	8				Wilton W D		A 10.35
26.86	19				So. Lyndeboro		
32.27					Greenfield D		
					Elmwood X		

Loses right and schedule after 7:30 P.M.

INWARD TRAINS

SOUTHWARD		FIRST CLASS		STATIONS.		H 8218
		Ex. Sun.	Nashua	Nashua	Nashua	Wilton
					Elmwood X	
					Greenfield D	
					So. Lyndeboro	
					Wilton W D	L 11.30
					Pine Valley	
					Richardson	f 11.40
					Milford D X	s 11.45
					East Milford X	f 12.20
					Ponemah	f 12.25
					So. Merrimack	12.35
					Blood	
					Nashua X	s 12.55
					Nashua U.S. W N X	A 1.00

Loses right and schedule after 8:00 A.M.

No. 8219 is superior to No. 8218.

"H" Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, 1940; Jan. 1, Feb. 22, Apl. 19, 1941.

© Does not carry baggage.

NORTH WEARE BRANCH

WESTWARD READ DOWN EASTWARD READ UP

Miles from Manchester	Passing Sidings, Capacity Cars	STATIONS.	
1.02		Manchester W N X	
5.21		W. Manchester X	
7.35		Grasmere	
8.12		Shirley Hill	
		Goffstown D	

**OUTWARD TRAINS (NORTHWARD).
FIRST-CLASS.**

**INWARD TRAINS (SOUTHWARD).
FIRST-CLASS.**

READ DOWN

READ UP

Miles from Boston	Passing Sidings Capacity Cars	READ DOWN						STATIONS.	READ UP				
		H3223	⊕3217	H3215	H3211	H3207	H3203		⊕3202	H3206	⊕3210	H3212	H3218
		Ex. Sat. and Sun. Bedford	Ex. Sun. Bedford	Ex. Sat. and Sun. Bedford	Ex. Sun. Bedford	Sat. only Bedford	Ex. Sun. Bedford		Ex. Sun. Bedford	Ex. Sun. Bedford	Ex. Sun. Bedford	Ex. Sun. Bedford	Ex. Sat. and Sun. Bedford
4.16		6.24 6.32	5.43 5.52	5.20 5.28	4.31 4.41	1.32 1.41	7.03 7.12	Boston W N N West Cambridge T X	6.18 6.09	7.37 7.28	8.06 7.55	8.39 8.29	7.55 7.45
4.57		PM L 6.33	PM L 5.53	PM L 5.29	PM L 4.42	PM L 1.42	AM L 7.13	Fens X	AM A 6.08	AM A 7.27	AM A 7.54	AM A 8.28	PM A 7.44
5.48		s 6.36	s 5.56	s 5.31	s 4.45	s 1.45	s 7.15	Lake Street X	s 6.07	s 7.25	s 7.52	s 8.26	s 7.42
6.34	11	s 6.39	s 5.59	s 5.35	s 4.48	s 1.48	#7:17 ³²⁰⁶ s 7.23	Arlington T D	s 6.04	#7:23 ³²⁰³ s 7.50	s 7.50	s 8.24	s 7.39
7.21		s 6.41	s 6.02	s 5.38	s 4.50	s 1.51		Brattle f	s 6.01	s 7.20	s 7.48	s 8.21	
8.06	14	s 6.44	s 6.05	s 5.43	s 4.53	s 1.55	f 7.27	Arlington Heights s	s 5.58	s 7.18	s 7.46	s 8.19	s 7.35
9.02		s 6.47	s 6.08	s 5.45	s 4.56	s 1.58	7.30	East Lexington s	s 5.55	s 7.15	s 7.43	s 8.16	
9.72		e 6.49	s 6.10	s 5.47	s 4.58	s 2.00	e 7.32	Pierces Bridge f	s 5.52	s 7.13	s 7.41	s 8.14	
10.09		s 6.51	s 6.13	s 5.49	s 5.00	s 2.02	7.33	Munroe f	s 5.51	s 7.11	s 7.39	s 8.12	s 7.30
11.06	14	s 6.55	s 6.16	s 5.53	s 5.05	s 2.06	#7:35 ³²¹⁰ s 7.37	Lexington W D	s 5.49	s 7.09	#7:37 ³²⁰³ s 8.10	s 8.10	s 7.28
12.28		s 6.59	s 6.20	s 5.57	s 5.09	s 2.10	s 7.41	North Lexington f	s 5.44	f 7.04	s 7.31	s 8.05	s 7.24
14.81	8	A 7.04	A 6.25	A 6.02	A 5.14	A 2.15	A 7.45	Bedford T W D X	L 5.40	L 7.00	L 7.27	L 8.01	L 7.20
15.49								Veterans Hospital Siding					
16.83								Bedford Springs					
17.90								South Billerica					
19.13								Turnpike					
20.09								Billerica					
20.69								Bennett Hall T					
22.61								North Billerica T D					
24.14								South Lowell X					
25.48								Bleachery W N X					
26.37								Lowell W N X					
16.03								Shady Hill					
16.83								West Bedford					
19.01								Concord					
		PM	PM	PM	PM	PM	AM		AM	AM	AM	AM	PM

No. 3203 is superior to No. 3206 Fens to Arlington.
 No. 3203 is superior to No. 3210 Fens to Lexington.
 No. 3203 is superior to No. 3212 Fens to Bedford.
 No. 3223 is superior to No. 3218 Fens to Bedford.
 Time shown at Boston and West Cambridge is for information only.

H Will not run October 12, November 11, November 28, December 25, 1940; January 1, February 22, April 19, 1941.
 ⊕ Will not carry baggage.
 e Stop to leave passengers on notice to Conductor.
 # Arriving time to be advertised as leaving time.

WILMINGTON JUNCTION BRANCH

**OUTWARD TRAINS (NORTHWARD).
FIRST-CLASS. SUNDAY**

**INWARD TRAINS (SOUTHWARD).
FIRST-CLASS. SUNDAY**

Miles from Wilm'ton	STATIONS.		Miles from Wil'n Jet.	STATIONS.	
3.16	Wilmington Wilmington Junction	D X	3.16	Wilmington Junction Wilmington	D X

WORCESTER AND CONTOOCCOOK BRANCH.
 FITCHBURG AND NEW HAMPSHIRE DIVISIONS
 OUTWARD (EASTWARD) INWARD (WESTWARD)
 READ DOWN FIRST CLASS READ UP

Miles from Worcester	Passing Sidings, Capacity Cars	8159		8111		STATIONS.	8118		8164	
		Sun. only	Ex. Sun.	Ex. Sun.	Sun. only		Ex. Sun.	Sun. only		
		Peterboro	Peterboro	Peterboro	Peterboro		Peterboro	Peterboro		
		AM	AM				PM	PM		
		L 9.15	L 9.05			Worcester	N X	A 4.45	A 6.50	
		9.23	9.13			Barber	N X	f 4.36	e 6.41	
3.00						North Worcester				
4.37						Chaffin				
6.32						Holden		s 4.25	f 6.31	
8.29		f 9.34	f 9.24 [ⓐ]			Jefferson	D	s 4.22	f 6.28	
9.48		f 9.37	s 9.27			Brooks		f 4.14	f 6.21	
13.08		f 9.44	f 9.35			Princeton	D	s 4.08	s 6.15	
15.93		f 9.52	s 9.43			Hubbardston	D	s 4.00	s 6.07	
20.03	32	s 10.01	s 9.53			Gardner	W N X	s 3.48	s 5.55	
26.20		s 10.13	s 10.05			Heywood	X	s 3.45	s 5.50	
27.16		s 10.16	s 10.10			Summit Siding				
31.06	15	s 10.19	s 10.14			Red School		f 3.30	5.40	
32.41		f 10.29	f 10.24			Winchendon	W D X	s 3.20	s 5.30	
35.97		s 10.39	s 10.34			Thomas		s 3.11	s 5.16	
40.62		s 10.48	s 10.48			West Rindge		f 2.59	f 5.04	
41.84	13	f 11.00	f 11.00			Woodmere		s 2.56	s 5.01	
43.40		s 11.05	s 11.05			East Jaffrey	D X	s 2.48	s 4.53	
45.35		s 11.13	s 11.15			Pierces Crossing		f 2.39		
47.02		11.20	f 11.22			Hadley		f 2.36	f 4.46	
47.95						Drury		f 2.32	f 4.42	
49.36						Noone		f 2.29	f 4.39	
50.48		11.26	f 11.29			Peterboro	W D X	L 2.25	L 4.35	
51.90		A 11.30	A 11.33			Nahor				
55.26						Elmwood	X			
59.13	20					Bennington	D			
61.25						Antrim	D			
63.19						Hillsboro	W D X			
70.01						Emerson				
75.07	4					Henniker	D			
76.57						Henniker Junction				
77.40						West Hopkinton				
81.66						Contoocook	D			
84.67		AM	AM					PM	PM	

FITCHBURG DIVISION

NEW HAMPSHIRE DIVISION

WATERTOWN BRANCH. 51
 TERMINAL DIVISION

Miles from Boston	Passing Sidings, Capacity Cars.	STATIONS.	
		OUTWARD (WESTWARD) READ DOWN	INWARD (EASTWARD) READ UP
4.16	Yard	West Cambridge	W T
5.00		Fresh Pond	
5.69		Mount Auburn	
6.25		East Watertown	
6.93	57	Union Market	W
7.92		Watertown	
8.58		West Watertown	
9.08		Bemis	
9.95		Bleachery	T X
10.49		Newton Street	X
10.89	Yard	Waltham	W N X

No. 8159 slow down at non-stop stations to allow safe delivery of newspaper packages.

ⓐ Stops to load or unload express.

e Stop to leave passengers.

Worcester — Contoocook Branch main line track out of service from Clog Block 1300 feet west of wye switch at Elmwood to easterly yard limit sign at Peterboro and from 250 feet west of west switch at Emerson to 250 feet east of Standard Oil Company switch at Hillsboro.

MARLBORO BRANCH. TERMINAL DIVISION

OUTWARD TRAINS (WESTWARD). — FIRST-CLASS.

Miles from Boston	Passing Sidings, Capacity Cars.	STATIONS.	ⓐ 5203		ⓐ 5205		
			Ex. Sun.	Ex. Sun.	Maynard	Maynard	
			AM	PM	AM	PM	
		Boston	W N X				
25.06	19	South Acton	W D X	L 7.20	S 6.20		
27.27	24	Maynard		A 7.32	A 6.29		
30.20		Lake Boone		Loses	Loses		
31.48	16	Gleasondale		Right	Right		
32.42		C. M. Junction		and	and		
33.54	4	Hudson	D	Schedule	Schedule		
37.31	Yard	Marlboro	W X	after	after		
		Marlboro Br.		8.00 a.m.	7.15 p.m.		
				AM	PM		
				Through			

INWARD TRAINS (EASTWARD). — FIRST-CLASS.

STATIONS.	ⓐ 5202		ⓐ 5204	
	Ex. Sun.	Ex. Sun.	Maynard	Maynard
	AM	PM	AM	PM
Marlboro				
Hudson				
C. M. Junction				
Gleasondale				
Lake Boone				
Maynard				
South Acton				
Boston				
	A 8.34			
	AM	PM		
	Through			

Track out of service between a point 200 feet west of switch leading to Maynard pumping station west of Maynard and a point 500 feet east of C. M. Jct.

× Does not carry passengers.
 ⓐ Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, or Feb. 22.

No. 5203 is superior to No. 5202 South Acton to Maynard.
 No. 5205 is superior to No. 5204 South Acton to Maynard.
 (W)

Miles from Boston	Passing Sidings. Capacity Cars.	STATIONS	5603	51	5501	①65	×5101	501	H3203	503	C7053	
			Daily	Ex Sun.	Daily	Sun. only	Mon. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only
			Rutland	Troy	B. Falls	Troy	Ayer	Fitchburg	Bedford	S. Acton	Greenfield	
0.00		Boston WNX	A M	A M	A M	A M	A M	A M	A M	A M	A M	
3.37		Cambridge		L 2.30				L 6.25	L 7.03	L 8.03		
4.16	Yard	W. Cambridge T		2.39		2.40		S 6.33	7.12	S 8.11		
6.43		Belmont								f 8.16		
7.39		Waverley T						f 6.39		S 8.18		
8.31		Clematis Brook T								S 8.20		
9.26		Beaver Brook T								S 8.23		
9.86		Waltham WN		S 2.46 2.48		2.48		S 6.45		S 8.31		
10.55		Riverview T						S 6.49		S 8.33		
11.49		Roberts T								S 8.35		
12.23		Stony Brook T								f 8.37		
13.16		Kendall Green						S 6.52		f 8.39		
13.72		Hastings								S 8.42		
14.71	105	Silver Hill										
16.66		Lincoln TD		2.56		3.00		S 6.59				
17.76		Baker Bridge T										
20.05		Concord		S 3.02				S 7.06		S 8.49		
21.89		West Concord T		S 3.06		3.13		S 7.10		S 8.53		
25.06		South ActonTWD		S 3.12		S 3.27		L 6.00		A 8.58		
26.77	149	West Acton T						S 7.16				
28.93		Boxboro						S 7.20				
31.47	35	Littleton TD		K 3.21		3.40		f 7.24				
36.05	71	Ayer WN		S 3.28 3.39		S 3.46 3.53		A 6.14				
39.42		Shirley TD				4.01		S 7.35 7.55				
45.33		N. Leominster TD		S 3.55		S 4.12		S 8.02				
49.53	Yard	Fitchburg WN		S 4.09 4.16	L 4.25	S 4.20 4.35		S 8.17				
53.15		Wachusett TW		4.16	4.32	4.43		A 8.24				
59.89		S.Ashburnham D		4.26 *	S 4.44	4.57						
64.65	171	Gardner WN		S 4.36 4.43		S 5.07 5.13						
70.51	125	Baldwinville TWD		S 4.51		5.21						
75.56	61	Royalston T		f 4.58		5.28						
81.88	126	Athol TWD		S 5.11		S 5.43						
86.23		Orange TD		S 5.19		5.51						
89.01		Wendell T		f 5.24								
91.25	69	Erving TWD		f 5.28 *		6.00						
97.32		Millers Falls TWN		S 5.39 *		6.10						
105.55	Yard	Greenfield TWN		S 5.56 6.06		S 6.24 6.45		A M	A M	A M	A M	
118.60		Shelburne Falls TWD		S 6.27		S 7.05						
127.35	66	Charlemont TWD		S 6.39		S 7.17						
134.95		Hoosac Tunnel T		S 6.56		S 7.28						
142.38	Yard	No. Adams WDX		S 7.12 7.20		S 7.48 7.55		× S East Gardner S Farley S Lake Pleasant S Montague	4.31 A.M. 5.32 A.M. 5.43 A.M. 5.47 A.M.			
147.00	100	Williamstown TD		S 7.33		S 8.04						
151.42		Pownal T		S 7.39		f 8.10						
154.03		North Pownal T		S 7.44		S 8.15						
158.27	208	Petersburgh Jct. TN		f 7.50		f 8.21						
160.25		Hoosick T		S 7.54		S 8.25						
163.32		Hoosick Falls T		S 8.00		S 8.31						
164.92		Hoosick Jct. T		3.29	8.03	8.34						
167.45		Eagle Bridge TD		3.33	S 8.07	S 8.37						
169.40		East Buskirk T			S 8.12							
174.02		Johnsonville WN		3.41	S 8.20	S 8.47						
176.69		Valley Falls T			S 8.24	f 8.51						
178.22		E. Schaghticoke T			S 8.27							
181.83		Melrose T		3.51	S 8.34	f 8.59						
187.29		Lansingburgh TX			8.42							
190.30		Troy NX		A 4.05	A 8.50	A 9.15						
				A M	A M	A M					A M	

TERMINAL DIVISION

FITCHBURG DIVISION

Electric Zone

Rut. No. 52

× S East Gardner
S Farley
S Lake Pleasant
S Montague

K Stop to leave passengers from Boston.
H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, or April 19.

① 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.

× Does not carry passengers.

C Runs Springfield to East Deerfield via Deerfield Loop and backs to Greenfield via Main Line.

(W)

OUTWARD TRAINS (WESTWARD). — FIRST-CLASS.

TERMINAL AND FITCHBURG DIVISIONS 53

TERMINAL DIVISION

FITCHBURG DIVISION

Electric Zone

STATIONS.

STATIONS.	55	67	5503		5609	57	A 507	A 509	H 3105	C 715	H 511	H 3207	H 3107	5003
	Ex. Sun.	Sun. only	Daily		Daily	Ex. Sun.	Ex. Sun.	Sat. only	Sat. only	Ex. Sun.	Sat. only	Sat. only	Ex. Sun.	Sun. only
	Troy	Troy	Rut. R. R.		Rutland	Troy	So. Acton	So. Acton	Clinton	Greenfield	Fitchburg	Bedford	Lancaster	Fitchburg
	A M	A M	A M		P M	A M	P M	P M	P M	P M	P M	P M	P M	P M
Boston	L 8.30	L 8.30	L 9.00			L 11.25	L 12.20	L 1.00	L 1.16		L 1.27	L 1.32	L 1.41	L 2.15
Cambridge	s 8.38	s 8.38	s 9.08			s 11.33	s 12.28				s 1.35		s 1.49	s 2.23
W. Cambridge	8.40	8.40	9.10			11.35		1.09	1.24		1.37	1.41	1.51	2.25
Belmont							s 12.33				s 1.41			
Waverley							s 12.36	s 1.13			s 1.43			
Clematis Brook								s 1.15						
Beaver Brook											s 1.47			
Waltham	s 8.48	s 8.49	s 9.18			s 11.44	s 12.41	s 1.18			s 1.49			s 2.33
Riverview														
Roberts							f 12.46	s 1.22			s 1.54			
Stony Brook														
Kendal Green		f 8.54				e 11.49	s 12.49	s 1.24			s 1.56			s 2.38
Hastings							f 12.51	s 1.26						
Silver Hill							f 12.53	s 1.29			s 2.00			
Lincoln	8.56	e 9.00	9.26			s 11.55	s 12.57	s 1.33			s 2.04			s 2.44
Baker Bridge														
Concord	s 9.01	s 9.05				s 12.01	s 1.02	s 1.39			s 2.10			s 2.50
West Concord	9.04	f 9.09	9.32			s 12.05	s 1.06	s 1.43			s 2.14			s 2.54
South Acton		s 9.14				s 12.10	A 1.11	A 1.48			s 2.19			s 3.00
West Acton		f 9.17				s 12.14					s 2.23			f 3.04
Boxboro		e 9.21									s 2.27			
Littleton		f 9.25				s 12.21					s 2.31			f 3.10
Ayer	s 9.20	s 9.31	s 9.49			s 12.28					s 2.39			s 3.17
Shirley		s 9.34				s 12.33					s 2.45			f 3.23
N. Leominster	9.31	e 9.40				s 12.40					s 2.54			f 3.32
Fitchburg	s 9.37	s 9.48	s 10.02			s 12.50					A 3.01			A 3.40
Wachusett	s 9.41	s 9.55	s 10.09			s 12.57								
	9.48	10.07	10.21			f 1.10								
S. Ashburnham	9.59	10.18	f 10.33			s 1.22								
Gardner	s 10.08	s 10.26				s 1.32								
Baldwinville	s 10.16	f 10.37				s 1.37								
Royalston						s 1.45								
Athol	s 10.33	s 10.54				s 1.52								
						s 2.03								
Orange	s 10.40	s 11.01				s 2.10								
Wendell														
Erving	10.47	11.08				s 2.18								
Millers Falls	f 10.55	f 11.16				s 2.23								
Greenfield	s 11.08	s 11.29				s 2.43								
	s 11.20	s 11.39				s 3.00				A 2.33				
Shelburne Falls	s 11.40	s 11.58				s 3.20								
Charlemont	f 11.53	f 12.10				s 3.33								
Hoosac Tunnel	s 12.06	s 12.22				s 3.47								
N. Adams	s 12.22	s 12.38				s 4.03								
	s 12.26	s 12.42				s 4.08								
Williamstown	s 12.34	s 12.49				s 4.17								
Pownal					Rut. No. 64	e 4.23								
North Pownal						s 4.28								
Petersburgh Jct.	12.48	1.03				f 4.34								
Hoosick						s 4.37								
Hoosick Falls	s 12.56	s 1.11				s 4.43								
Hoosick Jct.	12.59	1.14				4.46								
Eagle Bridge	s 1.03	e 1.17				s 3.39								
East Buskirk						s 3.43								
Johnsonville	s 1.13	f 1.26				4.55								
						f 5.00								
Valley Falls	s 1.17					5.08								
E. Schaghticoke						s 5.12								
Melrose	1.24	1.35				f 5.20								
Lansingburgh						4.00								
Troy	A 1.40	A 1.50				A 4.15								
						A 5.35								

⊕ Does not carry baggage.
 e Stop to leave passengers.
 H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, or April 19.
 ♦ s East Gardner 1.27 P.M.
 f Lake Pleasant, 2.31 P.M.
 s Montague 2.35 P.M.
 f Zoar 3.37 P.M.
 A Will not run Oct. 12, Nov. 28, Dec. 25, Jan. 1, or Feb. 22.
 ○ f Zoar 11.57 A.M. Fridays only.
 C Runs Springfield to East Deerfield via Deerfield Loop and backs to Greenfield via Main Line.

(W)

PM

OUTWARD TRAINS (WESTWARD). — FIRST-CLASS.

TERMINAL AND FITCHBURG DIVISIONS

STATIONS.	5507	5611	59	513	H3211	H3109	5509	H515	H3111	3215H	A517	⊕5205	⊕3217
	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.
	Rut. R. R.	Rutland	Troy	Fitchburg	Bedford	Lancaster	B. Falls	Fitchburg	Clinton	Bedford	So. Acton	Maynard	Bedford
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 3.05		L 3.50	L 4.20	L 4.31	L 4.52	L 5.00	L 5.14	L 5.17	L 5.20	L 5.22	L 5.35	L 5.43
Cambridge	s 3.13		s 3.58	s 4.28	s 4.39	s 5.00				s 5.30	V 5.42	s 5.50	s 5.52
W. Cambridge	3.15		4.00		4.41	5.02	5.09	5.22	5.25	5.28	s 5.32		5.52
Belmont				s 4.34							s 5.36		
Waverley				s 4.36							s 5.38		
Clematis Brook											e 5.40		
Beaver Brook											s 5.42		
Waltham	s 3.24		4.07	s 4.41			5.17	5.29			s 5.45	s 5.52	
Riverview											s 5.47		
Roberts												s 5.56	
Stony Brook													
Kendal Green				s 4.47							s 5.52		
Hastings											s 5.54		
Silver Hill				s 4.50							s 5.57		
Lincoln	3.33		4.15	s 4.54			5.26	s 5.36				s 6.02	
Baker Bridge													
Concord	s 3.39			s 5.00				s 5.42			s 6.06	s 6.08	
West Concord	3.42		4.20	s 5.04			5.31	s 5.46				s 6.12	
South Acton				s 5.10				s 5.51			A 6.14	s 6.20	
West Acton				s 5.13				s 5.54					
Boxboro				e 5.17				s 5.58					
Littleton				s 5.21				s 6.02					
Ayer	s 3.58		4.35	s 5.28			s 5.48	s 6.09			Loses right and schedule after 7.15 P. M.	Loses right and schedule after 7.15 P. M.	
Shirley				s 5.33				s 6.12					
N. Leominster	Ⓞ 4.09			s 5.39				s 6.18					
Fitchburg	s 4.15		s 4.54	s 5.49				s 6.28					
Wachusett	s 4.20		A 5.56	A 5.56				A 6.35					
	4.27		5.02										
S. Ashburnham	s 4.39		5.13				6.30						
Gardner			s 5.22										
Baldwinville			5.30										
Royalston													
Athol			s 5.47										
Orange													
Wendell													
Erving			5.58										
Millers Falls			6.06										
Greenfield			s 6.18										
			s 6.28										
Shelburne Falls			K 6.48										
Charlemont			7.01										
Hoosac Tunnel			7.11										
North Adams			s 7.31										
			s 7.37										
Williamstown			s 7.45										
Pownal													
North Pownal													
Petersburg Jet.		Rut. No. 56											
Hoosick			7.59										
Hoosick Falls			s 8.07										
Hoosick Jet.			8.10										
Eagle Bridge		7.44	8.13										
East Buskirk		7.47											
Johnsonville		s 7.56	8.21										
Valley Falls		e 8.00											
E. Schaghticoke													
Melrose		8.07	8.30										
Lansingburgh													
Troy		A 8.22	A 8.45										
								(W)					
	PM	PM	PM						PM	PM	PM	PM	PM

TERMINAL DIVISION

FITCHBURG DIVISION

Electric Zone

OUTWARD TRAINS (WESTWARD). — FIRST-CLASS.

TERMINAL AND FITCHBURG DIVISIONS 55

SECOND CLASS

TERMINAL DIVISION

FITCHBURG DIVISION

Electric Zone

STATIONS.	H3117	61	D95	A 519	H3223	5005	5511	5557	3159	521	+ 97	+ 63	523	5555
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Sun. only	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only
	Clinton	Greenfield	Greenfield	So. Acton	Bedford	Fitchburg	Rut. E. R.	Rut. E. R.	Clinton	Worcester	Troy	Ry. Ex.	So. Acton	Milk
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Boston	L 5.50	L 6.00	L 6.12	L 6.20	L 6.24	L 6.50	L 7.30	L 8.05	L 9.30	L 9.30	L 11.05	L 11.05	L 11.30	
Cambridge	s 5.58		s 6.20	s 6.28		s 6.58	v 7.38	v 8.13	s 9.38	s 9.38	s 11.13		s 11.38	
W. Cambridge	6.00	6.08	6.22		6.32	7.00			9.40	9.40	11.15	11.14		4.39
Belmont				s 6.34									e 11.44	
Waverly				s 6.36									e 11.46	
Clematis Brook														
Beaver Brook														
Waltham		Ⓞ 6.15	s 6.30	s 6.42		s 7.08	s 7.49	s 8.23		s 9.48	s 11.24	11.21	s 11.51	4.47
Riverview														
Roberts				f 6.45										
Stony Brook				f 6.47		e 7.13				e 9.55	s 11.29		e 11.55	
Kendal Green				s 6.49		f 7.15				s 9.57	s 11.31		e 11.57	
Hastings				e 6.51						e 9.59			e 11.59	
Silver Hill				s 6.54		f 7.19				f 10.02	e 11.35		e 12.02	
Lincoln		6.22	6.38	s 6.58		s 7.23	7.58	8.31		s 10.07	s 11.39	11.29	s 12.06	4.55
Baker Bridge														
Concord		s 6.27	s 6.44	s 7.04		s 7.29	s 8.04	s 8.37		s 10.13	s 11.46	s 11.33	s 12.12	
West Concord				s 7.08		s 7.32				s 10.17	s 11.50		s 12.16	5.03
South Acton		s 6.34	f 6.52	A 7.13		s 7.37	8.11	8.44		s 10.25	s 11.55		A 12.21	
West Acton		s 6.37				f 7.41				κ 10.30	e 11.59			
Boxboro														
Littleton		s 6.43	7.00			f 7.48	8.18	8.51		e 10.37	e 12.07			
Ayer		s 6.49	s 7.07	Loses right and schedule after 8.15 P.M.		s 7.55	s 8.25	s 8.58		A 10.44	s 12.16	s 11.54	Loses right and schedule after 1.15 A.M.	s 5.20
Shirley		K 6.58				f 8.01					f 12.23	s 12.08		s 5.24
N. Leominster		e 7.07	7.18			f 8.11					f 12.32	12.20		5.37
Fitchburg		s 7.13	s 7.26			A 8.18	s 8.43	s 9.16			s 12.39	s 12.28		5.45
Wachusett		7.30	7.33				8.58	9.28			s 12.42	12.49	12.36	5.53
S. Ashburnham		s 7.42	f 7.44 ●				9.10	9.40			1.00	12.49		6.06
Gardner		s 7.50	s 7.55								s 1.09	s 12.59		
Baldwinville		s 8.05	s 8.03								1.17	1.06		
Royalston		f 8.12	f 8.10											
Athol		s 8.21	s 8.21								e 1.33	e 1.22		
Orange		s 8.33	s 8.29								e 1.40	e 1.30		
Wendell														
Erving		s 8.41 Ⓞ	s 8.36											
Millers Falls		s 8.52	f 8.45											
Greenfield		A 9.05	A 9.05								e 1.56	1.43		
Shelburne Falls											s 2.13	s 2.00		
Charlemont											s 2.28	s 2.28		
Hoosac Tunnel											e 2.47	2.50		
No. Adams											s 2.58	3.10	3.03	
Williamstown											3.20	3.15		
Pownal											s 3.40	s 3.36		
North Pownal											s 3.45	s 3.47		
Petersburgh Jct.											e 3.52	e 3.53		
Hoosick														
Hoosick Falls														
Hoosick Jct.														
Eagle Bridge														
East Buskirk														
Johnsonville														
Valley Falls														
E. Schaghticoke														
Melrose														
Lansingburgh														
Troy														
(W)	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	PM

Ⓞ e Farley 8.44 P.M.
 e Stop to leave passengers.
 H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22 and April 19.
 v Stop only on signal to take passengers.
 ● s East Gardner 7.49 P.M.
 ▲ No. 5555 will leave from Charles-town at 4.30 P.M.
 + Will not carry baggage beyond Williamstown.
 κ Stop to leave passengers from Boston
 D Runs via Deerfield Loop and backs to Greenfield Station via Conn. River Line
 Ⓞ Stop Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, and Feb. 22.
 A Will not run Oct. 12, Nov. 28, Dec. 25, Jan. 1, or Feb. 22.

Miles from Troy	Passing Sidings, Capacity Cars.	STATIONS.	5600		H 3202		500		H 3100	502	504	H 3206	⊕ 3210		506	H 3104
			Daily	Ex. Sun.	Ex. Sun. and Mon. Ry. Ex.	Ex. Sun.	Mon. Only	Ex. Sun. and Mon. S. Acton	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
			Rutland	Bedford	Ry. Ex.	Clinton	Ayer	S. Acton	Bedford	Bedford	Fitchburg	Clinton				
			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
3.01		Troy N X	L 1.33													
8.47		Lansingburgh T X														
12.08		Melrose T	1.48													
13.61		E. Schaghticoke T														
		Valley Falls T														
16.28		Johnsonville W N	1.59													
21.43		Buskirk T														
24.13		Eagle Bridge T D M	2.08													
26.14		Hoosick Jet. T	2.12													
27.99		Hoosick Falls T														
31.47		Hoosick T														
33.31	208	Petersburgh Jct. T W N														
37.64		North Pownal T														
40.25		Pownal T														
44.67	92	Williamstown T D														
49.29	Yard	No. Adams W D X														
56.72		Hoosac Tunnel T														
64.32	66	Charlemont T W D														
73.07		Shelburne Falls T W D														
86.12	Yard	Greenfield T W N														
94.35		Millers Falls T W N														
100.42	69	Erving T W														
102.66		Wendell T														
105.44		Orange T D														
109.79		Athol T W D														
116.11	61	Royalston T														
121.16	125	Baldwinville T W D														
127.02	255	Gardner W N														
131.78		S. Ashburnham D														
138.52		Wachusett T W														
142.14	Yard	Fitchburg W N													L 6.42	
146.34		N. Leominster T D													S 6.49	
152.25		Shirley T D													S 6.58	
155.62	118	Ayer W N						L 5.52		L 6.28					S 7.04	
159.80	35	Littleton T D						S 6.01		S 6.35					S 7.10	
162.74		Boxboro													V 7.15	
164.90	149	West Acton T						f 6.09		S 6.42					S 7.19	
166.61		South Acton T D								S 6.45	L 6.45				S 7.23	
169.78		West Concord T						6.15		S 6.51	S 6.51				S 7.28	
171.62		Concord								S 6.55	S 6.55				S 7.32	
173.91		Baker Bridge T														
175.01	106	Lincoln T D						6.20		S 7.01	S 7.01				S 7.40	
176.96		Silver Hill								S 7.04	S 7.04				S 7.43	
177.95		Hastings								S 7.07	S 7.07				f 7.46	
178.51		Kendal Green								f 7.09	f 7.09				S 7.48	
179.44		Stony Brook T													S 7.50	
180.18		Roberts T								S 7.12	S 7.12				f 7.52	
181.12		Riverview T								S 7.14	S 7.14				S 7.54	
181.81		Waltham W N						6.27		S 7.16	S 7.16				S 7.56	
182.41		Beaver Brook T								S 7.18	S 7.18				S 7.58	
183.36		Clematis Brook T													S 8.00	
184.28		Waverley T								S 7.21	S 7.21				S 8.03	
185.24		Belmont								S 7.23	S 7.23				S 8.05	
187.51	Yard	W. Cambridge T		6.09				6.34	7.19			7.28		7.55		8.20
188.30		Cambridge							S 7.21	S 7.27	S 7.27		S 7.57	S 8.09	S 8.22	
191.67		Boston W N X		A 6.18			A 6.45	A 7.29	A 7.35	A 7.35	A 7.35	A 7.37	A 8.06	A 8.17	A 8.30	
		(W)		A M			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

FITCHBURG DIVISION

Electric Zone

TERMINAL DIVISION

Rut. No. 51

m Stop Saturday only to leave passengers from New York.

H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, or April 19.

⊕ Does not carry baggage.

v Stops only on signal to take passengers.

INWARD TRAINS (EASTWARD). — FIRST-CLASS.

FITCHBURG AND
TERMINAL DIVISIONS

STATIONS.	5202	H3212	5502	H3106	508	×5000	5004	5504				H3122
	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.				Ex. Sun.
	Maynard	Bedford	B. Falls	Lancaster	Greenfield	Ry. Ex.	Greenfield	B. Falls				Clinton
	A M	A M	A M	A M	A M	A M	A M	A M				A M
Troy Lansingburgh Melrose E. Schaghticoke Valley Falls												
Johnsonville Buskirk Eagle Bridge Hoosick Jct. Hoosick Falls												
Hoosick Petersburgh Jct. North Pownal Pownal Williamstown												
No. Adams Hoosac Tunnel Charlemont Shelburne Falls												
Greenfield Millers Falls Erving Wendell Orange					L 6.20 ♦ s 6.36 ♦ s 6.46 s 6.49 s 6.54		L 7.15 f 7.28					
Athol Royalston Baldwinville Gardner S. Ashburnham			6.41		s 7.03 s 7.13 s 7.20 s 7.30 ♦ s 7.40		s 7.50 f 8.00 8.06 s 8.15 ■ f 8.25	s 8.40				
Wachusett Fitchburg N. Leominster Shirley Ayer		6.49 s 6.56 s 7.16 s 7.24 s 7.33 s 7.39			7.47 s 7.53 s 7.58 s 8.05 8.13 s 8.20	L 8.52	8.32 s 8.40 s 8.40 s 8.57	8.47 s 8.53 s 8.58 s 9.05				
Littleton Boxboro West Acton South Acton West Concord Concord	s 7.46 s 7.51 s 7.55	s 7.45 f 7.49 s 7.55 s 7.59 s 8.04 s 8.09			s 8.27 s 8.33 8.36 8.40 s 8.43	9.08	f 9.11 s 9.18	s 9.33 s 9.38 s 9.42				
Baker Bridge Lincoln Silver Hill Hastings Kendal Green	s 8.01 s 8.04 s 8.07	s 8.15 s 8.21			8.49	9.15	9.24 f 9.28	s 9.48 s 9.53				
Stony Brook Roberts Elverview Waltham Beaver Brook Clematis Brook	s 8.09 s 8.12 s 8.14 N 8.15	s 8.27			s 8.57	9.22	s 9.33	s 9.58				
Waverley Belmont W. Cambridge Cambridge Boston	s 8.19 s 8.21 s 8.26 A 8.34	8.29 s 8.31 A 8.39	8.35 s 8.37 A 8.45		8.59 s 9.01 A 9.09	9.05 s 9.07 A 9.15	9.30 s 9.42 A 9.40	9.40 s 9.42 A 9.50	e10.07 A10.15			10.45 s10.47 A10.55
(W)	A M	A M	A M		A M	A M	A M	A M	A M			A M

e Stop to leave passengers.
 ③ Sundays only, omit stop at Kendall Green.
 H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, April 19.
 ♦s East Deerfield 6.24 A.M.
 s Montague 6.28 A.M.
 f Lake Pleasant 6.32 A.M.
 f Farley 6.41 A.M.
 s East Gardner 7.35 A.M.
 X Does not carry passengers.
 N Stop only when running ahead of No. 5502.
 ⊕ Does not carry baggage.
 ■ f East Gardner 8.20 A.M.
 ⑤ Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, or Feb. 22.

FITCHBURG DIVISION
Electric Zone

TERMINAL DIVISION

STATIONS.	52	A512	5550	64	A516	54	5604	5606		520	A522	5006	5508	58
	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Daily		Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily
	Troy	So. Acton	B. Falls	Troy	So. Acton	Troy	Rutland	Rutland		Fitchburg	So. Acton	Fitchburg	B. Falls	Troy
	A M	A M	A M	A M	P M	A M	A M	P M		P M	P M	P M	P M	P M
Troy	L 5.30			L 7.40		L 7.50	L 8.00	L 12.15						L 12.20
Lansingburgh														
Melrose	5.45			7.56		s 8.05	J 8.15	12.30						12.35
E. Schaghticoke						s 8.12	J 8.20							
Valley Falls						s 8.17	J 8.23							
Johnsonville	5.55			8.06		s 8.25	Q 8.27	12.40		J				12.46
Buskirk						s 8.32	J 8.33			Q				
Eagle Bridge	6.03			f 8.14		s 8.36	s 8.42	s 12.50		R				12.54
Hoosick Jet.	6.06			8.17		8.39	8.46	12.54		R				12.57
Hoosick Falls	s 6.11			s 8.22		s 8.46				R				s 1.02
Hoosick						s 8.55				e				
Petersburgh Jet.	6.18			8.30		f 8.59				A				1.09
North Pownal						s 9.06				A				
Pownal						s 9.11				A				1.17
Williamstown	s 6.32			s 8.46		s 9.19				▼				s 1.24
N. Adams	s 6.40			s 8.54		s 9.27								s 1.37
Hoosac Tunnel	s 6.50			s 9.00		s 9.32								1.54
Charlemont	s 7.08			s 9.17		s 9.49	▼							2.05
Shelburne Falls	f 7.20			f 9.29		s 10.01								R 2.16
	s 7.32			s 9.41		s 10.14								
Greenfield	s 7.50			s 9.59		s 10.31								s 2.33
Millers Falls	s 8.05			s 10.13		s 10.55								s 2.38
Erving	8.18			10.26		f 11.08								2.51
Wendell	8.27			10.34		11.16								
Orange	s 8.35			s 10.42		s 11.24								3.04
Athol	s 8.46			s 10.50		s 11.33								s 3.11
Royalston				11.02		11.43								3.21
Baldwinville	f 9.06			11.09		s 11.50								3.28
Gardner	s 9.15			s 11.18		s 12.00								s 3.37
S. Ashburnham	s 9.22			s 11.25		f 12.09								s 3.45
	9.30		s 11.27	11.33									s 3.30	
Wachusett	9.37		11.34	11.40		12.16								3.37
Fitchburg	s 9.43		A 11.40	s 11.48		s 12.25				L		L 3.00	s 3.43	s 4.00
N. Leominster	s 9.48			11.54		12.31				f		s 3.07	s 3.56	
Shirley	9.54									f		s 3.16	s 4.06	
Ayer	s 10.04			s 12.06		s 12.45				s		s 3.22	s 4.12 ⁵⁵⁰⁸	4.16 ⁵⁵⁰⁸
	s 10.09									s		s 3.22		
Littleton	10.15					12.51				f		s 3.28		
Boxboro										f		s 3.34		
West Acton										f		s 3.38	s 4.35	4.27
South Acton	s 10.23	L 11.25		s 12.20	L 12.20	s 12.59				s	L 3.25	s 3.43	s 4.40	4.31
W. Concord		s 11.30			s 12.25	1.03				s	s 3.30	s 3.47	s 4.45	
Concord	s 10.30	s 11.34		s 12.27	s 12.29	s 1.07				s	s 3.34	s 3.47	s 4.45	
Baker Bridge														
Lincoln	10.36	s 11.40		12.33	s 12.35	1.13				f	s 3.40	s 3.53	s 4.51	4.37
Silver Hill		f 11.43			f 12.38					f	s 3.43	s 3.56		
Hastings		f 11.45								f	s 3.45	s 3.59	s 4.56	
Kendal Green		s 11.48			s 12.42					f	s 3.48	s 3.59	s 4.56	
Stony Brook		f 11.50								f	s 3.50	f 4.01		
Roberts														
Riverview														
Waltham	s 10.47	s 11.55		s 12.42	s 12.50	s 1.22				s	s 3.55	s 4.05	s 5.05	4.43
Beaver Brook														
Clematis Brook														
Waverley		s 11.59			s 12.54						s 3.59			
Belmont		s 12.01			s 12.56						s 4.01		e 5.11	
W. Cambridge	10.55			12.50		1.30								
Cambridge	s 10.57	s 12.07		s 12.52	s 1.02	s 1.32				s	s 4.07	s 4.15	s 5.17	s 4.52
Boston	A 11.05	A 12.15		A 1.00	A 1.10	A 1.40				A	A 4.15	A 4.23	A 5.25	A 5.00

FITCHBURG DIVISION

Electric Zone

TERMINAL DIVISION

(W)

A M P M A M P M P M P M P M P M P M P M

INWARD TRAINS (EASTWARD).—FIRST CLASS.

**FITCHBURG AND
TERMINAL DIVISIONS.**

SECOND-CLASS 59

FITCHBURG DIVISION
Electric Zone
TERMINAL DIVISION

STATIONS.	5008	5512	5510	524	H3218	60	68	3160	62	66	5704	5500	5552
	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Sun. only
	Fitchburg	B. Falls	B. Falls	So. Acton	Bedford	Troy	Troy	Clinton	Troy	Troy	D. & H. Milk	Milk	Milk
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	PM	PM
Troy						L 2.05	L 2.50		L 5.00	L 5.00	L 8.05		
Lansingburgh									5.08				
Melrose						s 2.20	3.05		s 5.16	5.15	8.25		
E. Schaghticoke						s 2.26			f 5.22				
Valley Falls						s 2.30			s 5.25				
Johnsonville						s 2.35	s 3.15		s 5.30	5.25	8.38		
Buskirk						f 2.42			f 5.37				
Eagle Bridge						s 2.45	f 3.24		s 5.42	5.34 5.55	A 8.50		
Hoosick Jct.						3.06	3.27		5.45	5.58			
Hoosick Falls						s 3.12	s 3.31		s 5.51	s 6.05			
Hoosick													
Petersburgh Jct.						s 3.17	s 3.36		s 5.56				
North Pownal						f 3.21	3.39		e 6.00	6.13			
Pownal						s 3.28	f 3.45		f 6.06				
Williamstown						s 3.33							
North Adams						s 3.42	s 3.55		s 6.17	s 6.29			
Hoosac Tunnel						s 3.50	s 4.03		s 6.26	s 6.37			
Charlemon						s 3.55	s 4.07		s 6.35	s 6.45			
Shelburne Falls						s 4.12 ^B	s 4.24		6.53	7.02			
Greenfield						s 4.27	s 4.36		7.04	7.13			
Millers Falls						s 4.41	s 4.48		f 7.17	f 7.26			
Erving						s 4.58 ^B	s 5.04 ^Z		s 7.35	s 7.45			
Wendell						s 5.15 ^B	s 5.16		s 7.55	s 7.55			
Orange						s 5.31 ^B	f 5.29		8.09	8.09			
Athol						s 5.41	s 5.38		8.17	8.17			
Royalston						5.50	s 5.48		8.27	f 8.27			
Baldwinville						s 6.01	s 5.58						
Gardner						s 6.13	f 6.09		f 8.35	f 8.37			
S. Ashburnham		5.33	f 5.38			s 6.22	s 6.17		8.48	8.50			
Wachusett						s 6.31 ^B	s 6.28 ^Z		s 9.05	s 9.05		11.05	11.05
Fitchburg	L 5.10	s 5.40	s 5.45			s 6.35 ^B	s 6.38		9.15	9.15			
N. Leominster	s 5.17	s 5.46	s 5.51			s 6.48	s 6.38					11.13	11.13
Shirley	s 5.25	s 5.50	s 5.55						s 9.23	s 9.23		s 11.19	s 11.19
Ayer	s 5.32	6.05	s 6.14						s 9.29	s 9.35		s 11.29	s 11.29
Littleton	f 5.39											11.36	11.36
Boxboro	f 5.43												
West Acton													
South Acton	s 5.48			L 7.00									
West Concord	s 5.53	6.19	6.29	s 7.05								12.18	12.18
Concord	s 5.56		s 6.32	s 7.09					10.15	10.12			
Baker Bridge													
Lincoln	s 6.02	6.25	6.38	s 7.15								12.25	12.25
Silver Hill													
Hastings													
Kendal Green	f 6.06			s 7.21									
Stony Brook													
Roberts													
Riverview													
Waltham	s 6.12	s 6.33	s 6.46	s 7.28					10.29	s 10.29		12.33	12.33
Beaver Brook													
Clematis Brook													
Waverley	f 6.16			s 7.37									
Belmont				s 7.39									
W. Cambridge					7.45			8.35				12.41	12.41
Cambridge	s 6.22	s 6.42	s 6.55	s 7.45	s 7.47				e 10.39	e 10.39			
Boston	A 6.30	A 6.50	A 7.03	A 7.53	A 7.55	s 8.45	s 8.02	s 8.37	A 10.50	A 10.50		A 1.00	A 1.00
(W)	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

e Stop to leave passengers.
 H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, Apr. 19.
 ♦ e Stop to leave Saturdays only.
 B s Zoar 4.19 P.M.
 s Montague 5.21 P.M.
 s Lake Pleasant 5.25 P.M.
 e Farley 5.36 P.M.
 s East Gardner 6.43 P.M.
 z f Montague 5.22 P.M.
 s East Gardner 6.33 P.M.
 R Stop for Boston passengers only.
 ⑥ Stop only to handle bulky or fragile parcels of mail, on notice from Clerk in charge, or on flag.

D. & H. No. 145

OUTWARD TRAINS (WESTWARD).—FIRST-CLASS.

Passing Sidings, Capacity Cars.	STATIONS.	7	9	1	3	35	5	41							
		Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.							
		D. & H.	D. & H.	D. & H.	D. & H.	D. & H.	D. & H.	D. & H.	D. & H.						
	Boston W N X	A M	A M	A M	P M	P M	P M	P M							
73	Johnsonville W N														
	West Valley Falls T														
	Schaghticoke T W														
	East Saratoga Jct. T X														
Yard	Mech'ville W N X	s 1.25	2.52	s 7.42	s 12.50	1.45	s 5.55	s 7.56							
	W. Y. Tower N X	1.27	2.54	7.44	12.52	1.47	5.57	7.58							
	Ushers T														
	Elnora T														
Yard	Crescent N														
	Scotia T														
	Rotterdam W N														
	Rotterdam Jct N	A M	A M	A M	P M	P M	P M	P M							

ROTTERDAM JUNCTION TO JOHNSONVILLE

INWARD TRAINS (EASTWARD).—FIRST-CLASS.

Miles from R't'd'm Junction	Passing Sidings, Capacity Cars	STATIONS.	8	10	40	2	34	20	4						
			Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily						
			D & H	D & H	D. & H.	D. & H.	D. & H.	D. & H.	D. & H.	D. & H.	D. & H.				
0.00	Yard	Rotterdam Jct.													
1.81		Rotterdam													
5.61		Scotia													
12.58		Crescent													
14.73	Elnora														
17.70	Yard	Ushers													
21.20		W. Y. Tower	3.22	4.05	7.20	12.17	3.49	4.11	4.57						
22.28		Mechanicville	s 3.27	4.07	s 7.23	s 12.21	3.51	4.13	s 5.02						
23.53		East Saratoga Jct.													
31.06	73	Schaghticoke													
32.42		West Valley Falls													
35.19		Johnsonville													
210.61	52	Boston	A M	A M	A M	P M	P M	P M	P M						

All trains using tracks between Crescent and W. Y. Tower will be governed by B. & M. R.R. and D. & H. R.R. rules governing joint track.

EASTHAMPTON BRANCH

OUTWARD TRAINS (NORTHWARD).

INWARD TRAINS (SOUTHWARD).

Miles from Mount Tom Junction	Passing Sidings, Capacity Cars.	STATIONS.				Miles from East-Hampton	STATIONS.				
2.35		Mount Tom	X				Easthampton				The Easthampton Branch Track from Mt. Tom to a point 100 ft. south of the switch to the Pepin Coal track south of Hampton Mills, is temporarily abandoned, and must not be used for any train movements.
3.31		Hampton Mills	X			.96	Hampton Mills				
		Easthampton	W X			3.31	Mount Tom				

BENNINGTON BRANCH.

**OUTWARD TRAINS (WESTWARD).
FIRST-CLASS-READ DOWN**

**INWARD TRAINS (EASTWARD).
FIRST-CLASS-READ UP**

FITCHBURG DIVISION

5611	5609	5603	Miles from North Bennington	STATIONS.	5600	5604	5606
Daily Rutland	Daily Rutland	Daily Rutland			Daily Rutland	Daily Rutland	Daily Rutland
L 7.32	L 3.27	L 3.18	0.00	North Bennington W N X	A 2.27	A 9.00	A 1.08
			1.86	White Creek	2.22	8.55	1.03
7.39	3.34	3.25	4.66	Walloomsac T	2.17	8.51	12.59
f 7.42	f 3.37 [ⓐ]		5.93	North Hoosick T	2.15	f 8.48	f 12.56
7.44	3.39	3.29	6.81	Hoosick Junction T	2.12	8.46	12.54
A 8.22	A 4.15	A 4.05		Troy W N X	L 1.33	L 8.00	L 12.15
PM	PM	AM			AM	AM	PM
56	64	52		Connects with Rutland R.R. Train No.	51	57	65

ⓐ Stops to load or unload express.

SARATOGA AND SCHUYLERVILLE BRANCHES.

**OUTWARD (WESTWARD).
READ DOWN**

**INWARD (EASTWARD).
READ UP**

	Miles from Mechanicville	Passing Sidings. Capacity Cars.	STATIONS.	
	0.00		Mechanicville W N X	
	1.20		E. Saratoga Junction TX	
	3.21		Stillwater	
	5.62		Stillwater Centre	Saratoga Branch
	8.12		Wayville	
	9.68		Maple Shade Farm	
	10.93		Cedar Bluffs	
	12.19		Saratoga Lake	
	14.10		Dyer Switch	
	1.30		Schuylerville	Schuylerville Branch
	2.58		Victory Mills	
	4.08		Cramers Bridge	
	5.47		Gates	
	7.92	* 36	Burgoyne	
	10.63		Schuyler Junction	Saratoga Branch
	12.21	* Dead End.	Eureka Springs	
			Saratoga Sp'gs W X	

GREENVILLE AND MILFORD BRANCHES.

**INWARD (WESTWARD).
READ DOWN**

**OUTWARD (EASTWARD).
READ UP**

Miles from Greenville or Pepperell	Passing Sidings. Capacity Cars	STATIONS.	
0.00	Yard	Gr'nville WX	
4.57		Pratt	
7.40	13	Mason	
11.97		W. Townsend	
13.59	15	Townsend	
15.40		Townsend Hbr.	
19.03		Vose	
19.89		W. Groton	
	11	Pepperell	
2.71		Primus	
5.35		Newell	
G 20.70 P 6.12 G 23.66 P 9.08	Yard	Squa'cook June Ayer W N X	G.Br. M. Br. Greenville Branch

ASHUELOT BRANCH.

OUTWARD TRAINS (NORTHWARD).—FIRST-CLASS.

INWARD TRAINS (SOUTHWARD).—FIRST-CLASS.

Miles from Dole Junction	Passing Sidings. Capacity Cars.	STATIONS.	7351 Sun. only Keene	7301 Ex. Sun. Keene	7305 Daily Keene
			AM	AM	PM
2.46	32	Dole Junction T	f 9.08	f 11.38	f 5.11
		Hinsdale D	f 9.14	s 11.45	s 5.17 J
6.12		Ashuelot D	f 9.22	s 11.53	s 5.25 J
8.32	31	Winchester WD	f 9.28	s 11.59	s 5.31 J
10.41		Forest Lake			
13.71		Westport	f 9.38	f 12.10	f 5.42
16.25	14	West Swanzey D	f 9.44	s 12.16	s 5.48 J
18.45		Swanzey	f 9.49	f 12.21	
21.75	Yard	Keene W N X	A 9.59	A 12.30	A 6.00
			AM	PM	PM

Miles from Keene	STATIONS.	7350 Sun. only Keene	7300 Ex. Sun. Keene	7302 Daily Keene
		AM	AM	PM
3.30	Keene	L 7.50	L 9.40	L 3.40
5.50	Swanzey			f 3.48
8.04	West Swanzey	f 8.02	s 9.52	s 3.54
11.34	Westport	f 8.07	f 9.58	f 4.00
	Forest Lake			
13.43	Winchester	s 8.18	s 10.09	s 4.11
15.63	Ashuelot		s 10.15	s 4.17
19.29	Hinsdale	s 8.28	s 10.23	s 4.25
21.75	Dole Junction	s 8.33 s 8.37	s 10.28 s 10.32	s 4.30 s 4.34
		AM	AM	PM

No. 7350 slow down to allow safe delivery newspaper packages at non-stop stations.

J Flag stop Sundays.

(W)

OUTWARD TRAINS (WESTWARD). — FIRST-CLASS.

SECOND CLASS

Miles from Boston	Passing Sidings. Capacity Cars.	STATIONS.	5501	5503	5507	5509	5511	5557	5555	
			Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	
			B. Falls	Rut. R. E.	Rut. R. E.	B. Falls	Rut. R. E.	Rut. R. E.	Milk	
		Boston	AM	AM	PM	PM	PM	PM	PM	
		W N X		L 9.00	L 3.05	L 5.00	L 7.30	L 8.05		
59.89	32	South Ashburnham	T D	s 4.44	f 10.33	s 4.39	e 6.30	9.10	9.40	
64.02		Naukeag							6.06	
67.91	76	Winchendon	T W D X	s 4.56 5.10	s 10.45 10.48	s 4.51 4.54	e 6.44	s 9.22 9.25	s 9.52 9.55	
70.92	25	State Line	T	f 5.15					6.20	
76.27	67	Fitzwilliam	T D	s 5.24	s 11.01 ⁵⁵⁵⁰	# 5.05 ⁵⁵¹⁰ 5.12	e 6.58	f 9.37	f 10.08	
81.54	46	Troy	T W D	s 5.33	s 11.10	s 5.22	e 7.07	f 9.46	f 10.16	
85.28	27	Webb	T	f 5.39	11.15	f 5.28	7.13	9.51	10.22 ⁵⁵⁵²	
89.21	23	Joslin	T	s 5.44 ⁵⁵⁰² 5.50	11.20	5.33	7.18	9.56	10.27	
91.27	Yard	Keene	W N X	s 5.57 6.03	s 11.27 11.30	s 5.40 5.48	s 7.27	s 10.03 ⁵⁵⁰⁰ 10.07	s 10.34 10.40	
97.10	34	Summit	T	6.15	11.42	5.57	7.40	10.19	10.52	
100.35	68	Gilboa	T	f 6.20		s 6.03				
103.66	33	Westmoreland	T	s 6.26	f 11.52		7.50	10.28	11.02	
109.81	29	Walpole	D	s 6.36	s 12.02	s 6.17	8.00	e 10.37	e 11.11	
112.55	26	Cold River	X						7.18 7.27	
113.82	Yard	Bellows Falls	W N X	A 6.45 AM	A 12.10 PM	A 6.25 PM	A 8.10 PM	A 10.45 PM	A 11.20 PM	A 7.35 PM

INWARD TRAINS (EASTWARD). — FIRST-CLASS.

SECOND CLASS

STATIONS.	5502	5504	5550	5508	5512	5510	5500	5552
	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only
	B. Falls	B. Falls	B. Falls	B. Falls	B. Falls	B. Falls	Milk	Milk
	AM	AM	AM	PM	PM	PM	PM	PM
Bellows Falls	L 5.00	L 7.00	L 9.50	L 1.50	L 4.00	L 4.00	L 9.05	L 9.05
Cold River								
Walpole	5.07	s 7.07	s 9.57	s 1.57	v 4.07	s 4.07	9.12	9.12
Westmoreland	5.16	s 7.17	10.07	f 2.08	4.17	4.17	9.22	9.22
Gilboa		f 7.24						
Summit	5.26	7.31	10.17	2.19	4.27	4.27	9.40	9.40
Keene	s 5.38 5.41	s 7.41 7.45	s 10.29	s 2.29 2.32	s 4.39	s 4.37 4.41	9.50 ⁵⁵¹¹ 10.04	9.55
Joslin	5.48 ⁵⁵⁰¹							
Webb	5.55	7.57	10.41	2.44	4.51	4.53	10.20	10.10 ⁵⁵⁵⁷ 10.22
Troy	v 6.02	s 8.02	f 10.46	s 2.51	f 4.56	s 5.00	10.28	10.30
Fitzwilliam	f 6.12	s 8.12	s 10.55 [#] 11.02 ⁵⁵⁰³	s 3.02	f 5.06	s 5.11 ⁵⁵⁰⁷		
State Line		f 8.20						
Winchendon	s 6.24	s 8.28	s 11.15	s 3.14 3.17	s 5.18 5.21	s 5.26	10.47	10.47
Naukeag	s 6.28						10.53	10.53
South Ashburnham	6.41	s 8.40	s 11.27	s 3.30	5.33	f 5.38	11.05	11.05
Boston	A 8.45 AM	A 10.15 AM	AM	A 5.25 PM	A 6.50 PM	A 7.03 PM	A 1.00 AM	A 1.00 AM

e Stop to leave passengers.

Arriving time to be advertised as leaving time.

v Stop only on signal to take passengers.

When No. 5550 meets No. 5503 at Fitzwilliam No. 5550 take siding.

No. 5501 is superior to No. 5504

Rut. R.R. Trains North First Class	No. 165 Daily lv.	Bellows Falls	12.22 P.M.
" "	No. 159 Ex. Sun. lv.	" "	6.50 P.M.
" "	No. 143 Ex. Sun. lv.	" "	11.15 P.M.
" "	No. 145 Sun. only lv.	" "	11.55 P.M.
Second Class	No. 119 Ex. Mon. lv.	" "	6.00 A.M.
South First Class	No. 146 Daily lv.	Riverside	3.46 A.M.
" "	No. 164 Daily lv.	" "	3.45 P.M.
" "	No. 156 Daily lv.	" "	7.35 P.M.
Second Class	No. 120 Daily lv.	" "	2.54 P.M.
		Ar. Bellows Falls	3.50 A.M.
		Ar. " "	3.50 P.M.
		Ar. " "	7.40 P.M.
		Ar. " "	3.05 P.M.

CENTRAL MASSACHUSETTS BRANCH.

TERMINAL AND FITCHBURG DIVISIONS

OUTWARD TRAINS (WESTWARD)—FIRST-CLASS.

INWARD TRAINS (EASTWARD)—FIRST-CLASS.

READ DOWN

READ UP

Miles from Boston	Passing Sidings, Capacity Cars	3159	H3117	H3111	H3109	H3107	H3105	STATIONS.	H3100	H3104	H3106	H3112	3160		
		Sun. only	Ex. Sun.	Ex. Sat. & Sun.	Ex. Sun.	Ex. Sun.	Sat. only		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only		
		Clinton	Clinton	Clinton	Lancaster	Lancaster	Clinton		Clinton	Clinton	Lancaster	Clinton	Clinton		
		PM	PM	PM	PM	PM	PM		AM	AM	AM	AM	PM		
0.00		L 9.30	L 5.50	L 5.17	L 4.52	L 1.41	L 1.16	Boston	W N X	A 7.29	A 8.30	A 9.09	A 10.55	A 8.45	
4.16		9.40	6.00	5.25	5.02	1.51	1.24	West Cambridge	T	7.19	8.20	8.59	10.45	8.35	
4.57	41	9.41	6.01	5.26	5.03	1.52	1.25	Fens	T	7.18	8.19	8.58	10.44	8.34	
5.52						1.54		Hill Crossing	T	7.17	8.18				
6.42			s 6.03	s 5.29	s 5.06	f 1.55	1.28	Belmont			s 8.16	s 8.55			
7.38			s 6.06	s 5.32		f 1.57	1.29	Waverley	T	s 7.14			f 10.40	e 8.30	
8.30	18		e 6.08	s 5.34		f 1.59		Clematis Brook	T		s 8.12				
9.77			s 9.49	s 6.11	s 5.37	s 5.12	s 2.02	Waltham (North)		s 7.09	s 8.09	s 8.50	s 10.35	s 8.25	
10.35			s 9.51	s 6.13	s 5.39	s 5.14	s 2.04	Waltham Highlands		s 7.07	s 8.07	s 8.48	s 10.33	s 8.23	
12.93	18	s 9.56	s 6.18	s 5.45	s 5.19	s 2.10	s 1.40	Weston	D	s 7.03	s 8.02	s 8.44	s 10.29	s 8.19	
13.69			e 6.20	f 5.47		f 2.12		Cherry Brook			f 8.00		f 10.27	f 8.17	
15.24	15		e 6.23	f 5.50		f 2.15		Tower Hill			f 7.57		f 10.24		
16.50			s 10.02	s 6.26	s 5.53	s 5.25	s 2.17	s 1.47	Wayland	D	s 6.57	s 7.54	s 8.38	s 10.21	s 8.12
18.55				e 6.29	f 5.56		f 2.20		East Sudbury		f 6.53	f 7.50			f 8.08
19.70	15	s 10.07	s 6.32	s 5.59	s 5.30	s 2.23	s 1.52	South Sudbury	D	s 6.50	s 7.47	s 8.33	s 10.16	s 8.05	
21.63				6.03		2.26		Wayside Inn							
23.84			e 6.39	f 6.07	e 5.37	f 2.30	f 1.59	Ordway		f 6.44	f 7.41		f 10.08	f 7.59	
25.35		e 10.16	e 6.42	f 6.10	e 5.40	f 2.32	f 2.02	Gleasondale		f 6.41	f 7.38	8.26	f 10.05	f 7.56	
26.09		10.18	6.44	6.12	5.42	2.34	2.04	Gleason Junction		6.39	7.36	8.25	10.04		
								C. M. Jct.							
27.69	26	s 10.21	s 6.47	s 6.15	s 5.45	s 2.38	s 2.07	Hudson	W	s 6.37	s 7.34	s 8.23	s 10.02	s 7.52	
29.49	8							South Bolton							
31.42			10.29	f 6.55	f 6.23	s 5.52	f 2.46	f 2.15	Berlin		f 6.30	s 7.27	8.16	f 9.54	f 7.45
35.34			10.37	7.03	6.31	6.00	2.54	2.23	Reservoir Switch	T	6.24	7.20	8.10	9.47	7.38
36.00		A 10.39	7.05	6.33	6.02	2.56	2.25	East Switch	T	6.22	7.18	8.08	9.45	L 7.35	
36.50								Clinton Junction	T						
65.45								Wheelwright							
68.33		Loses right and schedule after 11.30 P. M.	Loses right and schedule after 7.40 P. M.	Loses right and schedule after 7.10 P. M.	Loses right and schedule after 6.50 P. M.	Loses right and schedule after 3.40 P. M.	Loses right and schedule after 3.10 P. M.	Creamery	B & A. R. R. ⁽¹⁰⁾						
70.58								Gilbertville							
74.59								Ware		W					
79.07								Forest Lake							
82.27								Bondsville	D						
85.87								Canal Junction	C. V. Ry. ⁽¹⁰⁾						
94.17								Belchertown		X					
								Norwottuck							
97.19	26							Amherst	D						
101.50	17							Hadley	D						
103.77								N. O. Tower	T W D X						
			PM	PM	PM	PM	PM			AM	AM	AM	AM	PM	

TERMINAL DIVISION

FITCHBURG DIVISION

H Will not run Oct. 12, Nov. 11, Nov. 28, Dec. 25, Jan. 1, Feb. 22, or April 19.
e Stop to leave passengers.

⁽¹⁰⁾ Refer to Special Instructions, Page 111; Operation between Norwottuck and Canal Jct. and between Creamery and Forest Lake.

64 SPRINGFIELD TO W. R. JCT. OUTWARD TRAINS - (NORTHWARD), FIRST-CLASS, FITCHBURG DIVISION

Miles from Springfield	Passing Sidings Capacity Cars.	STATIONS.		701	733	Ⓢ703	7051	705	707	1	73	c7053	709	727	7057	
				Mon. only	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sat. only	Sun. only
				No'hamp.	Cent. Vt.	W. R. Jct.	W. R. Jct.	No'hamp.	No'hamp.	C. V. Ry.	W. R. Jct.	Greenfield	No'hamp.	No'hamp.	No'hamp.	
				A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	
1.96	Yard	Springfield	W N X	L12.15	L12.45	L 7.00	L 7.05	L 7.20	L 8.00		L 9.40	L10.21	L10.21	L12.20	L12.35	
3.42	Yard	Cypress Street	X					s 7.24	s 8.04					s12.24		
6.90		Brightwood	X					s 7.28	s 8.11		9.46	10.27	s10.27	s12.28	12.41	
7.27		Chicopee	TX	12.21	12.51	7.06	7.11	s 7.35	s 8.17					s12.33		
		Willmansett	X	e12.26				s 7.37	s 8.19					s12.35		
		Riverside	X	f12.27												
7.91		Holyoke	T D X	s12.31	12.58	s 7.15	s 7.18	s 7.40	s 8.23		s 9.53	s10.34	s10.34	s12.38	s12.48	
12.79		Smiths Ferry	X	e12.38				f 7.25			s 9.58			12.46		
14.72		Mount Tom	T	f12.42		7.24	f 7.35	f 7.51	f 8.33		10.08			s12.50		
17.05		Northampton	X	A12.47	1.09	s 7.30	s 7.39	A 7.55	A 8.38		s10.13	s10.48	A10.46	A12.55	A 1.03	
17.82	S 90	N. O. Tower	T W D X													
20.80		Hatfield	T													
23.80		North Hatfield	T		1.17	7.39	7.56									
26.15		Whately	T													
				Loses Right and Schedule after 1.45 A.M.												
28.37		South Deerfield	TD		1.22	s 7.46	s 8.05				e10.33	s11.04				
32.71		Deerfield	TD													
34.61		Deerfield Junction	TX													
36.06	N-70	Greenfield	W N X		1.32	s 7.58	s 8.05	s 8.17	s 8.26		s11.43	A11.23				
37.73		Silver Street	T X		1.36	8.09	8.30									
42.65	105	Bernardston	T		1.43	8.15	s 8.38									
46.17		Mount Hermon	T													
49.67	129	East Northfield	W N		1.53	s 8.25	s 8.50		L 9.02		s11.25		L11.32			
51.90		Dole Junction	T		1.56	8.29	8.54		f 9.08	Via Vernon	11.29		f11.38			
49.67	46	East Northfield	W N X							L10.42 ⁷¹²						
54.84	30	Vernon	T		Via Dole Jct.	Via Dole Jct.	Via Dole Jct.		Via Dole Jct.	f10.51	Via Dole Jct.		Via Dole Jct.			
60.21	Yard	Brattleboro	N X							A11.00						
60.30	Yard	Brattleboro	W N X		s 2.08	s 8.41	s 9.05				s11.40					
61.40		West River	TX		2.13	8.47	9.10				s11.45					
65.61	33	Dummerston	T		2.16	8.50	9.13				11.48					
69.24		Putney	TD		2.27	9.01	s 9.25				s11.59					
71.97		East Putney	T													
78.45		Grout														
80.11		Westminster	TD		2.40	9.14	s 9.40				s12.13					
83.72		Tunnel Switch	TX		2.45	9.19	9.45				12.18					
83.99	Yard	Bellows Falls	N X		s 2.50	s 9.28	s 9.52				s12.20					
84.58	105	North Walpole Yard	TX		2.52 ⁷³²	9.30 ⁷¹²	9.54				12.32					
87.18		South Charlestown														
91.08		Charlestown	T		3.01	s 9.42	s10.04				s12.42					
92.23		Springfield Station	T													
96.49		North Charlestown	T		3.07	9.50	10.11				12.49					
101.18	85	Claremont Junct'n	W N X		3.13	s 9.57	s10.20				s12.56 ⁷⁰					
105.63	51	Balloch	T			s10.01	10.27				s1.03 ⁷²					
109.11	S48 N50	Windsor	N X		3.25	s10.16	s10.35				s 1.18					
109.11		Windsor	N X		3.25	s10.16	s10.35				s 1.18					
113.48	108	Hartland	N X		3.32	10.24	s10.43				f 1.26					
118.24	120	Evarts	N X		3.19	10.31	s10.51				f 1.33					
123.19		White River Jct.	N X		A 3.48	A10.40	A11.00				A 1.42					
				A M	A M	A M	A M	A M	A M	A M	P M	A M	A M	P M	P M	

No. 7051 will run at a speed by non-stop stations which will allow safe delivery of newspaper packages.
 No. 733 (N. H. No. 168) will come from N. H. R.R. Yard to B. & M. R.R. Yard 12.26 A.M. and back into Springfield Station.
 e Stop to leave passengers.
 Ⓢ Slow down to 35 miles per hour passing Mt. Hermon to permit dispatch of U. S. Mail.

No. 733 is superior to No. 7052 and No. 78.
 C Runs to East Deerfield via Deerfield Loop and backs to Greenfield via Main Line.

SPRINGFIELD TO W. R. JCT. OUTWARD TRAINS (NORTHWARD) FIRST-CLASS FITCHBURG DIVISION 65

STATIONS.	77	^C 715	713	7055		717	719	721	723	79	7059	725	7061	729
	Ex. Sun.	Ex. Sun.	Sat. only	Sun only		Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.
	W R. Jct.	Greenfield	No'hamp	W R. Jct.		W. R. Jct.	Greenfield	No'hamp	No'hamp	Can. Pac.	Can.Pac.	N'hamp	Greenfield	No'hamp
Springfield	PM L12.35	PM L 1.23	PM L 2.50	PM L 3.25		PM L 3.25	PM L 5.10	PM L 5.45	PM L 6.30	PM L 8.40	PM L 9.00	PM L 9.17	PM L10.35	PM L11.45
Cypress Street														
Brightwood		f 1.27					s 5.14		s 6.34 J					
Chilcopee	12.45	f 1.31	2.57	3.31		3.31	s 5.18	5.51	s 6.38 J	8.46	9.06	9.23	10.41	11.51
Willmansett		f 1.36					s 5.23		s 6.44 J					e11.56
Riverside							s 5.24							11.57
Holyoke	s12.54	s 1.39	s 3.04	s 3.40		s 3.40	s 5.29	s 6.00	s 6.48	s 8.55	s 9.15	s 9.30	s10.48	s12.01
Smiths Ferry							e 5.36		f 6.55					e12.08
Mount Tom	1.04	1.49	f 3.15				e 5.40		s 6.59 J	9.04				f12.12
Northampton	s 1.10	s 1.53	A 3.20	s 3.56		s 3.55	s 5.48	A 6.15	A 7.03	s 9.11	s 9.30	A 9.45	s11.02	A12.17
N. O. Tower									PM					
Hatfield		f 2.00					e 5.55		D95					
North Hatfield	1.19	f 2.05		4.03		4.03	f 6.00		Sun. only	9.19	9.38			
Whately		f 2.09					e 6.04		Greenfield					
South Deerfield	1.24	s 2.14		s 4.12		s 4.11	s 6.09	7305	PM	9.24	s 9.45		s11.18	
Deerfield							e 6.15		Daily		e 9.51			
Deerfield Junction		2.23							Keene	9.00				
Greenfield	s 1.35 1.40	A 2.33		s 4.24 4.30		s 4.23 4.31	A 6.22		A 9.05	s 9.34 9.40	s 9.58 10.12		A11.30	
Silver Street	1.43			4.33		4.34			PM	9.43 ⁷²⁸	10.15 ⁷⁰⁶⁰			
Bernardston	1.51			4.40		s 4.43				9.50	10.23			
Mount Hermon						s 4.49								
East Northfield	s 2.01			s 4.50 ⁷⁴		s 4.55 ⁷⁴		L 5.05		e10.00	s10.33			
Dole Junction	2.05			4.54		Via Vernon		f 5.11		10.03	10.36			
East Northfield						s 5.00								
Vernon		Via Dole Jct.		Via Dole Jct.		f 5.09		Via Dole Jct.		Via Dole Jct.	Via Dole Jct.			
Brattleboro						s 5.18								
Brattleboro	s 2.17			s 5.05		s 5.26				s10.14	s10.47			
West River	2.22			5.09		5.29				10.18	10.55			
Dummerston				5.12		s 5.36				10.21	10.58			
Putney	2.36			5.23		s 5.43				10.32	f11.10			
East Putney						f 5.48								
Grout														
Westminster	e 2.50			5.36		s 6.00				10.44	11.24			
Tunnel Switch	2.55			5.41		6.06				10.49	11.29			
Bellows Falls	s 3.00			s 5.43		s 6.08				s11.01	s11.31			
North Walpole Yard	3.02			5.45		6.32				11.03	11.47			
South Charlestown						e 6.36								
Charlestown	s 3.11			s 5.53		s 6.43				s11.13	s11.59			
Springfield Station														
North Charlestown	3.19			6.00		f 6.51				11.21	12.07			
Claremont Junction	s 3.26 ⁷⁴			s 6.07		s 7.02				s11.28	s12.14			
Balloch	3.29			6.14		7.09				s11.30	s12.18			
Windsor	s 3.42			s 6.21		s 7.15 ⁷²⁸				s11.45	s12.30			
Windsor	s 3.42			s 6.21		s 7.25				s11.45	s12.30			
Hartland	3.49			6.28		s 7.33				11.53	12.38			
Evarts	3.56			6.36		f 7.41				12.01	12.46			
White River Jct.	A 4.05			A 6.45		A 7.50				A12.10	A12.55			
	PM	PM	PM	PM		PM	PM	PM	PM	AM	AM	PM	PM	AM

Loses right and schedule after 1.15 a.m.

- ⊕ Does not carry baggage.
- e Stop to leave passengers.
- J Flag stop Sundays.
- # Arriving time to be advertised as leaving time.

D Runs Boston to Deerfield Jct. via Deerfield Loop and backs to Greenfield Station via Conn. River Line.
C Runs to East Deerfield via Deerfield Loop and backs to Greenfield via Main Line.
 When No. **717** meets No. **728** at Windsor No. **717** take South Bound Siding north of Station.

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

Miles from White River Junction	STATIONS.		732	704	706	708	7052	78	710	7350	720	7300	712	7050	716	
			Daily	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.
			Cent. Vt.	No'hamp.	No'hamp.	No'hamp.	Can. Pac.	Can. Pac.	No'hamp.	Keene	Greenfield	Keene	W. R. Jct.	Greenfield	No'hamp.	
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	
4.95	White River Jct.	NX	L 2.00				L 4.00	L 4.00					L 8.25			
9.71	Evarts		2.09				4.08	4.08					S 8.34			
14.08	Hartland		2.16				4.15	4.15					S 8.42			
	Windsor	NX	2.22				S 4.23	S 4.23					S 8.50			
14.08	Windsor	NX	2.22				S 4.23	S 4.23					S 8.50			
17.56	Balloch	T	2.27				4.29	4.29								
22.01	Claremont Junction	WNX	2.34				4.36 4.40	4.36 4.40					S 9.05			
26.70	North Charlestown	T					4.47	4.47					S 9.13			
30.96	Springfield Station	T														
32.11	Charlestown	T	2.47				S 4.56	S 4.56					S 9.23			
36.01	South Charlestown												f 9.29			
38.61	North Walpole Yard	TWX	2.55 ⁷³³				5.04	5.04					9.34 ⁷⁰³			
39.20	Bellows Falls	NX	S 2.58				S 5.06 5.16	S 5.06 5.16					S 9.36 9.40			
39.47	Tunnel Switch	TX														
43.08	Westminster	TD					5.21	5.21					S 9.47			
44.74	Grout															
51.22	East Putney	T											f 9.58			
53.95	Putney	TD	3.16				5.33	5.33					S 10.03			
57.58	Dummerston	T											f 10.09			
61.79	West River	TX	3.27				5.44	5.44					10.15			
62.89	Brattleboro	WNX	S 3.30				S 5.47	S 5.47					S 10.18			
62.89	Brattleboro	WNX	S 3.35				S 5.52	S 5.52					S 10.23			
68.26	Vernon	T	3.43				6.00	6.00		Via Dole Jct.		Via Dole Jct.	f 10.32			
73.43	East Northfield	WNX	3.50				f 6.09	f 6.09					S 10.41 ¹			
71.29	Dole Jct.	T	Via Vernon 3.50				Via Vernon f 6.09	Via Vernon f 6.09		S 8.33 S 8.37 A 8.42		S 10.28 S 10.32 A 10.37	Via Vernon S 10.45			
73.52	East Northfield	WN	3.50				f 6.09	f 6.09					S 10.51			
77.02	Mount Hermon	T											S 10.58			
80.54	Bernardston	T	4.01				6.21	6.21					11.06 ⁷³			
85.46	Silver Street	TX	4.07				6.27	6.27								
87.13	Greenfield	WNX	4.10				S 6.30 6.45	S 6.30 6.45			L 9.15		714	S 11.09 11.24	L 11.32	
88.58	Deerfield Junction	TX											Ex. Sun.			
90.48	Deerfield	TD	4.15					S 6.51			S 9.21		No'hamp.	S 11.36	S 11.44	
94.82	South Deerfield	TD	4.20				6.56	S 6.58			S 9.28					
97.04	Whately	T						f 7.02					AM			
99.39	North Hatfield	T	4.25				7.01	S 7.06			9.34		11.43	11.51		
102.39	Hatfield	T						f 7.11								
105.37	N. O. Tower	TWDX														
106.14	Northampton	X	4.32	L 5.50	L 6.55	L 7.00	S 7.12	S 7.20	L 8.15		S 9.45	L 11.05	S 11.53	S 12.00	L 1.10	
108.47	Mount Tom	T		f 5.53	f 6.58		7.16	S 7.25	f 8.19						f 1.14	
110.40	Smiths Ferry			f 5.56	S 7.01				f 8.22							
115.28	Holyoke	TDX	4.45	S 6.06	S 7.10	S 7.16	S 7.29	S 7.38	S 8.30		S 10.00	S 11.17	S 12.08	S 12.13	S 1.25	
115.92	Riverside	X		S 6.08	S 7.12			S 7.39							f 1.27	
116.29	Willmansett	X		f 6.09	S 7.13	S 7.19		S 7.40							f 1.28	
119.77	Chicopee	TX	4.52	S 6.14	S 7.18	7.24	7.36	S 7.47	8.37		10.06	11.24	12.15	12.20	S 1.35	
121.23	Brightwood	X		S 6.19	S 7.22			S 7.52							f 1.39	
	Cypress Street	X	4.57				7.42	7.55			10.11		12.20	12.25		
123.19	Springfield	WNX	A 5.03	A 6.25	A 7.27	A 7.32	A 7.48	A 8.02	A 8.45		A 10.15	A 11.30	A 12.25	A 12.29	A 1.45	
			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	

No. 732, No. 7052, No. 78, No. 720, No. 712 and No. 7050, will run to N. H. R.R. Yard and back to Springfield passenger station.

No. 733 is superior to No. 7052 and No. 78.

W. R. JCT. TO SPRINGFIELD INWARD TRAINS (SOUTHWARD). FIRST-CLASS FITCHBURG DIVISION 67

STATIONS	718	7054	⊙70	⊙72	2	7302	⊕724	74	726	7058	7056	730	728	7060
	Sat. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only
	No'hamp.	No'hamp.	W. R. Jct.	W. R. Jct.	C. V. Ry.	Keene	Greenfield	W. R. Jct.	No'hamp.	No'hamp.	Greenfield	No'hamp.	W. R. Jct.	W. R. Jct.
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
White River Jct. Evarts Hartland Windsor	(C.V.Ry.)		L12.20 f12.29 f12.36 s12.43	L12.30 f12.38 f12.45 s12.52				L 2.55 3.03 3.10 s.3.17					L 7.00 s 7.09 s 7.17 s 7.25 ⁷¹⁷	L 8.00 s 8.09 s 8.17 s 8.25
Windsor Balloch Claremont Junction			s12.43 12.48 s12.55 ⁷³	s12.52 12.57 s 1.03 ⁷³ s 1.05 ⁷³				s 3.17 s 3.28 ⁷⁷ s 3.31					s 7.25 7.30 s 7.42	s 8.25 s 8.38
North Charlestown Springfield Station Charlestown South Charlestown North Walpole Yard			1.02 s 1.10 1.18	1.12 s 1.20 1.28				s 3.45 3.53					s 7.58 8.07	s 8.53 9.01
Bellows Falls Tunnel Switch Westminster Grout East Putney			s 1.20 s 1.25 1.32	s 1.30 s 1.35 1.42				s 3.55 s 4.00					s 8.09 s 8.20 f 8.27	s 9.03 s 9.06
Putney Dummerston West River Brattleboro			s 1.46 1.58 s 2.01	s 1.56 2.08 s 2.11				4.18 4.29 s 4.32					f 8.41 8.53 s 8.56	s 9.24 9.35 s 9.38
Brattleboro Vernon East Northfield	(C.V.Ry.)		s 2.06 2.14 s 2.22	s 2.16 2.24 s 2.32	L 4.20 f 4.29 A 4.38 ⁷⁴	Via Dole Jct.		s 4.37 4.45 s 4.52 ⁷⁰⁵⁵ 717					s 9.01 9.09 s 9.16	s 9.43 9.51 s 9.59
Dole Junction East Northfield Mount Hermon Bernardston Silver Street			Via Vernon s 2.24 2.33 2.39	Via Vernon s 2.34 2.43 2.49	Via Vernon s 4.30 4.34 A 4.40		Via Vernon s 4.55 ⁷²					Via Vernon s 9.23 9.33 9.39 ⁷⁹	Via Vernon s 9.59 10.08 10.14 ⁷⁰⁵⁹	
Greenfield Deerfield Junction Deerfield South Deerfield			s 2.42 s 2.48 2.58	s 2.52 s 3.00 3.10	PM 722 Sat. only No'hamp.		L 4.20 f 4.25 s 4.32	s 5.12 s 5.15 5.25			L 9.15 s 9.25		s 9.42 s 10.00 s 10.12	s 10.17 s 10.25 s 10.37
Whately North Hatfield Hatfield N. O. Tower			3.03	3.15	PM		f 4.39 5.30						10.18	10.43
Northampton Mount Tom Smiths Ferry Holyoke	L 1.40 s 1.54	L 1.40 s 1.55	s 3.13 s 3.26	s 3.25 s 3.40	L 4.00 4.03 s 4.14		s 4.50 s 4.54 s 5.06	s 5.40 s 5.53 s 6.50	L 6.35 L 7.53 7.57 s 8.08	s 9.40 s 9.53	L10.05 10.11 s10.30		s10.30 s10.48	s10.55 s11.10
Riverside Willmansett Chicopee Brightwood Cypress Street Springfield		2.01 A 2.09	2.02 A 2.10 3.33 3.38 A 3.44	3.47 3.53 A 3.59 PM	4.21 A 4.28		s 5.08 s 5.09 s 5.14 s 5.18 A 5.23	6.00 6.05 A 6.10	⊙7.04 e 7.07 A 7.17	f 8.11 f 8.17 f 8.20 A 8.25	10.00 10.05 A10.10	s10.37 A10.45	10.55 11.01 A11.10	11.18 11.24 A11.30

No. 70, No. 72, No. 74, No. 7056, No. 728 and No. 7060 will run to N. H. R.R. Yard and back to Springfield passenger station.
 ⊙ Last trip Oct. 26.
 ⊕ First trip Oct. 28.
 When No. 717 meets No. 728 at Windsor No. 717 take south bound siding north of station.

⊕ Does not carry baggage.
 No. 74 stop at Evarts and Hartland to leave passengers from north of St. Albans.
 ⊙ Stop to load express.
 e Stops to leave passengers.

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

DEFINITIONS. Restricted speed — add — The Maximum allowable speed for train or engine operating at Restricted speed is 15 miles per hour.

RULE 11. Five-minute fuses will be used in all territory.

RULES 11 and 15. To properly comply with these rules a train or engine must, unless the way can be seen or known to be clear, be operated at Restricted Speed:—

- (a) In Automatic Signal Territory, to the next signal.
- (b) In Non-Signal Territory, for at least one-half mile, and as much further as physical and weather conditions seem to warrant.

RULE 14. In the States of New Hampshire, Vermont, Maine and New York:

Approaching public crossings at grade whistle signal 14(L) to be prolonged or repeated until crossing is reached.

In case of fast moving trains the whistle signal shall be prolonged until engine is on the grade crossing. In case of slow moving trains the crossing signal shall be repeated, the last blast of which is to be sounded as engine goes on the grade crossing.

In the State of Massachusetts:

Enginemen will cause the engine bell to be rung from the whistling post to the crossing, and in addition whistle signal 14(L) (two long and two short) sounded just before reaching crossing, so that the last short blast will end as the engine goes onto the crossing, the duration of the whistle signal (two long and two short) to consume approximately ten seconds.

14(L) shall be sounded at crossings protected by watchmen if, when coming in view of crossing, Engineman is unable to see watchman at his post or that gates are closed, or being closed or he deems there is special reason for whistling.

14(m). To be sounded:—

Approaching junctions, and mail cranes where catcher service is performed.

Approaching points where tracks or bridges are undergoing repairs and reduced speed is required.

Approaching interlocking, yards, or other points where men may be at work on track and view is obscured by weather or other conditions (See Rules 31 (a) and 927).

RULE 21. Exception — On two or more tracks, extra trains (except when handling passenger equipment only), will not display white flags or white lights as prescribed by General Rule 21, except that when part of the trip is over single and part over two or more tracks, they may be displayed from the initial to terminal station.

RULE 26(a). Added — A red tag displayed on the throttle handle of an engine indicates that workmen are under, on or about it; when thus protected, the throttle, reverse lever or wheel, air brake handles, injectors or other of the engine's devices must not be operated. Each workman must display his personal tag specified for this purpose and the same workman is alone authorized to remove it.

RULE 34. Indications must not be called until seen by the person calling. (This does not prohibit engineman acknowledging by name, signal called, which he cannot see.) On curves, and under other conditions where engineman cannot see signals, fireman or trainman is expected to see, and call signal.

RULE 35. Electric lanterns of the approved type, are proper for use by flagman, and when used, the flagman must have with him at least one extra fusee. Flashlights of any kind must not be used in giving or passing motions and signals.

RULE 72. SUPERIORITY OF TRAINS.

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

RULE 83. EXCEPTION.

If a train is not scheduled to stop at a register station, the conductor will fill out a register slip and throw it off to the agent or operator, but when required by rule will stop and make a personal examination of the register book unless both the conductor and engineman receive a train register clearance, Form 54, showing that all trains due which are superior or of the same class have arrived or left.

Trains entering two or more tracks from single track need not stop to examine train register; except that inferior trains entering two or more tracks from a branch will be governed by General Rule 83.

At Junction points, it will be the duty of operators, towermen or switch-tender, as the case may be, to stop and notify inferior trains, if all overdue superior trains moving in same direction on two or more tracks have not left, and conductors and enginemen of inferior train not so stopped will not be expected to stop to inquire about superior trains that should precede them.

RULE 85. DELAYED TRAINS.

On two or more tracks, extra passenger trains not making local stops, wreck trains and snow-plows may precede local passenger trains and delayed superior trains from initial or junction points.

RULE 93. When cars are handled on main tracks in yard limits from sunset to sunrise, a man must be stationed on rear of car with light, or a red light displayed on rear end of car.

RULE 99. — GENERAL INSTRUCTIONS REFERENCE HANDLING OF WORK TRAINS, AND OBSERVANCE OF RULE 99 WHEN WORKING WITH WRECKERS AND WORK TRAIN EQUIPMENT.

The following procedure must be carried through when flagmen are protecting Wreckers and Cranes, Ditchers, and all other Work Train Equipment which may, or can, foul tracks other than the one occupied by the equipment:

1. Flagmen must go out in full compliance with Rule 99, place torpedoes, and permit no train or engine to pass them without first stopping and being fully advised as to the presence and location of work equipment unless called in by whistle signal or on personal advice of Conductor that line is clear for the passage of a train or trains.

2. The practice of sending out flagmen with instructions to let all scheduled trains by without flagging **must be discontinued. No flagman is to accept such instructions.**

3. Torpedoes are not to be picked up to permit the unrestricted passage of any train, and exploded torpedoes must be immediately replaced. We do not want trains passing work equipment on adjacent tracks except at restricted speed.

4. Flagmen must definitely know that the whistle recall signal has been sounded, that it was their equipment sounding it, and that it was intended for them before withdrawing flag for the passage of a train or engine. They must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

5. Conductors must when possible so arrange the work with Work Train Foreman as to clear up for schedule trains, and for other trains about which they have advice, without delay to those trains, and must arrange to give their flagmen notice of clearing in time to avoid stopping important trains.

6. Maintenance of Way Dept. Foreman is in charge of operation of cranes or any other work equipment which is being used, and a **definite understanding** must be reached whereby the conductor or yard foreman will notify M. of W. Dept. foreman, who will, in turn, see that equipment is cleared for safe passage of trains. If, for any reason, this M. of W. Dept. foreman is away from this part of the job on which equipment is working, a definite understanding must be reached as to who the conductor or yard foreman should notify in the Foreman's absence.

104(a) — Last sentence changed to read:—

"In switching passenger equipment the air brakes must be in use while handling occupied equipment, and when coming onto passenger trains or drafts made up for occupancy or placed on station tracks regardless of whether occupied or not. Cars must not be uncoupled while in motion."

RULE 221(e). Added — Before making delivery of Clearance Form A (Rule 221d) operators must transmit it to Train Dispatcher and must receive "complete" from Train Dispatcher. Train Dispatcher will enter the Form A in train order book, and will not give "complete" until he has checked order numbers with his book. The operator will enter the word "complete", the time and Superintendent's initials on the Form A directly under his signature.

If communication with Dispatcher fails, train orders which have been made "complete" may be delivered with a Form A Clearance endorsed by operator "Circuit has failed".

If additional train orders are received after Clearance has been endorsed "complete", Clearance must be destroyed and a new one issued.

RULES 265, 266, 267 and 268 — RULES GOVERNING THE MOVEMENT OF TRAINS UNDER A SIGNAL CONTROL SYSTEM AND OPERATION OF DUAL CONTROL SWITCHES IN CONNECTION THEREWITH.

Trains or engines may, within the limits of track and time specified by the Dispatcher, Director or Towerman in charge of the territory, occupy and use the designated tracks without protection required by Rule 99.

This applies **only** in Signal Control Territory during **switching operations** when the trackage involved is being used under exclusive occupancy permission from the Dispatcher, Director or Towerman, and only when the train or engine enters the main track, or crosses over between main tracks through electrically-locked or Dual Control switches.

RULE 265. Last sentence changed to read: —

No train or engine shall pass an interlocking signal indicating stop without first securing authority from the train director or signalman, and then only: —

- (a) At restricted speed to the next signal, and
- (b) Examining all intervening switches to know they are in proper position for the move.

RULE 267(a). Added — Except when permitting an engine to return to its train, a switcher or helper engine to go onto a train, or some such short, local move when the conditions are fully known, and the move to be made is already fully protected, Train Dispatcher, Train Director or Signalman must not authorize a train or engine to pass a Home Interlocking Signal displaying a "stop" indication when that signal governs movements on a Neutral (two-way-running) track until: —

- (1) Every train and engine moving in the opposite direction on any track within the territory controlled by the signal in question shall have passed one "O.S." point where its position, both as to location and track-occupied, can be checked on the indicator board, and
- (2) Conditions have been fully explained to the Chief Dispatcher or Assistant Chief Dispatcher on duty, and he has authorized the move.

(NOTE. — In the case of a train or engine working between "O.S." points, personal check with conductor or engineer on telephone to establish its position will cover.)

RULE 267(b). Added — In authorizing any movement past a "stop" signal, it must be specifically stated that authority is given to move at restricted speed to the next signal, checking all intervening switches as to their position before passing over them.

Such authority must be given directly to a member of the crew of the train or engine concerned, repeated by him, and his name recorded.

AUTOMATIC CAB INDICATOR RULES.

These rules apply only to locomotives having automatic cab indicators, and not equipped with Automatic Train Control, and when applicable supersede Automatic Train Stop Rules, Pages 141 to 150, inclusive, in Book of Rules for the Government of the Operating Department, effective February 1, 1931.

Automatic Cab Indicator Territory may be designated by Time Table.

RULE 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 Rules 402 and 403.

RULE 401. The normal indication of the automatic cab indicator is "Proceed" (green light).

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

- (a) 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.
- (b) If the cab indication changes to Lunar white as the locomotive is passing a clear wayside signal or at a point where there is no wayside signal present or visible, the train will be brought to a STOP and then proceed at restricted speed to the next wayside signal or until the cab indication changes to green when Rule 403 will govern.

If the cab indication remains Lunar white passing the second consecutive clear wayside signal, the speed of the train must not exceed medium speed until the fact is reported to the Superintendent at first available point of communication.

EXCEPTION: In "Grade Signal" territory (see General Rule 501-b) train may proceed at restricted speed without stopping.

(c) Engineman will not operate the acknowledger 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.

RULE 403. In automatic cab indicator territory, General Rules 501-b and 509 (B) are modified as follows:

When a train is proceeding under a Lunar white cab indication, if the cab indication changes from Lunar white to green and remains green the train may resume normal speed after it has moved one train length beyond the point where the cab indication changed from Lunar white to green.

RULE 404. 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 medium speed until the wayside signal indication and the cab indication agree or the fact is reported to the Superintendent at the first available point of communication.

EXCEPTION: 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.

RULE 405. The Turbo-generator throttle must remain open, main switch must remain closed (except in case of failure of equipment) while the locomotive is in automatic cab indicator territory or on sidings pertaining thereto.

RULE 405 (a). When operating more than one engine on a train the main switch at the equipment box must be opened (OFF) after making the departure test, on all engines other than the leading engine. If not required for lights the generator may also be shut off.

If conditions arise in cab indicator territory which require the use of such an engine as the leading engine the main switch must immediately be closed (ON) and generator operated as per Rule 405 before moving the train.

RULE 406. Whenever an engine is running backward, pushing cars or 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.

RULE 408. Departure test — Before leaving the enginehouse, the Engineman must open the throttle to the turbo-generator, close main switch to the electrical equipment box and note that a Lunar white indication is given by both cab indicators and that the pneumatic equipment is cut in and sealed at the brake valve. After leaving the turntable the engine will pass over an energized circuit and note that a green indication is given by both cab indicators. The green indication should then change to Lunar white and the warning whistle should sound immediately and continue to sound until acknowledged, which consists of moving the acknowledging valve from "running" to "acknowledging" position for approximately three seconds and returning it to "running" position.

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

NOTE: — When operating in restricted territory and passing a restricted signal 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 properly acknowledged.

RULE 410. 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 of the warning whistle can be avoided by breaking the seal at the brake valve and moving the cut out cock to the down or "cut out" position, the fact must be reported to the Superintendent from the first available point of communication. Electrical equipment if in proper operating condition, must remain cut in.

RULE 412. All enginemen will report the operation of the automatic cab indicator equipment on the work sheet. If the equipment functioned as intended, mark work sheet "Automatic cab indicator equipment OK". If equipment did not function properly, give a detailed account as to place, cab indications received, and any other information possible, filling out Form ML-169.

RULE 501(a), last paragraph changed to read:

"Trains or engines finding Automatic Block Signal indicating Stop, after receiving an approach indication on preceding block signal, must stop before passing the home block signal.

Trains or engines, after passing an Automatic Block Signal displaying clear or approach medium indication, finding the next block signal displaying stop indication, must stop as quickly as possible consistent with safety. Such occurrence must be reported to the Superintendent."

RULE 509. When a train is stopped by an automatic block signal it may proceed:

(A) On single track, at once at restricted speed, if next signal in advance can be plainly seen to indicate proceed, and track is clear of opposing trains. If next signal in advance cannot be seen to indicate proceed, send flagman ahead immediately to continue ahead until overtaken, wait five minutes,

and proceed at restricted speed to next signal in advance, picking up flagman when he is overtaken. Under conditions which seem to Conductor and Engineer to warrant or require extra care, flagman may be instructed and required to precede train through to next signal.

(B) On two or more tracks at once at restricted speed.

RULE 509(c). Application. — It must be understood this rule also applies in Signal Control System, after necessary permission is granted by the authorized Train Dispatcher, Director, Signalman, or Towerman, for trains or engines to enter main track through electrically locked or straight hand throw switches.

RULE 513 revised:

Before entering a main track protected by Block Signals, trains or engines must wait three minutes after opening the main track switch, to allow a train or engine moving in the same direction that may be approaching, time to come to a stop before reaching the switch. Enginemen of trains will give signal 14b and receive signal 12c from the rear end of the train before permitting train to foul the main track. This will not relieve employes in train service from promptly and properly protecting their train as prescribed by Rule 99 and 893, or when conditions require, from waiting as much longer as may be necessary to insure safety. It will not apply at meeting points on single track when the train to be met has just passed the switch and is occupying the main track, or when governed by interlocking Signals, or when switching on main track under flag protection as prescribed by Rule 99.

Note. — It must be understood it will also apply to trains or engines before entering main track in Signal Control System through main track switches electrically locked or through straight hand throw switches, after obtaining necessary permission from authorized Train Dispatcher, Director, Signalman, or Towerman.

Trains, engines or cars, standing on sidings or adjoining tracks must clear the fouling point.

The "clearance point" on passing tracks may be indicated by a yellow stripe on web of rail.

RULE 601. CHANGE OF INDICATION AND NEW SIGNAL ASPECTS.

(R) { **Indication.**
(G) { Proceed through crossovers or turnout at not exceeding
(R) { medium speed, then resume normal speed to next
signal. Name: — clear, medium through crossovers or
turnout. Medium speed, in accordance with the
above, for freight trains through crossovers or turnout
only, is 30 instead of 20 miles per hour.

(R) **Indication.**
(R) Proceed through crossovers or turnout at not exceeding
(G) slow speed, then resume normal speed to next signal.
Name: — Clear, slow, through crossovers or turnouts.

(Y) **Indication.**
(Y) Approach next signal at not exceeding slow speed.
(R) Name: — Approach slow.

(Y) or (Y) **Indication.**
(Y) (Y) Approach next signal at not exceeding slow speed.
(Y) (Y) Name: — Approach slow.

COLOR LIGHT DWARF INTERLOCKING SIGNALS.

(G)	(G)	Indication.	(Name: — Clear)
(Y)	(G)	Approach next signal at medium speed.	(Name: — Approach medium)
(Y)	(Y)	Approach next signal at slow speed.	(Name: — Approach slow)
(Y)	(R)	Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	(Name: — Approach stop)
(G)	(R)	Proceed through crossovers or turnout at medium speed. Then resume normal speed.	(Name: — Medium clear)
(R)	(G) or (G)	Proceed through crossovers or turnout at slow speed. Then resume normal speed.	(Name: — Slow clear)

(R) Proceed through crossovers or (Name: — Slow ap-
(Y) turnout at not exceeding approach stop)
slow speed prepared to stop
at next signal.

(Dark) Proceed at restricted speed. (Name: — Restricting)
(Y) or (Y)

(R) Stop. (Name: — Stop)
(R) or (R)

KEY.

(G) — Green.
(Y) — Yellow.
(R) — Red.

Slow speed, in accordance with the above, is a speed not exceeding fifteen (15) miles per hour.

Rule 892. Changed — to require a minimum of 6 fusees as standard flagging equipment.

Flagmen are required to keep their fusee supply replenished so as to have a safe number of fusees on hand at all times.

Rule 918 revised. — They must sound whistle signals accurately, and when whistling for crossings the crossings whistle signal (Rule 14(l) revised) shall be given, beginning the first long blast just before reaching the whistling post, cut off each blast sharply and make the long and short blasts of the whistle with interval of time between.

Refer to last paragraph of General Rule 14(l) revised for requirements in the State of Massachusetts.

RULE 1005. Hand cars must not be pushed or hauled by motor cars. When push or trailer cars are used with motor cars, they must always be coupled behind the motor cars by standard coupler and speed must not exceed ten (10) miles per hour, except that motor car connected by standard coupler to trailer car equipped with deck and standard brake rigging may be operated at a speed up to but not exceeding twenty (20) miles per hour.

RULE 1083. Foremen or their men must not line switches for trainmen. When switches are to be lined for loaded push and motor cars, it must be done only under the personal supervision of the foreman, and switch must be immediately returned to its original position and locked, and points examined. When oiling switches, the reverse position must be oiled first, switch then returned to normal position and the oiling completed.

GENERAL SPECIAL INSTRUCTIONS.

NOTE — These general special instructions are in effect on all divisions.

3. STANDARD CLOCKS.

Bellows Falls,	Engine House and Pass. Station.
Boston,	North Station, East Wing.
Charlestown, Mass.,	Engine Dispatcher's Office.
Claremont Junction,	Telegraph Office.
Concord, N. H.,	Pass. Station and Engine Dispatcher's Office.
Dover,	Trainmen's Room.
East Deerfield,	Engine House and Yard Office.
East Fitchburg,	Engine House.
East Somerville,	Crew Dispatcher's Office.
Fitchburg,	Telegraph Office.
Gardner,	Yard Office.
Greenfield, Mass.,	Train Dispatcher's Office.
Haverhill, Mass.,	Telegraph Office.
Keene,	Ticket Office.
Lawrence,	Ticket Office and Engine House.
Lowell,	Telegraph Office and Middlesex Engine House.
Manchester, N. H.,	Passenger Station.
Mechanicville,	Yard Office and Engine House.
Mystic Junction,	Crew Dispatcher's Office.
Nashua,	Telegraph Office, U. S.
Newburyport,	Telegraph Office.
North Adams,	Pass. Station.
North Conway,	Telegraph Office.
Northampton,	Telegraph Office, N. O. Tower.
Plymouth,	Passenger Station.
Portsmouth,	Telegraph Office.
Rockport,	Ticket Office.
Salem, Mass.,	Old Telegraph Office.
Springfield, Mass.,	B. & A. R. R. Station Master's Office.
	Plainfield St. Yard Office, N. H. Engine House.
Troy, N. Y.,	Telegraph Office and Engine House.
Westboro,	Engine House.
White River Jct.,	Telegraph Office and new Yard Office.
Whitefield,	Waiting Room.
Woodsville,	Ticket Office and Engine House.
Worcester,	Telegraph Office, Union Station, and New Haven Engine House at South Worcester.

33. PUBLIC CROSSINGS.

At Public crossings where more than one track crosses protected only by bells or automatic signals, a member of the crew must protect travel over all tracks while switching is being done.

At all Public crossings protected only by bells or automatic signals protect as follows:

When movements over Public crossings are required to be protected by trainmen, they will protect as prescribed by Rule 962, except they will display a red flag by day and by night a red light.

When a train stops on a circuit that keeps an automatic crossing wigwag, bell or flasher working, a member of the crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption that the standing train is the only one working the signal, when as a matter of fact a train from the opposite direction may be approaching.

An upper quadrant yellow arm has been installed on whistling or ringing posts at all crossings where trains are to stop and protect, or stop and proceed, after certain trains at night or on Sundays. See General Rule 103.

AUTOMATIC CROSSING PROTECTION.

"Trains running against the current of traffic, in — two or more tracks — territory must stop, and then proceed at restricted speed over highway crossings protected by automatic signals which are not operative for reverse running."

There are many highway crossings protected by flasher signals and a few protected by automatic "Auto-stop" devices.

Some of these have a "cut-out" connection in a control box near the crossing.

Instructions as to movements, and the operation of the cut-outs, are inside control box, and these instructions must be carefully observed when trains are switching or standing in the circuit.

Highway crossings having automatic protection with cut-out device will be listed in the Special Instructions of each Division.

98a. SPEED RESTRICTIONS — LOCOMOTIVES.

The maximum permitted speed of various types of locomotives in various services are:—

Santa Fe (S. Class), and C. V. Ry. 700 Class: — 35 M.P.H.

Lima (T Class) All service — 45 M.P.H.

R-1 Class All service — 70 M.P.H.

K-7-K-8-C.V. Ry. 400 class. In emergency Passenger Service — 45 M.P.H.

Switchers without Lead trucks — Main Line — 25 M.P.H.

— Branch Line — 20 M.P.H.

All types:—

Light, or with caboose — 35 M.P.H.

Backing up, light or with Freight Equipment — 20 M.P.H.

Backing up, with Passenger Equipment — 25 M.P.H.

The above does not authorize any operation at a speed in excess of those shown for the various lines in the Division Special Instructions.

SPEED RESTRICTIONS — OTHER THAN LOCOMOTIVES.

The speed of trains must not exceed thirty (30) miles an hour over any drawbridge. Also application of brakes on drawbridges should be avoided except in case of emergency.

The maximum speed of Circus and Carnival trains, on Main Line thirty (30) miles per hour and on Branch Lines twenty-five (25) miles per hour.

Trains handling locomotives with main rods removed must not exceed speed of 20 M. P. H.; when both main rods and side rods are removed speed must not exceed 15 M. P. H.

The speed of wreck train will be governed by speed restrictions for freight trains.

Locomotive cranes moving short distances between terminals to do work may be handled in local trains without detaching booms and at a speed not to exceed twenty-five (25) miles per hour. The heavy end of crane should be headed toward the engine on through freights.

Scale test car 3586 may be run in thru trains next ahead of the caboose at normal speed.

All other scale test cars should not be run in excess of 30 miles per hour, must be hauled only on local freight trains and made up next ahead of caboose car.

Speed will not exceed forty-five (45) miles per hour when operating motor rail cars backwards account of the rear or passenger end being much lighter than the motor end.

The speed of milk trains is restricted to 45 miles per hour.

Milk trains hauling cars equipped with Fox trucks or arch bar trucks without lateral motion device must not exceed speed specified for freight trains.

Passenger trains carrying freight equipment will comply with speed restrictions for freight trains in the territory through which they are operating. Conductors will notify engineers when freight equipment is in the train.

104. SPRING SWITCHES.

When Spring Switches are installed, trains or engines moving toward the facing point of the switch and finding the signal at stop indication, will examine switch points closely before passing over the switch, and if switch points are closed in proper position will proceed. If switch is not properly closed, and they are unable to close it by means of the hand stand, the switch must be spiked in proper position before passing over it, and after train has passed the switch the spike must be removed to permit trains to trail through.

Trains trailing through and stopping on switch must not take slack until points have been thrown by hand. Flying switches must not be attempted. When necessary to throw the switch the switch lever should be operated slowly, keeping a steady pressure on the handle, otherwise handle is liable to snap back, and injure party throwing switch.

A box has been placed opposite where these switches are installed, equipped with a spike maul, clawbar and spikes.

107. PROTECTION OF PASSENGERS.

In two or more track territory Express Passenger, and Fast Freight trains leaving terminals, entering two or more tracks at junction points, 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 brakeman must see that guard chains or gates are in position to prevent people from 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 those gates 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 enginemen on two or more tracks to avoid getting into station where passenger train is scheduled to stop on the time of such passenger trains, thus preventing passengers from crossing to 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.

201. Train orders required by trains operating on Terminal Division will be issued by Superintendent of connecting division.

Terminal Division Special instructions pertaining to territory other than Boston yard are incorporated in the Special Instructions of connecting division.

711. RAILROAD SURGEONS.

All station agents, trainmen, or other employes, 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's 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.

SURGEONS TO BE CALLED IN EMERGENCY.

DR. ROBERT J. GRAVES, Chief Surgeon, 5 So. State St., Concord, N. H.	
Boston	DR. M. H. ROGERS, 483 Beacon St.
Boston	DR. J. R. KNOWLES, Industrial Bldg.
Ayer	DR. E. B. HOPKINS.
Berlin, N. H.	DR. E. R. B. MCGEE.
Biddeford	DR. C. E. THOMPSON.
Billerica Shop	DR. O. S. MARSHALL.
Brattleboro	DR. G. R. ANDERSON.
Canaan	DR. F. A. BOGARDUS.
Claremont	DR. E. M. FITCH.
Clinton	DR. J. J. GOODWIN.
Concord, N. H.	DR. C. R. METCALF.
Dover	DR. H. O. CHESLEY.
	DR. J. J. TOPHAM.
Fitchburg	DR. A. P. LOWELL.
Franklin	DR. J. B. WOODMAN.
Gardner, Mass.	DR. T. R. EKWALL.
Greenfield, Mass.	DR. H. G. STETSON.
Haverhill, Mass.	DR. J. B. CREED.
Holyoke	DR. J. B. BIGELOW.
Keene	DR. W. H. LACEY.

Laconia	DR. C. S. ABBOTT.
Lawrence	DR. H. H. NEVERS.
Lowell	DR. A. R. GARDNER.
	DR. NATHAN PULSIFER.
Manchester, N. H.	DR. W. D. PARKER.
	DR. E. A. JONES.
Mechanicville	DR. G. W. CRISSEY.
Nashua	DR. T. F. ROCK.
North Adams	DR. E. J. COUGHLIN, JR.
North Conway	DR. G. H. SHEDD.
Northampton	DR. E. J. MANWELL.
North Berwick	DR. W. E. LIGHTLE.
Portland	DR. G. A. TIBBETS.
Portsmouth	DR. L. R. HAZZARD.
Rochester	DR. W. J. ROBERTS.
Rotterdam	DR. A. P. SQUIRE.
Salem, Mass.	DR. CHARLES L. CURTIS.
Springfield, Mass.	DR. W. A. R. CHAPIN.
Troy, N. Y.	DR. D. W. HOUSTON, JR.
Waltham	DR. H. Q. GALLUPE.
White River Jct.	DR. H. B. WILSON.
Winchendon	DR. J. G. HENRY.
Woodsville	DR. S. K. DEARBORN.
Worcester	DR. B. F. ANDREWS.

U. S. MAIL REGULATIONS.

713. When running on other than its regular track trains catching mail from cranes will stop to pick up this mail.

MOTOR CARS.

When trailer is to be disconnected from motor car, connectors should be removed from receptacles in both cars.

Care should be taken that fingers on plug of connectors do not come in contact with any metal part of the car.

Connectors should be considered a part of the regular equipment of the car and when removed should be placed in the motor car.

Conductors of motor trains will see that the doors in the motor cars between cab and baggage room and between baggage room and body of car are kept closed, particularly to avoid fumes of gas reaching the passenger compartment.

Train crews should understand that none but authorized employes are permitted in rear cab on double-end motors, and that wherever practicable, these cabs should be kept locked while on the road; trainmen to unlock them at terminals or wherever it is necessary for engineman, servicemen or any other proper representatives to enter; this arrangement for the purpose of preventing passengers, or even our own employes, going into cab on double-end motor and turning switches, thereby interfering with the operation of the cars.

All light movements of double-end rail motor cars shall be made by changing control to the end that is the head-end in the direction the car is to be moved, except that backup moves may be made from the "far" end if trainmen or yardmen are stationed on the opposite end controlling the move with a riding hose. When such movements are being controlled by riding hose, the brake valve must be carried in lap position.

919. When an engine becomes disabled on a main line under conditions when other trains will be delayed, if, without derailment, the engine can be gotten into Clear, it must be done regardless of possible further damage to the engine. It is expected that good judgment will be displayed in the matter of moving damaged engines, but it is of greater importance that delays to passenger trains be avoided.

To avoid unnecessary delays to their own or other trains, Conductors of trains detained for any reason must get into communication with Operator or Dispatchers at earliest possible moment.

920. Report slipping account possible track damage. Enginemen handling T — S — R1 — and C. V. 700 type engines must make immediate report by wire to Superintendent of every case where engines slip or "fly", while on main tracks, except when starting trains. Designate the points where slipping occurred so that track inspection may be made promptly.

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

CLASS 200 — 4000 to 4024, inclusive, 3000 to 3029, and 2900 to 2925, with booster.	CLASS 115 — 2640 to 2734, inclusive.
CLASS 175 — 3000 to 3029, and 2900 to 2925 inclusive, without booster, 4100-4112 inclusive.	CLASS 100 — 2600 to 2639, inclusive, 3700 to 3709, inclusive.
CLASS 135 — 3710-3719 inclusive.	CLASS 85 — 2377 to 2429, inclusive.
	CLASS 70 — 1363 to 1498, inclusive, 3600 to 3689, inclusive.
	CLASS 60 — 3205 to 3244, inclusive.

TONNAGE RATING CLASSIFICATION OF SWITCHERS.

CLASS 210 — 648, 649.	CLASS 85 — 430 to 452, inclusive.
CLASS 140 — 640 to 647, 650 to 654, inclusive.	CLASS 80 — 400 and 429.
CLASS 125 — 600 to 631, inclusive.	CLASS 60 — 200 to 309, inclusive.

Revised table showing permissible combinations of locomotives in double-heading.

FREIGHT TRAINS.

Leading Engine		Second Engine		Leading Engine		Second Engine	
Locomotive Class	Tonnage Rating Class	Locomotive Class	Tonnage Rating Class	K-8b with booster or P-4		K-8b S-1abc without booster S-1abc with booster T-1ab	
B-15, B-15abc	70	B-15, B-15abc	70	S-1abc without booster	175	S-1abc without booster	175
K-5, 6, 7, 7abc	85	K-5, 6, 7, 7abc	85	S-1abc with booster	200	S-1abc with booster	200
		K-8d	100	R-1		T-1ab	200
		K-8bc	115	T-1ab or R-1	200	S-1abc	175-200
		K-8b with booster	135	Electric two units		T-1ab	200
		S-1abc without booster	175			K-8abc 100, 115, or 135	
		S-1abc with booster	200			S-1abc 175 or 200	
K-8d	100	K-8d	100			T-1ab 200	
K-8bc	115	K-8bc	115				

In double-heading Maine Central engines class "C" (451-470 inclusive) will be treated the same as Boston & Maine engines class "P2".

PASSENGER TRAIN

Leading Engine		Second Engine		Leading Engine		Second Engine	
Locomotive Class	Tonnage Rating Class	Locomotive Class	Tonnage Rating Class	Electric two units	B, C, J P-2bcd P-3a, P-4	Motor Cars 1140-1141	60-65-70 70 100
A, B, C, J.	35 to 70	A, B, C, J.	35 to 70			All classes except H-3 with booster, K-8 with booster, R-1a, S-1ab, T-1ab. All Maine Central Classes except Classes 110 and 115.	
P-1ab, P-2bcd P-3a, P-4	70 100	P-1ab, P-2bcd P-3a	70 100				
A, B, C, J.	35 to 70	P-1ab, P-2bc P-3a	70 100				

In emergency K-5, 6, 7 or 8 engines can be used ahead of P-class engines, but if when so doubleheaded electric units are coupled ahead, only the P-class engine shall work steam in starting.
K-8 class engines may be used as leading engine ahead of P-class engines in helper service on milk trains and when so used the speed restricted to speed of freight trains in that territory.

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BOSTON AND MAINE RAILROAD. TERMINAL DIVISION. SPECIAL INSTRUCTIONS.

Terminal Division extends from Boston, Western Route, to a point 1000 feet east of the cross-over switch east of Wilmington Junction; Medford Branch, Newburyport Branch from Wakefield Junction to a point 1000 feet east of the east switch at Danvers, and Salem Branch. Eastern Route to a Limit Board 6350 feet east of Beverly Station; the Saugus, Swampscott, Marblehead, Danvers and Gloucester Branches. To Ayer division limits and including Watertown Branch and Marlboro Branch; and to a point 2500 feet north of North Billerica Station, Lexington Branch, Stoneham Branch, Wilmington Jet. Branch, and on the Mass. Central to a point just west of Clinton Jet. Limit posts define line between Terminal Division and Portland, Fitchburg and New Hampshire divisions.

Boston yard employes working within Boston yard limits — excepting enginemen — will not be 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.

Nothing contained herein is to be construed as relieving enginemen and trainmen from the strict observance of general and special rules published in time tables and elsewhere, nor from the responsibility and necessity of giving full protection to their trains.

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

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

R-1 Lima, Santa Fe and "H" class engines must not operate over any trestle work in Boston freight yard district, except over Draw No. 7 and No. 8.

SPEED RESTRICTIONS.

(Both Directions)

	MILES PER HOUR
Between North Station and Hoosac Tunnel Diamond.	15
Between Hoosac Tunnel Diamond and Draw No. 7, E. Somerville Over Drawbridge No. 7.	40
Between Hoosac Tunnel Diamond and Draw No. 8, E. Somerville Over Drawbridge No. 8.	20
Between Hoosac Tunnel Diamond and Tower "H".	40
Curve at B. & A. R.R. Bridge between Hoosac Tunnel Diamond and Mystic Jet.	20
Second curve 700 ft. south of Washington St. Bridge (underpass) at Mystic Jct.	35
First curve 50 ft. south of Washington St. Bridge (underpass)	40
Between Northern Artery Bridge and Winter Hill (Passenger Trains).	40
(Freight Trains).	60
Highway Crossings on Mystic Branch.	45
	12

The speed of drafts backing into North Station must not exceed eight miles per hour between north end of station platform and bunter.

Drafts and engines using 'Valley No. 1' track and 'Extension' track near Tower H and 'Sugar House' track from Tower H to Yard 7C and Yard 3 will not exceed speed of twelve (12) miles per hour and will move only as way is seen or known to be clear.

SIGNALS FOR MOVEMENTS AGAINST CURRENT OF TRAFFIC.

Movements between Tower "C" Home Signal limits at East Somerville and Tower "A", Boston, may be made against traffic under signal indication without flag protection.

DRAWBRIDGES (MAIN LINE).

Draw No. 1 — Tower "A"
" No. 7 — Eastern Route
" No. 8 — Western Route

DRAWBRIDGE SIGNALS.

Draw No. 1 is protected by semi-automatic color light dwarf interlocking signals and by power operated gates controlled from Tower "A". A warning whistle will be sounded just prior to opening drawbridge.

Draw No. 7 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. 7, train stopped by semi-automatic color light dwarf interlocking signals may proceed over Drawbridge on hand signal given by drawtender or, in his absence, must be preceded by a flagman. After passing over drawbridge, train may proceed at restricted speed as per General Rule 509-B.

At Draw No. 8, both main tracks, and the Medford Track, are protected by semi-automatic color light dwarf interlocking signals, and the Boulevard Track is protected by non-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. At night a green light in Draw Tower indicates Draw closed.

At Draw No. 8, train stopped by semi-automatic color light dwarf interlocking signals or non-automatic color light dwarf interlocking signals, may proceed over drawbridge on hand signal given by drawtender or in his absence must be preceded by flagman. After passing over drawbridge, train may proceed on signalled tracks at restricted speed as per General Rule 509-B.

SWITCH CONNECTING BOSTON ELEVATED SIDING.

Electric lock on hand operated switch connecting Boston Elevated Siding to eastward main track just west of Draw 7, is controlled from drawtender's house. Rule 268 governs.

CURRENT OF TRAFFIC ON YARD TRACKS AT TOWER "C".

Mystic Branch tracks toward Mystic Wharf: —	Eastward
Mystic Branch tracks toward Mystic Jct.: —	Westward
From East Somerville toward Yards 2, 20, 19, and East Somerville Enginehouse: —	Southward
From Yards 2, 20, 19 and East Somerville Enginehouse toward East Somerville: —	Northward

SPECIAL RULES.

The following Special Rules apply only within Boston yard limits.

When Tower A, C or H whistles are blown, 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.

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 trainshed. Conductor, after ringing out train, must proceed to the head end of train in time to give starting motion to engineman, so that train can start on time.

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

NOTE: — The words "backup man" as shown in these special rules apply to any trainman or yardman in charge of backing a draft.

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 move, and must be stationed as required by, and comply with, General Rule 843.

3a. No engineer 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 Yardmaster at Boston, or Chief Examiner.

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

Engineers 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 Engineer to notify Crew Dispatcher, 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 Assistant Superintendent's Office, Boston, 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 trainshed, rear brakeman or trainman will remain at rear end of his train until relieved by yardman or trainman who is to move draft to storage yard. Engines removing one or more cars from rear of train will not relieve them of this duty.

5. After final stop is made on inward trains at North Station, and after brakes are released, Engineman must lap the automatic brake valve on proper whistle signal (one long whistle), and must not again move the brake valve handle to release running or holding position until backup man in charge of draft has complied with following instructions: —

Backup man will, after attaching riding hose to rear end of rear car, and giving whistle signal to lap the automatic brake valve (one long whistle), make a service reduction of sufficient amount to apply the brakes on the draft. When draft is ready to move, a member of train crew, or backup man must personally notify Engineman that draft is unloaded and ready to back up. Backup man will then operate button in train shed to notify Signal man in Tower A that draft is ready to back out, and will then give proper whistle signal (four whistles) to Engineman to release train brakes, and will then give proper whistle signal (three whistles) to back up.

The Engineman on receiving the 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 starting the backup movement.

The Operator of the backup device will ascertain that the rear brake releases, and must be notified by a member of the crew or ascertain personally that draft is unloaded before giving whistle signal to Engineman for backup movement.

6. On drafts of local inward trains that have cars on head end containing milk, mail, baggage, or express, trainman 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 each 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 trainshed to notify signalman 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 through inward 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 train-shed 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 engineman and backup man (or the engineman personally notifies the backup man that the inspector has personally notified engineman brakes have been tested), backup man must personally notify engineman that he is in charge of draft, after which the engineman 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 General Rule No. 843, and Rules and Instructions governing the use and care of air brake and air signal equipment.

6b. When switching in North Station area, man who is to handle backup moves must know that he has control of the air brakes.

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

8. Trainmen or yardmen giving signals from rear of draft to enginemen will be held responsible for movement of draft.

8a. All train or yard men backing drafts to Passenger Storage Yards onto tracks already occupied by cars must bring their draft to a stop one car length from standing cars before making coupling.

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 train-shed while a train is discharging passengers on an adjoining track.

10. Conductors must see that gates on track side of all cars are closed while trains are entering, leaving, or standing in train-shed.

On all trains ENTERING train-shed, 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.

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

Enginemen receiving whistle or hand signal to pull ahead to cut off a car in train-shed will not pull ahead to foul another track without the tower signal.

13. Enginemen of drafts between train-shed 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 train-shed until passengers have alighted.

15. Enginemen must not couple onto cars in train-shed until engine has come to a full stop and then only when proper hand signals have been given.

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

16. Kicking of cars is prohibited in the North Station.

17. 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.

18. Empty passenger train drafts and light engines moving to and from the North Station, occupying main tracks numbers 1 to 8 inclusive between Hoosac Tunnel Diamond and the North Station will be relieved from complying with General Rules Nos. 93 and 99 within that territory.

All trains, drafts, and light engines, operating in both directions within this territory, will move only as way is seen and known to be clear.

These instructions do not relieve trains other than passenger drafts and light engines from properly protecting themselves within this territory in accordance with General Rule 99.

19. Closets 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 train-shed. Closets of all cars on outward trains must be kept locked until cars have passed Prison Pt. Bridge.

20. After passengers have left the train, trainmen will go through cars and pick up articles left therein and send at once to Travel Bureau or after office hours, Sundays and holidays, to Asst. Superintendent's office, Terminal Division.

21. 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 special or deadhead equipment will deliver waybills for such cars at Yardmaster's office located between tracks 12 and 13 at end of station platform.

Conductors of outward passenger trains handling such equipment will call for waybills for those cars at Assistant Superintendent's office.

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

23. Trainmen and yardmen must not ride on side or on top of box cars, express freight cars or baggage cars while entering or leaving train-shed.

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

25. Conductors setting cars off on Boulevard Track at Mystic River must notify drawtender at Drawbridge No. 8 and must personally see that drawtender places red flag by day or red light by night on track for proper protection of cars.

All outward freight trains, Portland Division, Western Route, leaving Mystic River Yard 22 will use Boulevard track, (the track at right of outward main track).

Trains using Boulevard track will display green marker next to main track, in direction of traffic.

26. Enginemen before running on Terminal Division must pass signal examination covering territory over which they are to run.

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

28. Any engine, car, or train operating on Edison Electric track located outside of North Station over Northern Artery must be preceded by a flagman displaying a red flag by day and a red lantern by night, at a speed not exceeding four (4) miles per hour. Said track shall not be used except between the hours of 1.00 A.M. and 6.00 A.M.

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

30. Engines and drafts from Warren Bridge Yard No. 15 who wish to enter Valley track at switch leading from old main to Yard No. 16 must first notify Tower H and obtain permission before entering. Tower H will then notify Tower 5 when they enter Valley track.

Other engines, trains and drafts entering Valley track at the Tower H and Tower C ends will accept signal for authority to enter on to Valley track.

Tower C and Tower H must in every case obtain permission from Tower 5 before allowing any train, draft or engine to enter Valley track.

31. The "R" track in yard 2 is a running track for movements from Tower "C" to Hoosac Tunnel Diamond; movements in reverse direction must be made under flag protection.

32. Illuminating-gas switch heaters, used to clear snow and ice from switches, are installed in the territory controlled by Tower "A".

It is permissible for gas motor cars to run over these heaters when burning in above territory; but, enginemen operating trains or drafts propelled with gas motor cars which **stop** with motor over these switches during period heaters are liable to be lighted will, if gas heaters are burning, turn off heater by closing valve located at each switch.

Restrictions Governing Switching of Oil Plants

Locomotives 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 locomotives 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.

Switches at New Engine Terminal

A switch directly controlled from **Tower 5** is located under the New Hampshire Route Bridge, connecting Valley 1 track with Track 4 (near Engine House Lead). Normal position of this switch is for movements on Valley 1 track.

A switch directly controlled from **Tower "H"** is located at entrance of Yard 15, connecting Valley 1 track with Yard 15 Lead. Normal position of this switch is for movements to Yard 15.

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

A **spring** switch is located west end Engine House running Tracks No. 17 and No. 18 at west end of Yard 15. Normal position of this switch is for movements on Track 18.

Track 17 is an outward engine house running track for movements from the Engine House toward Tower H.

Track 18 is an inward engine house running track for movements to the Engine House from Tower H.

Movements in reverse direction on tracks 17 and 18 must be made only under flag protection.

A color light dwarf signal operated from Tower "H" located to the right of outward Engine Terminal running track No. 17, about 170 feet east of the spring switch, **governs only outward** movements over the spring switch from above track No. 17 to Yard 15 lead. This does not relieve Enginemen from knowing that all trains and engines are into clear of this spring switch before accepting signal indication.

Trains or engines trailing through and stopping on spring switches must not take slack or make reverse move until switch points have been thrown by hand.

All **hand thrown** switches west end Yd. 15 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 Engine House connecting with Tower "H". Switchtender will call Tower "H" identifying all engines and their destination moving out over track 17.

One located in cabin at west end of Yd. 15 connecting with Tower "H". Trains or engines being stopped for no apparent reason at west end of Yd. 15 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 6, 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.

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.

When necessary for road crews on inward freight trains arriving at Boston to double over their head end account track their train pulls in on not long enough to hold the entire train, they will shove the portion being doubled just into clear on whichever track doubled to, unless the Engineer **and** a member of the train crew are personally notified by the Yardmaster to do otherwise.

When short inward local freight extras pull through one yard track to back their train off onto another yard track, they will back their train off just into clear, and not couple onto other cars beyond the clearance point, unless Engineer and member of train crew are personally notified by the Yardmaster to do otherwise.

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

Track skates will be placed on the lower end of all classification tracks in Yard 8 and 9, excepting Tracks 1 to 9 inclusive in Yard 8.

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

After a track has been shoved down to lower end of yard with the exception of tracks 10, 11 and 12, Yard 8, at least 5 good hand-brakes must be applied to lower end after which the skates must be removed.

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 skates and apply sufficient brakes so engine will have to work steam in shoving them. After cars are shoved to lower end, set at least five good 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 their train.

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 current of traffic is inward (southward).

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

The so-called "FOURTH IRON" from the dwarf signal located to the right of the "THIRD IRON" just north of Medford Street Bridge to the entrance of inward yard No. 8 is a continuation of the **INWARD FREIGHT LEAD** and the current of traffic is **INWARD** (southward).

OUTWARD (northward) movements over this **FOURTH IRON** may be made only on permission (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 General Rule 105.

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 current 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 General 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 facing 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 Back 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

Suspended from the south side of a bracket 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.

HEAD END — DIESEL SWITCH ENGINES

The end of the Diesel switch engines on which the bell is located, is the head end of the engine, regardless of the side of Diesel on which the engineer is operating or the yard in which Diesel is working; and all hand and lamp signals must be given accordingly.

BETWEEN MYSTIC JUNCTION AND MYSTIC WHARF.

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

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.

Movements over East Somerville crossing will be governed by signals operated from Tower C.

Slow speed signals governing movements in opposite directions on the 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.

Semaphore signal located on westerly side of Revere Sugar Crossing governs movements on inward track. (Not interlocked.)

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.

Spring switch is located on trailing point switch leading from outward Mystic Branch track to the third iron about 100 feet west of the crossing into Wiggin Lumber Yard. All train, engine and yard crews operating over this switch will be governed by Rule 104 of General Special Instructions of current timetable.

METHOD OF CROSSING PROTECTION IN BOSTON YARDS.

(A) Hours of Protection at Manually Protected Crossings.

Location	Weekdays	Sundays and Holidays
E. Cambridge, East St.....	Continuous Protection.	{ No protection, 11 P.M. Sat. to 11 P.M. Sun.
Charlestown, Warren Ave.....	6.00 A.M. to 4.00 P.M.	No Protection.
Chas. Riv. Ave.....	8.00 A.M. to 4.00 P.M.	No Protection.
Yd. 19, Austin St.....	3.00 A.M. to 9.00 A.M. near 18 Hou.....	No Protection.
Yd. 20, Hickey's Crossing.....	6.00 P.M. to 9.30 P.M. 7.00 A.M. to 3.00 P.M.	No Protection.
Mystic Branch (Chas'n)		
Rutherford Ave.....	Continuous Protection.	{ No Protection. 7.00 A.M. to 11.00 P.M.
Main St.....	Continuous Protection.	{ No Protection. 7.00 A.M. to 11.00 P.M.
Wiggin Lumber Yd....	7.00 A.M. to 5.00 P.M.	No Protection.
Revere Sugar	7.00 A.M. to 6.00 P.M.	No Protection.
Wyman-Allen.....	7.00 A.M. to 6.00 P.M.	No Protection.
N. E. C. & Coke Co....	7.00 A.M. to 5.00 P.M.	No Protection.
Terminal St.....	7.00 A.M. to 6.00 P.M.	No Protection.

NOTE: — All movements over above Crossings during unprotected hours when gates are not down, must be made with engine under control and with all the care necessary to prevent accidents.

(B) 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 these unprotected crossings must be made under control and with all the care necessary to prevent accidents.

When red indication is shown on this Trimmer Signal, it will signify to engine, yard and train crews occupying Classification Tracks 1 to 38 inclusive, and Receiving Tracks 16 and 39 and Shop Tracks and Scale Track at the upper (hump end) that **humping is proceeding**, and their 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 engineer or fireman receives proper signal from a member of his crew.

When green indication is shown on Trimmer Signal, it will signify **humping has stopped**, and movements may be made on to Hump Lead from above mentioned tracks after engineer 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 Buggy Track 6, may be made only after receiving proper hand signal providing switches are properly lined.

It shall be the duty of the 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 Buggy Track on to the Hump Lead.

Yard 9 — Trimmer Signal

Suspended from the south side of the Humping Signal (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 indication is shown on this Trimmer Signal, it will signify to engine, yard and train crews occupying Classification Tracks 1 to 34 inclusive, and Receiving Tracks 19, 20, 21, and 22, at the upper (Hump) end, that **humping is proceeding**, and their 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 engineer or fireman receives proper signal from a member of his crew.

When green indication is shown on Trimmer Signal, it will signify **humping has stopped**, and movements may be made on to Hump Lead from above mentioned tracks after engineer 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 600 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 Buggy 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 Foreman working the Hump engine to see that the switch leading from the Hump Lead to Receiving Tracks 1, 2, 3, and Buggy Track, and the switch 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 two switches must leave them properly lined for the Hump Lead after having been used.

NOTE: — The indications 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 the operation on yard tracks.

SIGNAL INDICATIONS — TOWER "C"

Trains intended to move through the interlocking, and to continue on main tracks should not receive "Dark Over Yellow" signal.

Enginemen of such trains receiving "Dark Over Yellow" signal must know where they are heading, and stop unless they know why they are being lined out of main line territory.

J. M. SULLIVAN, Asst. Supt.

TRAINMASTERS

F. L. ESTEY

T. F. McGUANE

J. F. SWEENEY

G. W. MILLER

SPECIAL INSTRUCTIONS.

PORTLAND AND TERMINAL DIVISIONS.

A. 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, Boston & Maine R. R. Portland Division, Western Route, between Union Station, and Tower One, and all trains operating over single track between PT Limit and Cumberland Mills, WN&P Route will be issued over signature of Superintendent, Boston & Maine R. R., Portland Division.

14. WHISTLE SIGNALS.

Public crossing whistle 14 (I) is not to be sounded for the crossing or in the territory as restricted below, except in cases of emergency:

Between Boston and Willow Street, (first street east of Reading Highlands) inclusive, Boston and Salem (main line), Wakefield Junction and Lowell Street, on Saugus and Medford Branches, within city limits of Lawrence, between Bradford and Haverhill Bridge, and at crossings, as follows:

LOCATION	STREET	DIRECTION
Andover.	Essex.	Both.
Ballardvale.	Andover.	Both.
North Andover.	Sutton.	Both.
Exeter.	Main St.	Both.
"	Salem St.	Outward.
"	Front St.	Inward.
Beverly.	Congress.	Inward.
"	Eliot.	Both.
"	Richmond.	Both.
"	Kittredge.	Both.
Beverly (Gloucester Branch).	Eliot.	Both.
"	Cabot.	Both.
Beverly Farms.	West St. (at Station)	Inward All hours.
"	Outward.	During hours crossing is protected.
Beverly Farms (East of Station).	West St., Lee's Crossing.	Outward All hours
West St., Lee's Crossing. (East of Station).		Inward During hours crossing is protected.
Danvers (Newburyport Branch).	Beach St.	Both.
"	Pickering.	Inward.
"	Charter.	Both.
"	Maple.	Both.
"	Oak.	Both.
"	Poplar.	Both.
"	Chestnut.	Outward.
Danvers (Danvers Branch).	Elm.	Inward.
"	Cherry.	Outward.
Danversport.	Purchase.	"
Dover.	Third and Chestnut.	Inward.
"	Central Avenue.	Outward.
Hamilton and Wenham.	Larch.	Both.
"	Main.	Both.
"	Asbury.	Outward.
Hamilton and Wenham (Essex Br.).	Walnut.	Both.
Ipswich.	Topsfield.	Inward.
"	Washington.	Both.
"	Mineral.	Both.
"	Liberty.	Both.
"	Linebrook.	Outward.
Manchester, Mass.	Beach.	Both.
"	Sea.	Both.
Marblehead Branch — Loring Ave. and Forest River.		Both.
Montserrat — Essex Street		Both.
Paradise Road		Outward.
between Spring Street, just west, and Essex Street Crossings, just east of Montserrat Station.		Both.
Newburyport.	Washington.	Inward.
North Beverly.	Dodge.	Both.
"	Private crossing about 2100 feet west of station	Both.

LOCATION	STREET	DIRECTION
Old Orchard B'ch (Except from Oct. 1st to May 1st)	Union Ave.	Inward.
" " "	Atlantic Ave.	Both.
" " "	Old Orchard.	Both.
" " "	Walnut Ave.	Outward.

Peabody (Danvers Branch).	Howley.	Inward.
" " "	Caller.	Both.
" " "	Wallis.	Both.
" " "	Central.	Outward.
Peabody (Old South Reading Branch).	Franklin.	Inward.
" " " " "	Church.	Both.
" " " " "	Lowell.	Both.
Phillips Beach (Swampscott Branch).	Humphrey Street.	Outward.

Prides.
Hale St. (East of Station). Both. All hours.
Hale St. — INWARD TRAINS sound signal 14 (m) during hours crossing is not protected.

East Thissell St. Both. All hours.
West Thissell St. Both. All hours.
West Thissell St. — OUTWARD TRAINS sound signal 14 (m).

Rochester.
Summer, (Lakeport Br.) Outward.
Autumn. " " "

Salem (Danvers Branch).
North. Both.
Flint. Inward.
Grove. Outward.

Salem Wharf track).
Collins. Both.
Fort Avenue. Both.
Derby. Both.

Beach Bluff (Swampscott Branch).
Sea View Ave. Outward.
Beach Bluff Ave. Inward.

West Peabody (Newburyport Branch)
Lake. Inward.
Winona. Outward.
Newbury. Inward.
Lowell. Outward.

Atkinson Atkinson Crossing. Whistling posts located 825 feet from these crossings.

Plaistow Main Street. Engineman will sound (14I) not to exceed 10 seconds.

Newfields Swampscott Street. This applies only at these crossings.

Worcester. — 14(I) is omitted at Exchange, Central, Thomas, School and Market streets and at Lincoln Square in both directions. Inward trains only will sound 14(I) at Garden Street.

Lancaster,
Neck Road. (South Crossing) Outward.
Bolton Road. " "
Neck Road. (North Crossing) Inward.
Center Bridge Road. " "

Ayer, Between West Main and Groton Streets.

All trains in both directions will sound 14(m) at a distance of about 500 feet, when approaching:

Pillings Pond, .75 mi. east of Lynnfield Ctr.

New England Sand & Gravel Co's Crossing, 1.50 mi. west of West Peabody.

Place. (Lakeport Branch) 4.41 miles north of Rochester.

Gloucester — Private crossing at east end of Squam River Bridge near Cape Ann Anchor Works leading to the Gulf Refining Co's. plant.

Newington — Private crossing at entrance to Atlantic Terminal Co.'s Plant.

Rochester — All Southward trains on Lakeport Branch approaching Hubbard Shoe Factory located between Wakefield St., Rochester and Rochester station.

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

Eastward Freight Trains going to house at Middlesex will sound whistle, one short, one long, one short when passing AYER TOWER as notification of going into Middlesex and Ayer Tower will notify NORTH CHELMSFORD TOWER.

Westward Freight Trains having to go to house for any reason will haul in on MIDDLESEX SIDING before going to house. The MAIN LINE NEW HAMPSHIRE DIVISION MUST NOT BE BLOCKED.

PORTSMOUTH BRANCH.

MANCHESTER, N. H. — Between Willow and Page Sts. the sounding of 14(I) at whistling posts will answer for crossings in that territory.

33. PUBLIC CROSSINGS.

Trains will stop and a member of the crew will protect before passing over crossings as follows:

Street Railway Crossings — All train and shifting movements over street railway crossings, unless protected by a watchman or automatic signals, must be protected by a member of the crew.

The following exception is made:

Springvale—(Pleasant St.) St. Railway Crossing is protected by automatic crossing signal for through main line movements only. This crossing must be protected by member of crew for all switching movements.

All trains or engines using siding at Springvale; also outward trains or engines moving from siding through crossover west of crossing to main track, must be protected over crossing by member of crew.

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS.

- Wellington.....Fifth Street.
- North Wilmington.....Middlesex Avenue.
- North Andover.....North Main Street.
- Atkinson.....Crossing just west of station.
- Newton Junction.....Crossing at station.
- Exeter.....Russ Crossing.
- Exeter.....Salem Street second grade crossing east of station.
- Newfields.....Crossing at station.
- Newmarket.....Exeter Street.
- Dover to P. T. Tower One.....All crossings.
- Stony Brook Branch.....All crossings.
- Lowell Branch.....All crossings.
- Newburyport.....Parker Street.
- (Gloucester Branch)
- Montserrat.....Spring Street.
- Montserrat.....Paradise Road.
- Prides.....East Thissel Street.

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

- Prides*.....West Thissel St. 0.31 east of Prides.
Control box in crossing shanty at Hale St. and will be operated by crossing watchman.
- Beverly Farms**.....Beach Street.
Control box on west end of freight house.
- Manchester, Mass.....Sea Street
Control box in crossing shanty.
- Wellington.....Fifth Street.
Control box about 300 feet west of crossing.
- Middlesex Ave. (Medford Branch)
Control box on pole near track on Boston side of crossing.
- Londonderry.....Rockingham Road.
Control box just south of crossing on station side of track.
- Newmarket.....Exeter Street.
Control box on post beside eastward track about 300 feet east of crossing.
- Rollinsford Somersworth Br. Broadway crossing (Electric Gates).
Control box on pole north of wye switch on Somersworth Branch.
- Hayes.....South of Hayes Station.
Control box on pole about 100 feet south of north end of passing siding.
- Conway.....North Road Crossing, 1400 feet south of station.
Control box on post at switch at south end of house track.

*Westward Trains stopping at Prides must use at least 20 seconds East Thissel St. to West Thissel St.

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

WESTERN ROUTE.

North Andover — In order to avoid false indication on highway crossing flasher signals at No. Main St., North Andover, 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 St. 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. Cars must not be left standing west of the insulated joints while switching the Texaco track.

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 St. crossing.

Bliddeford — Shifting movements over **Lincoln Street and Elm Street**, leading to Pepperell Manufacturing Company, must not be made faster than six miles per hour and a member of the crew protect crossing within working portions of the street.

Saco — Shifting movements over **Gooch Street**, a member of the crew protect crossing.

EASTERN ROUTE.

Revere — At State Highway Crossing over the Wonderland Siding located east of Revere Station. At crossing over East Boston Branch just west of Maverick Mills — at State Highway Crossing over Maverick Mills Siding just north of Addison St., all trains and engines before passing over will stop and send member of crew ahead to protect. Also trains and engines using the Maverick Mills Siding will reduce speed to four (4) miles per hour while passing over State Highway.

When performing work in **Forbes Lithograph Plant at Revere**, a member of train crew must precede all movements of cars or engines over crossings in Plant Yard in addition to operating the bell located on garage.

Swampscott — Sidetrack leading from inward main line east of Swampscott, **Lynn Sand & Stone Company** shall furnish a flagman to display a flag by day or a light by night to protect movements over **Danvers Road crossing**, and speed over this crossing is restricted to four (4) miles per hour. When flagman cannot be seen, a member of the crew must protect crossing.

	WEEK DAYS	SUNDAYS
Beverly —		
Elliott St.	5.00 A.M. to 12.40 A.M.	4.05 A.M. to 12.10 A.M.
Balch St.	5.00 A.M. to 12.40 A.M.	4.05 A.M. to 12.10 A.M.
No. Beverly —		
Kittredge Csg.	5.00 A.M. to 12.40 A.M.	4.05 A.M. to 12.10 A.M.
Dodge St.	5.00 A.M. to 12.40 A.M.	4.10 A.M. to 12.10 A.M.
Wenham —		
Larch Row	5.00 A.M. to 12.40 A.M.	4.10 A.M. to 12.10 A.M.
Main St.	5.00 A.M. to 12.40 A.M.	4.10 A.M. to 12.10 A.M.
Asbury St.	5.00 A.M. to 12.40 A.M.	4.10 A.M. to 12.10 A.M.
Ipswich —		
Topsfield Road	5.20 A.M. to 12.50 A.M.	4.25 A.M. to 12.25 A.M.
Washington St.	5.20 A.M. to 12.50 A.M.	4.25 A.M. to 12.25 A.M.
Mineral St.	5.20 A.M. to 12.50 A.M.	4.25 A.M. to 12.25 A.M.
Liberty St.	5.20 A.M. to 12.50 A.M.	4.25 A.M. to 12.25 A.M.
Linebrook Road	5.20 A.M. to 12.50 A.M.	4.25 A.M. to 12.25 A.M.
Newbury —		
Knights Csg.	5.15 A.M. to 12.55 A.M.	4.25 A.M. to 12.20 A.M.
Newburyport —		
Washington St.	5.10 A.M. to 1.10 A.M.	4.40 A.M. to 12.30 A.M.
Portsmouth —		
Vaughan St.	9.00 A.M. to 9.00 P.M.	
Market and Green Sts.	9.00 A.M. to 8.00 P.M.	

At above crossings watchman will remain on duty until after passage of last regular train, including sections thereof, and Portsmouth-Boston local freight due to leave Portsmouth 7.45 P.M., daily except Sunday. When watchman not on duty all trains will stop and member of crew protect crossing.

Salem (Phillips Wharf Branch)—Fort Avenue. (A member of the Collins Street. crew protect crossing. Derby Street. Foremen of yard engines enroute from Phillips Wharf to Salem will advise Towerman at Salem Tower by telephone at Collins St. when ready to move.

Beverly Gulf Refining Co. Track — Speed restriction on private track of Gulf Refining Co. over **Cabot St. Crossing** at Beverly, is ten (10) miles per hour. A member of crew protect crossing.

Newburyport —

(City Railroad) Purchase Street
Water Street
Pond Street Spur
State highway on
Freight-house track

} A member of the crew protect crossing.

Jewett — To avoid obstructing view of Public crossing at Jewett Station, no cars will be left standing on any track for a space of 200 feet each side of the crossing. Trains taking sidetrack at this point a member of the crew protect crossing.

Rigby — A sign reading "HIGHWAY SIGNAL CIRCUIT BEGINS HERE" — erected at ringing point for Rigby Crossing on Eastern Route.

When eastward trains are stopped by signal LO-31, they must stop to clear the circuit and send man ahead to 'phone.

WORCESTER AND NASHUA.

Ayer. — Main Street Crossing. } On W. N. & P. east of Ayer.
Chair Shop Crossing.

Groton — Broadmeadow Road 0.15 mile west of Station.

Pepperell — Groton Street, just west of Station.
Lowell Road, 0.25 mile east of Station.
River Street, 2.06 miles east of Station.

Nashua — Hollis Road, 2.17 miles west of Nashua Main St.

ALL trains and engines stop at above crossings and member of crew protect crossing.

NASHUA WEST YARD.

Order of crossings from Westerly end; Seventh Street, Pine Street, Palm Street, Ash Street, Vine Street, Chestnut Street, Walnut Street, Beech Street, Elm Street, Main Street, Spring Street, Quincy Street, Mason Street and Spruce Street.

All train, engine or switching movements over these crossings must be protected by member of crew.

MEDFORD BRANCH.

Glenwood — Spring Street (just east of station). All trains stop and a member of crew protect crossing.

Medford — All movements over Riverside Ave. crossing and sidetrack leading to J. N. Cowan & Co. All trains stop and member of the crew protect crossing.

NEWBURYPORT BRANCH.

When Crossing watchmen are not on duty, trains will stop and a member of the crew protect crossing. If regular passenger train is late, Crossing-watchman will remain on duty to protect.

Wakefield Jct. } Automatic flasher signal crossing protection at Bennett St., Richardson St., North Ave., and automatic
Wakefield Ctr. } traffic signal crossing protection at Main Street crossing on Newburyport Branch located between Wakefield Jct. and Wakefield Centre. Speed of trains and engines over these crossings **must not exceed ten (10) miles per hour.**

Between 7.00 A.M. and 6.15 P.M. week-days, a crossing watchman will be located in cabin at Main St. to manually control flasher and traffic signals at above crossings; when trains are standing on track circuit during those hours trainmen are relieved from the requirements of General Special instructions at those 4 crossings.

During other hours when train stops on circuit that keeps flasher working, a member of the crew will protect as per General Special instructions.

Water St. .04 M east of Wakefield Centre protected Mondays to Fridays inc. 7.00 A.M. to 8.30 A.M. and 5.00 P.M. to 6.00 P.M. and on Saturdays protected 7.00 A.M. to 8.30 A.M. and 1.30 P.M. to 6.15 P.M.

Salem Street — All trains reduce speed to 5 miles per hour.

Lowell St. — Crossing at station — All trains stop and member of crew protect crossing.

Lynnfield Ctr. — **Summer St.** Protected for Trains Nos. 1300 and 1308. All other trains stop and member of crew protect crossing.

West Peabody — **Pine St.** — All trains stop and member of crew protect crossing.

Newbury Street — Watchman on duty 6.45 A.M. to 8.30 A.M. and 5.00 P.M. to 6.30 P.M. week-days. Saturdays — 6.45 A.M. to 8.30 A.M. and 1.30 P.M. to 6.30 P.M. No protection Sundays when watchman not on duty all trains stop and a member of crew protect crossing.

Collins St. — Crossing at station — All trains stop and member of crew protect crossing.

Tapleyville — Holten St. } Week-days protected 6.40 A.M. to 8.00 A.M.
and } and 5.30 P.M. to 6.30 P.M.
Danvers — Maple St. } Saturdays 6.40 A.M. to 8.00 A.M. and 2.00 P.M. to 6.30 P.M.

Charter Street — All trains stop and member of crew protect crossing.

Putnamville — Crossing (at Station). All trains stop and member of crew protect crossing.

Wenham Road Crossing 1.63 miles east of Putnamville. All trains reduce speed to 5 miles per hour over crossing.

Topsfield — High Street 1.07 miles west of Topsfield. All trains reduce speed to 5 miles per hour over crossing.

Turnpike — .46 miles west of station. All trains reduce speed to 10 miles per hour over crossing.

Summer Street .09 miles west. All trains reduce speed to 5 miles per hour over crossing.

Main Street .08 miles east. All trains reduce speed to 5 miles per hour over crossing.

Washington Street .39 miles east of Topsfield. All trains reduce speed to 5 miles per hour over crossing.

East Boxford — Haverhill Street at station. All trains stop and member of crew protect crossing.

Baldpate — (Crossing at station). All trains stop and member of crew protect crossing.

Georgetown — West Main Street .08 miles east. All trains stop before reaching crossing and proceed.

Pond Street .34 miles east. All trains reduce speed to 5 miles per hour over crossing.

Byfield — Forrest Street .25 miles west. All trains reduce speed to 5 miles per hour over crossing.

Main Street .04 miles west. All trains reduce speed to 5 miles per hour over crossing.

Church Street .07 miles east. All trains stop before reaching crossing and proceed.

SALEM BRANCH.

All trains and engines on Salem Branch between Peabody and So. Middleton, will approach crossings protected by automatic signals prepared to stop and send member of crew ahead to protect if automatic crossing signal is not working properly, except as noted below.

At highway crossings, where no automatic signals are provided, crews will be governed by instructions listed below:—

Location going north

Crossing	Peabody to So. Middleton	Type of Protection
Crownshield St.....	Peabody.....3 mi. north	All trains Stop and member of crew protect crossing.
Endicott St.....	Peabody.....5 mi. north	All trains Stop and member of crew protect crossing.
Circumferential Highway.....		Traffic Signals.
Prospect and.....	} Procter.....05 mi. south	Flashers.
Lowell Sts.....		
*Newb'ypport Turnpike..	West Peabody .3 mi. south	Flasher.
Lowell St.....	Phelps Mills...01 mi. north	All trains STOP and member of crew protect crossing.
Russell St. (Kennedy) ..	Phelps Mills...3 mi. north	All trains STOP and member of crew protect crossing.
Russell St.....	So. Middleton...1 mi. south	Flashers.
Boston St.....	So. Middleton...02 mi. south	Flashers.

* EXCEPTION: — All trains and engines before passing over Newbury St. Crossing (Newburyport Turnpike) on the Salem Branch at West Peabody will come to a full stop, then send member of crew ahead to protect crossing while passing over at a speed not to exceed six (6) miles per hour. This protection is required even though flasher signals are working.

**WAMESIT TO TEWKSBURY.
(Old Southern Division track)**

Avery Chemical Company Crossing, between Wamesit and State Hospital track. All trains stop and a member of crew protect crossing.

Tewksbury Ctr. — North Street. All trains stop and a member of crew protect crossing.

Train movements over East Street Crossing on State Hospital track, Tewksbury. All trains stop and member of crew protect crossing and speed not to exceed four (4) miles per hour.

LOWELL BRANCH.

Meadowcroft St. Crossing — in Lowell yard must not be blocked. Track holds 125 cars and engine Station to Meadowcroft St. Conductors must report to Superintendent any case where this crossing is blocked.

LAWRENCE YARD.

South Broadway	Old Southern Division	} All trains and shifters stop and member of crew protect crossing.
Beacon Street	Old Southern Division	
Merrimac Street	Old Southern Division	
Union Street	North Canal	
Central Bridge	North Canal	

MANCHESTER AND LAWRENCE BRANCH.

Lawrence — Watchman on duty:

	Weekdays	Sundays
Merrimac St.	6.45 A.M. to 6.45 P.M.	5.55 P.M. to 8.55 P.M.
Broadway	6.45 A.M. to 6.05 P.M.	5.55 P.M. to 8.55 P.M.
Water St.	6.45 A.M. to 6.05 P.M.	5.55 P.M. to 8.55 P.M.
Essex St.	6.45 A.M. to 6.05 P.M.	5.55 P.M. to 8.55 P.M.
Haverhill St.	6.45 A.M. to 6.05 P.M.	5.55 P.M. to 8.55 P.M.
	or after passage of No. 1511.	or after passage of No. 1556.

Crossings will not be protected on Nov. 28, Dec. 25, Jan. 1, Feb. 22, except BROADWAY will be protected for Nos. 1502 and 1511.

When watchman is not on duty, all trains stop and member of crew protect crossing.

Broadway Crossing, Lawrence.

When Crossing Tender goes off duty he should leave the lights showing green and the lights should remain on; then whenever it is necessary for train or engine movements over the crossing, there is a control switch located under the stairs leading to crossing cabin, with a switch lock on it, and the crews can and should, by the use of this control switch, throw lights red. After the crossing is properly cleared the crew should throw this switch back in order to restore the lights to normal, but under no circumstances should the signal lights be cut out entirely.

It should be thoroughly understood, however, that the carrying out of the above instructions does not relieve the crew involved at the time from flagging themselves over the crossing.

Methuen — Union Street, just south of station — all trains stop and a member of crew protect crossing.

Salem, N. H. — Crossing at station. All trains stop and a member of crew protect crossing.

Canobie Lake — Crossing just north of Station. All trains stop and a member of crew protect crossing.

Windham — Two highway crossings known as "Stickneys" located .02 miles and .05 miles north of station. All trains stop and a member of crew protect crossing.

Derry — South Avenue crossing. While making switching movements over crossing a member of crew protect both siding and main track crossing.

Broadway Crossing at Station.

All trains stop and a member of crew protect crossing.

GEORGETOWN BRANCH.

Groveland — Main Street, at station; School Street and Centre Street about one mile east of station. All trains stop and member of crew protect crossings.

PORTSMOUTH BRANCH.

Portsmouth — Bartlett Street — All trains and engines stop and a member of the crew protect crossing.

Greenland, N. H. — Portsmouth Ave.

Weekdays	Sundays
8.15 A.M. to 9.45 A.M.	
5.00 P.M. to 3.45 A.M.	8.45 P.M. to 3.45 A.M.
or until passage of Train No. 22.	or until passage of Train No. 22.

When watchman not on duty, all trains stop and a member of the crew protect crossing.

Raymond — All trains and switching movements will stop before passing over highway crossing north end of Raymond station platform and a member of crew protect crossing.

CROSSINGS, MANCHESTER YARD, PORTSMOUTH BRANCH.

Following are names of crossings between East Manchester and Manchester, N. H. and kind of protection and hours protected by watchman.

Crossings	Hours of Crossing	Watchmen	Kind of Protection
Massabesic Street at E. Manchester Sta.	All trains stop and member of crew protect crossing.		
Taylor Street			Bell.
Belmont Street			Bell.
Valley Street	Week-days 7.30 A.M. to 7.15 P.M.		Bell and watchman.
	Sundays. No protection.		
Wilson Street	Week-days 7.30 A.M. to 7.15 P.M.		Bell and watchman.
	Sundays. No protection.		
Hayward Street			Flasher and bell.
Lincoln Street			Bell.
Silver Street	Week-days 7.30 A.M. to 7.15 P.M.		
	Sundays. No protection.		
Maple Street	Week-days 7.30 A.M. to 7.15 P.M.		Gateman.
	Sundays. No protection.		Gateman.
	(Gateman located between Silver and Maple Streets)		
Beech Street			Flashers.
Union Street	Week-days 11.00 A.M. to 7.00 P.M.		Flashers.
Willow Street			Flashers.

(Watchman located in elevated cabin between Beech and Union Sts., operates flashers on Beech, Union and Willow Sts., to avoid false indications.)

All movements over above crossings during period no protection is provided, must stop and a member of crew protect crossing.

MACHINE SHOP BRANCH.

No. Andover — Main St. .04 miles east of No. Andover, all trains stop and a member of crew protect crossing.

Machine Shop — Elm Street .01 miles east, all trains stop and a member of crew protect crossing.

State Highway — about 2275 feet east of Machine Shop.

All trains or engines passing over this crossing must stop within fifty (50) feet of the crossing and a member of crew proceed to the crossing in advance of the train, and with proper signals, direct the movement of the train over the crossing.

Stevens — Osgood St. .01 miles east, all trains stop and a member of crew protect the crossing.

MERRIMAC BRANCH.

Whittiers Crossing — (East of Newton Junction). All trains stop within 500 feet and before passing and will run slowly over same.

Newton — Crossing (at station). All trains stop and a member of crew protect crossing.

LAKEPORT BRANCH.

Dover — All outward trains will stop before passing over Fourth Street Crossing, Dover.

Gonic — Railroad Avenue (just south of station) all trains stop and a member of crew protect crossing.

Rochester — Summer St. Protected 8.45 A.M. to 7.10 P.M. week-days only.

Portland St.	} Protected 10.00 A.M. to 6.00 P.M. daily Except Sundays and holidays.
Winter St.	
Main St.	

When watchmen not on duty all trains stop and a member of crew protect crossing.

Upham St. All trains stop and a member of crew protect crossing.

Farmington and Alton — Nancy's Crossing (3 miles north).
Durgin's Crossing (1 mile south). { All trains stop and member of crew protect crossing.

SOMERSWORTH BRANCH.

Foundry — Crossing at station. Is protected 9.00 A.M. to 6.50 P.M. or until passage of No. 2917, week-days only. When watchman not on duty all trains will stop and a member of crew protect crossing.

Somersworth — Depot Street. Is protected 9.00 A.M. to 6.50 P.M. or until passage of No. 2917, week-days only. When watchman not on duty all trains will stop and a member of crew protect crossing.

**SAUGUS BRANCH.
HOURS OF CROSSING PROTECTION, SAUGUS BRANCH.
(Week-days only)**

	MONDAY TO FRIDAY		SATURDAY ONLY	
	A.M.	P.M.	A.M.	P.M.
Bell Rock Medford St. Malden (E) Main St. Ferry St.	6.40 to 8.40	5.00 to 7.00	6.40 to 8.40	1.00 to 7.00
Faulkner Franklin St. Bryant St. Faulkner St. Cross St. Maplewood Maplewood St.	6.35 to 8.35	5.05 to 7.05	6.35 to 8.35	1.05 to 7.05
Broadway Broadway Linden Beach St. Lynn St.	6.30 to 8.30	5.10 to 7.10	6.30 to 8.30	1.10 to 7.10
Franklin Park Salem St.	6.25 to 8.25	5.10 to 7.10	6.25 to 8.25	1.10 to 7.10
Cliffondale Essex St.	6.25 to 8.25	5.15 to 7.15	6.25 to 8.25	1.15 to 7.15
Pleasant Hill Adams Ave. Saugus Central St.	6.25 to 8.25	5.20 to 7.20	6.25 to 8.25	1.20 to 7.20
East Saugus Boston St.	6.20 to 8.20	5.25 to 7.25	6.20 to 8.20	1.25 to 7.25
Raddin Summer St. Ashland St. Lynn Common Cottage St. Spencer St. Western Ave. Summer St.	6.15 to 8.15	5.30 to 7.30	6.15 to 8.15	1.30 to 7.30

Watchmen will remain on duty until passage of 2112 in A.M. and of 2117 in P.M.

When watchman not on duty all trains stop and a member of crew protect crossing.

SWAMPSCOTT BRANCH.

Phillips Beach — Humphrey St. Is protected 6.15 A.M. to 11.00 P.M. or until passage of No. 2228 week days only. When watchman not on duty, all trains stop and member of crew protect crossing.

Devereux — Pleasant St. Is protected 6.20 A.M. to 10.50 P.M. or until passage of No. 2228 week days only. When watchman not on duty, all trains stop and member of crew protect crossing.

MARBLEHEAD.

School St. — Watchman protection for all regular trains into Marblehead except Train 2225. All drafts, engine and train movements out of Marblehead and all extras, drafts and light engines into Marblehead and Train No. 2225 must stop and a member of crew protect crossing.

Bessom Street — Flasher signals at Bessom Street, Marblehead, automatically protect trains entering or leaving Marblehead on Swampscott Branch track only.

The automatic setting points for these signals on Swampscott Branch are located about 500 feet west and 550 feet east of Bessom Street.

When a train stops, or makes a reverse move or switches on Swampscott Branch track within the signal circuit affecting Bessom Street, a member of crew must operate the signals manually.

All trains moving on **Marblehead Branch** track over Bessom Street Crossing must stop before reaching crossing, and a member of crew will manually operate flasher signals while train is passing over crossing.

There is a three-position manual flasher control lever located on signal pole just outside crossing shanty operated as follows:

- The "on" position causes lights to flash continuously for protection.
- The "off" position shuts off the lights and allows street traffic to pass.
- The "normal" or middle position of lever places the **automatic** control in service, and lever must be left in that position after manual operation is completed.

Six (6) miles per hour reduce speed boards have been placed on Swamp-

scott and Marblehead Branches about 4000 feet west of Bessom Street. A "slow" board is located 500 feet west of Bessom Street, and all trains into Marblehead are restricted to six (6) miles per hour from that "slow" board up to and including Bessom Street Crossing.

All trains out of Marblehead are governed by a "slow" board located 550 feet east of Bessom Street, indicating that trains from Marblehead are restricted to six (6) miles per hour from that "slow" board up to and including Bessom Street crossing.

MARBLEHEAD BRANCH.

Loring Avenue — Crossing (at station). All trains stop and a member of crew protect crossing.

Forest River — Crossing (at station). All trains stop and member of crew protect crossing.

Marblehead — New highway, known as West Shore Road, crosses Marblehead Branch track about one mile west of Marblehead station and is protected by flasher signals. Crossing whistle 14 (L) must be sounded at this crossing.

DANVERS BRANCH.

North Street, Salem

No crossingtender on duty at North Street Crossing, Salem, Mass., between 12 midnight on Saturdays and 12 midnight on Sundays.

Exception: — If "Oil Extra" from Peabody to Northey Point has not passed at 12 midnight on Saturday, crossingtender will remain on duty until it does pass.

During above unprotected hours, all trains and engines will send flagman ahead to protect before passing over this crossing.

**Week Days
Monday to Fridays, Inc.**

Salem Flint St. Grove St.	5.40 A.M. to 8.50 A.M. and 1.30 P.M. to 7.00 P.M.
Peabody Wallis St. Howley St. Caller St. Central St.	Saturdays 5.40 A.M. to 8.50 A.M. and 12.50 P.M. to 7.00 P.M.

Crossing watchman remain on duty until passage of trains Nos. 2417 and 2420. All trains and engines passing over above crossings during non-protected hours will stop and send member of crew ahead to protect crossing.

Danvers — Elm St. — Protected 5.55 A.M. to 8.45 A.M. and 1.01 P.M. to 7.05 P.M. week days only. When watchman not on duty all trains stop and member of crew protect crossing.

Danvers — Cherry St. — All trains stop and a member of crew protect crossing.

Danvers — Driveway (on "Y") — All trains stop and a member of crew protect crossing.

FORMER SOUTH READING BRANCH.

Peabody — Central Square, all trains stop and a member of crew protect crossing.

Church Street, .11 miles west, all trains stop and a member of crew protect crossing.

Franklin Street, .19 miles west, all trains stop and a member of crew protect crossing.

South Peabody — Summit St. and Allen's Lane, East of Station, all trains stop and a member of crew protect crossing.

GLOUCESTER BRANCH.

Crossing Watchman Protection — As Follows:

STATION AND CROSSING	WEEK-DAY HOURS (until passage of 2549)	SUNDAY HOURS (until passage of 2571)
Beverly Elliot St. Cabot St.	6.25 A.M. to 12.25 A.M.	4.40 A.M. to 11.25 P.M.
Montserrat Essex St.		
Prides Hale St.	6.13 A.M. to 12.30 A.M.	4.45 A.M. to 11.30 P.M.
Beverly Farms West St. Lees'	6.11 A.M. to 12.35 A.M.	4.50 A.M. to 11.35 P.M.
Manchester, Mass. Beach St. Sea St.		
	6.00 A.M. to 12.40 A.M.	4.55 A.M. to 11.40 P.M.

WEEK DAY HOURS (until passage of 2549) SUNDAY HOURS (until passage of 2571)

Gloucester
 Washington St. }
 Maplewood Ave. } 5.55 A.M. to 12.50 A.M. 5.11 A.M. to 11.55 P.M.
 Willow St. }
 During period no protection on such crossings is provided all trains stop and a member of crew protect crossing.
 "EXCEPTION: — When no crossing watchman on duty at Hale Street (Prides) West Street (Beverly Farms) and Lee's crossing (east of Beverly Farms), trains may pass over crossing at a speed **not exceeding eight (8) miles per hour**".

ESSEX BRANCH.

HAMILTON and Wenham — Walnut Street. All inward trains will stop at Stop post east of Walnut Street before passing over crossing.

Miles River — (Crossing at station). All trains stop and a member of crew protect crossing.

Woodbury — (Crossing at station). All trains stop and a member of crew protect crossing.

Essex Falls — (Crossing at station). All trains stop and a member of crew protect crossing.

AMESBURY BRANCH.

Salisbury — Cushing Street .65 mile east of station. All trains approach the crossing prepared to stop in case crossing protection signals are not working.

Rabbit Road — 2.00 miles east of station. All trains stop and member of crew protect crossing.

Fowlers Crossing — 2.33 miles east of station. All trains approach crossing prepared to stop in case crossing protection signals are not working.

Salisbury Point — Rocky Hill Road — At station. All trains approach crossing prepared to stop in case crossing protection signals are not working.

FORMER DOVER BRANCH.

Dover — Central Avenue. }
 Fisher Street. } All trains stop and a member of crew
 Folsom Street. } protect crossing.
 Washington Street. }

NAVY YARD BRANCH.

Kittery Jet. — State Road Crossing .48 miles east of station, all trains stop and member of crew protect crossing.

Kittery Navy Yard — (Crossing at station). All trains stop and a member of crew protect crossing.

CONWAY BRANCH.

Trains operating on Conway Branch will reduce speed sufficiently between Somersworth and Jewett to enable them to make sure that all automatic highway crossing protection signals are working properly before passing over the crossings.

Foundry — Crossing at Station is protected 9.00 A.M. to 6.50 P.M. or until passage of No. 2917, week-days only. When watchman not on duty. All trains stop and member of the crew protect crossing.

Somersworth — Depot St. }
 Berwick St. } Protected 9.00 A.M. to 6.50 P.M. or until
 passage of No. 2917, week-days only.
 When watchman not on duty all trains
 stop and a member of crew protect
 crossing.

Rochester — Summer St. }
 Portland St. } Protected 8.45 A.M. to 7.10 P.M. or
 Winter St. } until passage of No. 2917 week-days
 only. During time watchmen are not
 on duty, all trains stop and a member
 of crew protect crossing.

Hayes State Highway Crossing on Spaulding Track, opposite Hayes Station, all trains stop and a member of crew protect crossing.

Spaulding Track — (Between Hayes and Milton). All trains using this track over State Highway crossing stop and a member of crew protect crossing.

Milton — Lebanon Crossing .20 of a mile south of Milton, is protected week days only 8.30 A.M. to 4.30 P.M. or until passage of No. 2918. When watchman not on duty, all trains stop and member of crew protect crossing.

Union — Highway crossing just north of Union is protected from 8.20 A.M. to 7.30 P.M. or until passage of No. 2917 week-days — Sundays 5.40 P.M. to 6.40 P.M., or until passage of No. 2956. When watchman is not on duty, all trains will reduce speed to six (6) miles per hour over the crossing.

Sanbornville — Main Street, .04 mile north of Station, all trains stop and a member of crew protect crossing.

Ossipee — Crossing south of station is protected for regular passenger trains only. All extra trains will stop and member of crew protect crossing.

WOLFEBORO BRANCH.

Wolfeboro Falls — Center Street just south of station, all trains stop and a member of crew protect crossing.

WEST GONIC AND P. T. LIMIT

Rochester — Portland St. }
 Winter St. } Protected 10.00 A.M. to 6.00 P.M. daily
 Main St. } except Sundays and Holidays. When
 watchmen not on duty all trains stop
 and member of crew protect crossing.

Upham St. } All trains stop and member of crew
 protect crossing.

Eastwood — Crossing just east of station, all trains stop and member of crew protect crossing.

OTHER HIGHWAY CROSSING REGULATIONS.

33 (a) **Wyoming** — Outward trains scheduled to stop, with six cars or less, will stop clear of West Wyoming Avenue. Inward trains scheduled to stop will stop clear of Wyoming Avenue.

(b) **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 stop to 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.

(c) **Lawrence** — Outward trains from Andover Street yard will see that Andover Street crossing is not unnecessarily blocked. Trains must not start to haul over Andover Street crossing until they are sure that they have the proper signals and can clear the crossing quickly.

(d) **Old Orchard Beach** — Train stopping at station will stop to clear crossing at Old Orchard Street.

(e) **Biddeford (E)** — (Tannery Crossing) **West Scarborough, Milton, Rindgemere, Eastwood, Bradbury.** No cars should be placed nearer than fifty (50) feet to crossing.

(f) **Lynn Common** — Outward trains, scheduled to stop, will stop clear of **Western Avenue** crossing.

(g) **Phillips Beach** — Swampscott Branch trains, when making station stop will avoid blocking Humphrey Street.

(h) **Danversport** — To avoid false indications for automatic wigwag and flashing signal at Purchase Street Crossing .5 miles east of station, outward freight trains having work to do on the house track will stop and cut off engine opposite freight house and make sure that east end of train is left west of insulated joints which are located 2010 feet west of Purchase Street Crossing. Cars for side track should be taken east of Purchase Street Crossing far enough to clear insulated joints about 30 feet east of the crossing then back west and do switching. When finished switching, entire train should be backed west to clear insulated joints 2010 feet west of crossing before going east.

While switching over the crossing a member of the crew protect crossing.

Passenger crews setting off and picking up cars at **Danvers** will do their work from east end of yard to avoid operating signal.

- (i) **North Conway** — Ringing section for automatic signal at **Kearse crossing** north of North Conway for outward trains is 586 feet and a board is erected at the beginning of the ringing section marked "Bell Circuit Starts Here."

Outward trains will not exceed speed of fifteen miles per hour from point 586 feet south of crossing until after train has passed crossing.

Ring point is located about 200 feet north of switch leading to engine house, and to avoid false indications of signal, engines using engine house track will not pass over ringing point. Trains will do all switching at south end of yard.

- (j) **Lincoln Square** — All trains, scheduled to stop, will stop clear of Lincoln Square crossing.

83. TRAIN REGISTER.

Amesbury.	North Berwick (For trains running Eastern Route between No. Berwick and Boston, or intermediate points).
Ayer Station (For trains operated between Ayer and Nashua).	North Conway.
Boston.	Peabody.
Danvers (Danvers Br. Trains).	Portsmouth.
Dover (Lakeport Branch).	Rockingham (Portsmouth Branch. Regular trains only).
East Switch (Cent. Mass. trains).	Rochester.
Essex.	Rockport.
Gloucester.	Salem, Mass. (Marblehead Branch).
Hamilton and Wenham (Branch).	Salisbury (Branch.)
Intervale.	Sanbornville.
Lawrence (Branch).	Somersworth.
Manchester, N. H.	Swampscott (Branch). Westward trains Register by slip.
Marblehead.	Wakefield Junction (Newburyport Branch).
Medford.	West Peabody-Eastward. Newburyport Branch. First class trains only.
Newburyport. For trains running between Newburyport and Emery and intermediate points, also Newburyport Branch trains. Eastward trains not scheduled to stop will be given Form 54 if practicable. In absence of Form 54 trains must comply with General Rule 83.	Wolfeboro.

Outward first class trains will accept signal indication at Medford Jet. as authority to enter the Medford Branch. (See General Rule 83.) **All inferior trains before entering the Medford Branch** must procure Train-Register Form 54.

Trains entering main line from Conway Branch at Jewett will be cleared by train register Form 54.

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

Westward trains requiring it will be given Form 54 Clearance at Lancaster, covering trains scheduled from that point, and when possible, covering trains scheduled from Clinton Engine House.

In the absence of Form 54 to cover trains scheduled from Clinton Engine House they can obtain same from Dispatcher by use of telephone located at Clinton Engine House switch.

Eastward trains requiring it will be given Form 54 Clearance covering trains scheduled from East Switch at Barber. In the absence of Form 54, examination of Register Book at East Switch will give the necessary information

SPACING TRAINS.

91. All outward trains between WORCESTER UNION STATION and BLOCK SIGNAL N11, and all inward trains between Garden Street, and WORCESTER UNION STATION, must keep at least five (5) minutes apart.

93. DESIGNATION AND USE OF TRACKS IN YARD LIMITS.

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 Elliotts Rose Track, 1 mile west of Sawyers.

Portsmouth Yard limit, on former Dover Branch, includes the tracks to Newington.

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 Fremont.

The trackage between Rochester and to a point just west of the old station location at West Gonic is included in Rochester Yard.

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 rack 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.	A sign is located outside each plant designating the point beyond which locomotives are not to go.
Hartol Products Co.	Crews will obtain electric lanterns from station agent at Chelsea.
Socony Vacuum Oil Co.	
Sun Oil Co.	

Beverly — Gulf Refining Co. — Speed restrictions over Cabot St. Crossing is ten (10) m.p.h. with member of crew protecting crossing. Crews will obtain electric lantern from watchman at the plant.

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

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

98. RAILROAD CROSSINGS AT GRADE.

All trains will stop before passing over railroad crossings at grade at the following points:

DANVERS:

ROCHESTER.

WEST PEABODY.

Stop posts indicating the points at which stops must be made are located the required distance from crossings.

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** at this post will serve for the crossing stop and the Salem Branch stop.

"Stop" post governing eastward Newburyport Branch trains crossing Danvers Branch at Danvers **one stop** at this post will serve for the Pickering Street crossing stop and the Danvers Branch stop.

Westward Train Movement on Newburyport Branch.

"Stop" post governing westward Newburyport Branch trains crossing Danvers Branch at Danvers **one stop** will serve for the station stop and the Danvers Branch stop.

SIDINGS.

Owing to curvature, road engines of any kind must not use the **freight house track** and tracks leading therefrom, including beef house, at **Biddeford (W)**. Road trains placing cars on these tracks must use stretchers.

No engine larger than Class 70 will use **River Track**, so called, at **Saco**.

When necessary to set off or pick up with these engines, cars must be used for stretchers.

The former outward main track between **Wakefield Junction** and **Wakefield Centre** will be used as a **passing siding**.

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 88-89).

When passenger trains meet at **Somersworth**, that portion of Somersworth Branch track between switch to Conway Branch north of station and cross-over switch to Conway Branch south of station will be used as passing siding and all trains using this portion of track will be governed by Rule 98.

When trains meet at **Milton**, they will use the long siding north of the passenger station.

When trains meet at **Union**, they will use the long siding south of the passenger station.

All Class K engines are restricted on **lead or wall track at Peabody**. Stretchers will be used when necessary to put cars on this track, and **engine must not go over main line switch.**

Locomotives equipped with Lead Trucks **must not be operated on industrial side track, Forest River**, on Marblehead Branch or on tracks of **A. C. Lawrence Leather Co.** at Waters River or beyond Water St. on long spur serving **Rix Coal Co.** in Danversport.

Owing to curvature, road engines of any kind must not use **ARMOUR BEEF CO. NEW TRACK AT PORTSMOUTH**. Road trains placing cars on this track must use stretcher and in addition have air brakes coupled and in use while shifting on this track.

Newburyport (City Railroad).—Cars must be left to clear slip leading to the water between the old P. & R. Coal Wharf and Diamond Match Co.

98a. SPEED RESTRICTIONS.

Speed restrictions governing movement of the 200-ton wrecking crane as follows:

MAIN LINE	No.	OVER BRIDGE		MILES PER HOUR
		AT		
Worcester to Nashua	36	3 M. West of Nashua Un. Sta.		10

MAIN LINE (WESTERN ROUTE).

	MILES PER HOUR
North Station to Hoosac Tunnel Diamond	15
Hoosac Tunnel Diamond to Draw 8, E. Somerville	40
Draw No. 8, E. Somerville	20

	MILES PER HOUR		
	DIRECTION	PASS.	FRT.
Maximum	Outward	Draw 8, E. Somerville to Reading.	45
		Reading to Draw 8, E. Somerville.	60
	Inward	for Pass. trains over 10 cars	70
		for Pass. train 10 cars or less	45
	Both	Reading to P. T. Tower One	70

Restricted:—				
Reading	On curve at Bridge 13 one mile east of Station	Both	60	40
Highland				
Lawrence:				
Engine House and Andover St.	Both	60	35	
Andover St. and Salem St.	Both	30	30	
Salem St. and Osgood St.	Both	35	35	
Lawrence Station Track	Both	10	10	
North Andover:				
Shawsheen River and No. Main St.	Both	60	40	
Curve 1 mile east of station	Both	60	40	
2nd curve east of Station at MP-30	Both	60	40	
Bradford Curve (Board).	Both	25	25	
Dover (Central Avenue) (Board).	Both	35	35	
North Berwick, Westward track at switch to Eastern Route.		40	30	
(This applies in both directions on Westward track)				
Biddeford (curve at Main Street)	Both	45	45	
Saco (Main Street).	Both	30	30	
Old Orchard Beach (June 1 to September 30).	Both	25	15	
P.T. Tower One (diverging route).	Inward	15	15	

MAIN LINE (EASTERN ROUTE).

	MILES PER HOUR
North Station to Hoosac Tunnel Diamond	15
Hoosac Tunnel Diamond to Draw 7, E. Somerville	40
Draw No. 7, E. Somerville	20

	MILES PER HOUR		
	DIRECTION	PASS.	FRT.
Maximum	Both	Draw 7, E Somerville to No. Berwick	60
		No. Berwick to Rigby	70
		No. Berwick to Rigby	45
Salem between (Norman and Bridge Streets)	Both	15	15
Salem Tunnel MC Engines 701-702 5 MPH			
Ipswich (around curves).	Both	45	30
Newburyport through Spring Switch	Outward	40	25
	Inward	30	30
Emery, through spring switch	Inward	30	30
Portsmouth (over third track, all trains and engines).		10	10
Portsmouth (Curve east of Vaughan St.)	Both	15	15
Jewett (entering Conway Branch)	Outward	10	10
P.T. Tower One (entering Western Route)	Outward	15	15

SPEED RESTRICTIONS.

As shown in Portland Terminal Time Table No. 49.	
P.T. Tower One to Fore River Bridge	40 M. P. H.
Fore River Bridge — Eastward and Westward	20 M. P. H.
On freight and passenger — Main line	
Tower No. 4 to PARK AVE. Bridge	15 M. P. H.

WORCESTER TO AYER.

	DIRECTION	PASS.	FRT.
Max. Speed Barber and Ayer	Both	60	40
Worcester and Lincoln Sq.	Both	20	20
Lincoln Sq. and Barber	Both	40	30
Curve at Summit	Both	45	35
1st and 2nd curves East of Summit	Both	50	35
Curve East of Lords Crossing (Near MP W-6)	Both	50	40
Curve at Overhead Bridge No. 6.60	Both	50	35
Curve at Potts Crossing 1/3 mile east of MP W-7	Both	50	35
Breakneck Ledge 2 curves	Both	40	40
Reverse curve about 1 mile east of Oakdale	Both	55	40
Curve 1/3 mile east of Sterling Jct.	Both	50	40
Curve at Block Signal N-135	Both	50	40
Curve 1 mile west of Clinton Jct.	Both	50	40
East Switch. Through the connection to Cent. Mass. Br.	Both	15	15
First curve west of Clinton Station	Both	45	30
Curve at Clinton Station	Both	40	30
Curve at Thayer	Both	45	30
1st curve east of Lancaster	Both	55	40
Curve at Harvard station	Both	50	40

OLD WN&P AYER TO P. T. LIMIT.

Ayer and Nashua	Both	30	25
Nashua U. S., over diamond Keene Branch	Both	8	8
Fremont to Epping	Both	20	20
West Gonic to Rochester	Both	20	20
Rochester to P. T. Limit	Both	30	30
Curve 1 mile west of S. & S.	Both	25	15
1st and 2nd curves east of S. & S.	Both	25	15
Haley's Ledge, West of Alfred	Both	20	10

MEDFORD BRANCH.

		PASS.	FRT.
Maximum		40	25
Medford Junction (around curve)	Inward	10	10
Middlesex Avenue		10	10

NEWBURYPORT BRANCH.

Maximum	Both	35	25
Wakefield Junction, entering or leaving main line	Both	10	10
Highway Crossings Between Wakefield Jct. and Wakefield Ctr.	North Ave.	Both	10
	Main St.	Both	10
	Bennett St.	Both	10
	Richardson St.	Both	10
Pickering St. .05 mile west of Danvers	Both	10	10
Georgetown (curve at station) (Board)	Both	25	20
Newburyport (curve West of Station) (Board)	Both	25	20

GEORGETOWN BRANCH. MILES PER HOUR

	DIRECTION	PASS.	FRT.
Maximum	Both	35	25
Bradford (private crossing just east of Bradford)	Both	10	10
Haverhill Yard	Both	25	20
Georgetown Yard (Board)	Both	25	20

SALEM BRANCH.

Maximum Speed	Both	20	20
Peabody (between Endicott St. and station)	Both	15	15

LOWELL BRANCH.

Maximum	Both	60	35
Lowell Junction — Through cross-over, on Lowell Branch, just west of Lowell Junction station, Five (5) miles per hour.			
Lowell Junction (around curve)	Both	15	10
Lowell Junction (around "Y")	Both	15	15
Bleachery — Through interlocking to or from Lowell Branch		15	15

STONY BROOK BRANCH.

Maximum Speed	Both	60	40
West Chelmsford curve ¼ mile East	Both	50	40
Curve at M.P. A-8	Both	50	40
Curve at Graniteville station	Both	50	40
1st curve east of Forge Village	Both	50	40
Curve at M.P. A-5 1 mile west Forge Village	Both	50	40

PORTSMOUTH BRANCH.

Maximum Speed	Both	35	30
Manchester (Within yard limits)	Both	25	15
Bay Bridge (Great Bay Drawbridge)	Both	25	20
Portsmouth (Yard Limits)	Both	15	15

MANCHESTER & LAWRENCE BRANCH.

Maximum		35	30
Between Lawrence Station Tower and North end of yard	Both	25	10
(backing)	Both	10	10
Lawrence Station to Merrimac St. via wye track	Both	10	10
Speed. K 8 and P 2 engines, see Page No. 99.			

MERRIMAC BRANCH.

Maximum	Both	25	20
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LAKEPORT BRANCH.

Maximum	Both	35	25
Dover (Wye and reverse curve, north)	Both	15	12
Rochester Yard	Both	25	20
Between New Durham and Farmington	Inward	30	20

SOMERSWORTH BRANCH.

Maximum	Both	40	25
P 3a Engines	Both	25	
Rollinsford Station to 1200 ft. North	Outward	20	20

SAUGUS BRANCH.

Maximum	Both	45	25
Pacific engines	Both	30	
Lynn Common, curve (Board)	Both	15	12

SWAMPSCOTT BRANCH.

Maximum	Both	45	20
Reverse curves between Phillips Beach and Swampscott			
Marblehead (Bessom St.)	Both	30	15
Marblehead (between station and Slow Board	Both	6	6
820 ft. west of station)	Both	10	10

MARBLEHEAD BRANCH.

Maximum	Both	35	20
* P 2-bd engines	Both	20	20
Forest River, reverse curve, east (Board)	Both	15	12
Marblehead (Bessom St.)	Both	6	6
Marblehead (between station and Slow Board	Both	10	10
820 ft. west of station)			
* (10 miles per hour over Bridges 140 and 141)			

DANVERS BRANCH.

Maximum	Both	45	30
Between North Street and east end of Salem Tunnel			
(K class engines)	Both	10	10
Peabody Station to first overhead bridge (Board)	Both	25	20
Danversport (curve at)	Both	20	15
" Purchase St.—0.5 mile east of station	Both	6	6

MILES PER HOUR

	DIRECTION	PASS.	FRT.
Danvers (Elm Street Crossing)	Both	20	20

GLOUCESTER BRANCH.

Maximum		60	30
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)	Inward	15	10
Rockport loop (Board)		8	
" Engine house switch to Station	Outward	15	8

ESSEX BRANCH.

Maximum	Both	30	20
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AMESBURY BRANCH.

Maximum	Both	35	25
Amesbury Yard	Outward	15	

FORMER DOVER BRANCH.

Portsmouth and Newington	Both		20
Elliott Rose track and Dover	Both		20

NAVY YARD BRANCH.

Maximum	Both		20
Kittery Navy Yard, Pine Street crossing			6

CONWAY BRANCH.

Maximum	Both	50	30
Jewett and Somersworth	Both	30	25
Between Somersworth Station and North of Freight house. (Board)	Both	10	10
Mountainview, Main Street crossing, at Station	Both	15	15
Madison, Depot Street crossing	Outward	5	5
North Conway — crossing just North of Station (Board)	Both	10	10
North Conway, Kearsarge crossing	Outward	15	15

WOLFEBORO BRANCH.

Maximum	Both	35	25
Cotton Valley, curve at (Board)	Both	20	15
Wolfboro (south of station)	Outward	15	15

104.**SPRING SWITCHES.**

Spring switch at **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.

Peabody — At end of two or more tracks located about 200 ft. east of Central Street, normal position will be for westward (inward) movements, and westward trains must not exceed 15 miles per hour over spring switch and turnout.

At **east end of Track 17, Lawrence**, connecting Track 17 to eastward main track about 540 feet west of M.P. 27.

A semaphore repeater, indicating position of home arm on automatic block signal D-263, and a double throw knife switch installed in an iron box located near spring switch.

When a train is about to leave the siding, if the repeater indicates that the home arm on automatic block signal D-263 is in clear position, trainman will throw the knife switch to the bottom (Stop) position, which will set signal D-263 in Stop position (change in signal indication will be indicated on repeater); train must then wait 3 minutes, to comply with Rule 513 in "Rules for the Government of the Operating Department" before leaving the siding. Trainman must restore knife switch to top (Clear) position again, but not until part of train has passed east of insulated joints located on sidetrack at clearance point.

Color light dwarf signal located between main tracks just east of spring switch to govern westward movements on eastward track. If this signal is in stop position, train must not pass over spring switch until it has been examined, and found to be in full normal or full reverse position.

At the **west end of Island Track Haverhill**.

The inward main track Block signal numbered D-328 and Island Track Block signal numbered ITD-328.

A dwarf signal located to the left of the inward main track just west of the spring switch, which will govern reverse movements on the inward main track or to Island Track.

Two push buttons inclosed in a box locked with switch lock, located on the north side of Washington St. exit, one marked "MT" and one marked "IT."

All movements from Island Track will be governed by General Rule 513. With automatic block signal D-328 clear, automatic block signal ITD-328 will be at stop and previous to making moves from Island Track through the spring switch, push button "IT" must be closed and held closed till block signal D-328 goes to stop. This will allow Block signal ITD-328 to clear provided track circuit is clear.

With automatic block signal ITD-328 clear and D-328 at stop — push button "MT" must be closed to clear signal D-328 which will set ITD-328 at stop.

At east end of outward passing track, Newton Junction.

At west end of inward passing track, Newton Junction.

A semaphore repeater located about 60 feet east of east end switch of outward passing track, and also about 60 feet west of west end switch of inward passing track which will repeat the indications of the Home signals in the rear at the remotely controlled switches. At these points, there is a double throw knife switch.

At west end of inward passing track west of Newfields.

A semaphore dwarf signal located to the right of inward track, just west of spring switch. About 60 feet west of switch to the right of the inward track is located a semaphore repeater, which will repeat the indication of the home signal in the rear at remotely controlled switch. Also at this point, there is a double throw knife switch.

When a train is about to leave the siding, if repeater indicates home signal in the rear at proceed indication, trainmen will throw knife switch to the bottom or stop position, which will set home signal in the rear to stop indication (change in signal indication will be indicated on repeater); train then waits three minutes, complying with rule No. 513 in Rules for Government of the Operating Department before leaving the siding. Trainman must restore knife switch to top or clear position again, but not until part of train is on the main track.

At Everett Jct.: — One at end two or more tracks on Saugus Branch, normal position of which is for **outward** (Eastward) movements, — one on connection between Old Main Eastward and Old Main Westward, normal position of which is for outward (Eastward) movements.

At West end of Salem Tunnel. Normal position is Inward (westward).

Trains and engines making reverse movements onto outward (eastward) track at west end of Salem Tunnel, will come to a stop to allow a member of crew to manually operate spring switch, which after movement is completed, will be restored to its normal position.

At end of two or more tracks at Northey Point, Salem, normal position of which is for Eastward movements.

At Newburyport at end of two or more tracks.

At Emery at end of two or more tracks.

At Portsmouth, east of station, end of two or more tracks.

Westerly End of Harvard Lead, Ayer. Before movements are made from Harvard Lead to inward main track, it will be necessary for trains to stop, and for trainman to throw knife switch located in box just west of spring switch, from normal to top position, setting semi-automatic home signal located just east of crossovers at Westerly end of Ayer Yard, in stop position.

After knife switch has been thrown from normal to top position setting semi-automatic home signal at stop, trains must wait three minutes before entering main track, as required by General Rule 513. Revised.

As soon as any part of train passes west of insulated joints at clearance point, knife switch may immediately be restored to its normal position, which is down.

Dwarf signal located between main tracks at spring switch to govern outward movements over westward track, and enginemen finding this signal in stop position, must not pass over spring switch until it has been examined and found in full normal position.

SWITCHES.

At Haverhill. Switchman's hours at crossover leading to engine house is 4.00 A.M. to 12 NOON except Sundays and 5.30 P.M. to 1.30 A.M. daily. During hours switchman is not on duty train crews will operate switches as necessary for the move.

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.

At Salem, Mass., crews using shop yard track, Parker Bros. siding, and Philbrick's track, located between Salem Tower and Northey's Point interlocking, must procure permission from Salem Towerman to occupy the main track before opening the main track switch.

Train Dispatcher's telephone in box at main line crossover at Mile Post No. 4, west of Worcester Summit. Crews 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 Oakdale, Clinton Junction, East Switch, Clinton and Clinton Engine House Conductors or Enginemen of trains or engines will before entering main track or using crossover switches ascertain location of trains in both directions.

East Switch. Operator-switchman on duty 6.10 A.M. to 9.50 A.M. and 2.15 P.M. to 7.15 P.M. (daily except Sunday and Holidays) to handle switches and signals for all trains to and from Cent. Mass. Branch during his hours of duty.

During period Operator-switchman is **NOT** on duty, conductors or enginemen of trains or engines will before entering main track or using crossover switches ascertain location of trains in both directions.

All trains operating via East Switch and Central Mass. Branch during hours operator-switchman is on duty will obtain Form 54 on East Switch at Clinton, if it is required — this to avoid stopping to examine Register Book at East Switch. Central Mass. Branch Inward Trains originating at Clinton or Lancaster will leave Conductor's Register slip with Operator, Clinton, for information of following Central Mass. Branch trains.

At Gloucester, after passage of train No. 2549 week-days and No. 2571 Sundays, and until 5.40 A.M. week-days and 6.10 A.M. Sundays, there will be no switchtender on duty. During that time switch will be operated by train crews having occasion to use it. After passage of train, switch must be left set for inward track.

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 Somersworth — The switch north end of Somersworth Branch leading to Conway Branch is in normal position when set for Somersworth Branch.

At Rochester, Pacific Engines and class 85-100 or 115 engines must not use short connection between Main Line, N. & P. and Conway Branch main track north of station.

107. (SEE FIRST PARAGRAPH OF 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, Train Director or Towerman 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 telegrapher or towerman on duty to display the signal as prescribed above.

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

Towerman on duty Wakefield Jct., 5.50 A.M. to 9.50 P.M. week days only.

Ticket Agent-Operators on duty at Reading, 5.40 A.M. to 9.40 P.M. week days; 6.30 A.M. to 10.30 P.M. Sundays.

109.

BULLETIN BOARDS.

PASSENGER STATIONS.	YARD OFFICES.	ENGINE HOUSES.
Boston Register Room.	Mystic Jct.	New Engine Terminal Engine Dispatchers' Office.
Danvers.		Dover.
Dover.		East Somerville.
		Enginemen's Room.
Haverhill.		Haverhill.
Lawrence.	Lawrence.	Lawrence.
Lowell. (Telegraph Office.)		Middlesex.
Lynn.		
Manchester, N. H.	Manchester, N. H.	Manchester, N. H.
Marblehead.		
Newburyport.		
North Conway.		
Portsmouth.		Portsmouth.
Reading.		
Rockport.		
Salem, Mass.	Salem, Mass.	Salem, Mass.
Worcester.	So. Worcester.	So. Worcester.

STATION PROTECTION SIGNALS.

Are located at **Andover, Newmarket and Ipswich** for outward trains and at **Ballardvale, Reading, Chelsea and Everett** for inward trains.

At **Revere** the lower arm of inward and outward yard signals are station protection signals for that station.

**151. DESIGNATION AND USE OF MAIN TRACKS.
TWO OR MORE TRACKS.**

	FROM	To
Main Line (Western Route)	Boston.	North Berwick.
" " " "	Kennebunk.	Portland Terminal limit sign at P. T. Tower One.
Main Line (Eastern Route)	Boston.	Salem Station.
" " " "	Northey Point, Salem,	Newburyport.
" " " "	Emery	Portsmouth.
Main Line (Worcester to Nashua)	Worcester U. S.	Ayer.
Lowell Branch.	Lowell Junction.	Bleachery.
Stony Brook Branch.	North Chelmsford.	Ayer.
Saugus Branch.	Everett Junction.	West Lynn.
Danvers Branch.	Salem.	Peabody.
Gloucester Branch.	Beverly Jct.	Gloucester.

Established Current of Traffic on the Medford Track.

The Medford Track is signalled for Eastward (Outward) movements from Draw 8 to Medford Jct., and the current of traffic is Eastward (Outward).

Movements against the current of traffic between Medford Jct. and Draw 8 may only be made when authorized by Tower Director at Tower "C" or under pilot or flag protection.

All Western Route Westward freight trains having no work between Wilmington Junction and Medford Junction will be operated from Wilmington Junction to Boston via Wilmington Branch.

152. Whenever it is necessary for Boston and Maine trains at **Intervale** to go on to the Maine Central Railroad tracks, the conductor in charge of the trains making this movement must obtain permission from the Agent on duty to use the main track and siding, and after obtaining permission provide full protection in both directions.

221B. TRAIN ORDER SIGNAL.

Inward train order signal at Portsmouth will also govern outward Portsmouth Branch trains.

CLEARANCE FORM A.

Clearing of trains at Portsmouth, Manchester, N. H. and Lawrence.

No outward or inward train will leave Portsmouth, no inward M. & L. Branch or Portsmouth Branch train (except No. 3600) will leave Manchester, N. H. No. M. & L. Branch train, outward, will leave Lawrence, without a clearance Form A.

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 engineman must each have a copy.

(No telegraph operator at Manchester, N. H. passenger station on Sundays. During hours there is no telegraph service on Sundays, inward trains will be excused from getting clearance Form A at Manchester, N. H., as per Rule 221-d.)

225. Third position added to train order signals at the following points:

Western Route	Worcester and Nashua
Wakefield Jct.	Garden Street
Reading	Clinton
Lawrence Station Tower	
Haverhill	
Newton Jct.	
Rockingham	
Dover	
Bleachery	

LOWELL JUNCTION.

A green flag by day or a green light by night displayed on Lowell Jct. tower will be considered as a 45-degree indication.

265. SIGNAL CONTROL SYSTEM.

Train movement from both directions on one or more tracks, may be made 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 both tracks.

BETWEEN WILMINGTON JUNCTION AND WILMINGTON.

Movements may be made under the direction of Train Director at Lowell Junction.

DOVER AND ROLLINSFORD.

Under direction of Train Director at Dover.

Movements may be made in either direction on both tracks.

ROLLINSFORD AND NORTH BERWICK.

Under direction of Train Dispatcher at A. R. Tower.

Movements may be made in either direction on both tracks.

NORTH BERWICK AND P. T. TOWER One on the EASTERN ROUTE and between NORTH BERWICK AND KENNEBUNK on the WESTERN ROUTE on single track.

Train movements will be made on signal indications under the direction of Train Dispatcher at A. R. Tower.

KENNEBUNK AND P. T. TOWER ONE.

Under direction of Train Dispatcher at A. R. Tower.

Movements may be made in either direction on both tracks.

Between

Northey Point Interlocking, Salem, and Salem Interlocking

... under direction of Towerman in Salem Tower.

Between

**Congress St., Beverly and Northey Point Interlocking
On Eastward Track Only**

Movements may be made in either direction by Signal Indication under direction of Towerman at Salem Tower on **EASTWARD TRACK ONLY**, between Northey Point Interlocking and the Westward Color Light Dwarf Signal for Beverly Draw, 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 Towerman in Salem Tower when ready to make move. Upon receiving permission from Towerman 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 Towerman 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 Draw will continue to indicate "Stop".

STONY BROOK BRANCH BETWEEN AYER AND NORTH CHELMSFORD.

Under direction of Train Director at North Chelmsford.

Movements may be made in either direction on both tracks.

505. AUTOMATIC BLOCK SYSTEM. SEE GENERAL RULES.

Main Line Western Route. Between Wellington and P. T. Tower One.

Main Line Eastern Route. Between Everett Junction and P. T. Tower One.

Main Line Worcester and Nashua:

Between Garden Street and Ayer.

Lowell and Stony Brook Branches. Between Lowell Junction and Bleachery. Between North Chelmsford and Ayer.

Saugus Branch. Between Everett Junction and West Lynn.

Newburyport Branch. Newburyport yard.

Danvers Branch. Between Salem and Peabody.

Gloucester Branch. Between Beverly Junction and Rockport.

**SPECIAL AUTOMATIC BLOCK SIGNALS.
AND SPECIAL ELECTRIC SIGNALS.**

Kittery Junction — P577. Is automatic routing signal.

Trains stopped by special semi-automatic draw signals at **Saugus River Drawbridge** or **Beverly Drawbridge**, may proceed over drawbridge on hand signal given by drawtender, or, in absence of drawtender, train must be preceded by a flagman over drawbridge. After passing over drawbridge on such hand signal, engineman may proceed at restricted speed as provided in Rule 509-(B).

BETWEEN EMERY AND PORTSMOUTH.

Portsmouth branch trains will operate over **WESTWARD MAIN TRACK** in either direction between **EMERY** and **Crossover** located about 2300 feet east of Emery and from **Crossover** to **PORTSMOUTH STATION** on Portsmouth Branch track.

MOVEMENTS IN EITHER DIRECTION ON THE WESTWARD MAIN TRACK BETWEEN EMERY AND THE CROSSOVER 2300 FEET EAST THEREOF WILL BE MADE BY SIGNAL INDICATION.

EASTWARD MAIN LINE. TRAINS WILL NOT OPERATE OVER WESTWARD TRACK EXCEPT UNDER PROVISION OF RULE NO. 99.

605. LOCATION OF INTERLOCKING SIGNALS.
(SEE INTERLOCKING SIGNAL RULES).
(WESTERN ROUTE).

Medford Junction	Newfields
Wakefield Junction	(The switch leading to Westerly, passing track, west of Newfields is remotely controlled from Rock- ingham).
Reading	Rockingham
Wilmington Junction	
Lowell Junction	
Lawrence (Engine House)	Dover { West end eastward siding. East end eastward siding.
Lawrence	
Newton Junction	Dover
(The switch leading to outward pass- ing track about 1750 feet west of Station, and the switch leading to inward passing track about 5800 feet east of station are remotely controlled from Newton Junction Station.)	Rollinsford North Berwick Wells Beach Kennebunk A. R. Tower Grand Beach

OPERATION OF SWITCHES AND SIGNALS AT READING:—
ELECTRIC SWITCH LOCKS

The main line crossover at Reading and the switch connecting the Read-
ing Highlands Track with the westward main track are equipped with
electric switch locks.

Switches and electric switch locks will be operated by station switch
tender when on duty and at other times by train or engine crews as follows:

Lock No. 2.

No. 2 Lock, located at west end of main line crossover, will be locked
when either an eastward or a westward main line train is approaching, if
either the eastward or westward main line home interlocking signal is
indicating "clear" or "approach".

To Unlock No. 2 Lock
Automatic Release.

Eastward train must come to a stop within 50 feet of the eastward-
home signal. An automatic release is given if no westward train is ap-
proaching at the time. If westward train is approaching, lock will not
release until westward train has passed westward home interlocked signal.

Push Button Release.

Lock No. 2 is equipped with push button. When pushed, it will set
eastward and westward main line home interlocking signals to "Stop"
and release the lock after an interval of 3 minutes.

Lock No. A 2.

Lock No. A 2 at east end of main line crossover functions in combination
with and in similar manner as Lock No. 2 at west end of crossover, except
that Lock No. A 2 is not equipped with push button. When push button
release is required for crossover, Lock No. 2 must be operated before
Lock No. A 2.

Lock No. 3.

Lock No. 3 on Switch connecting westward main track to Reading
Highlands Track will be locked when a westward main line train is ap-
proaching and westward main line home interlocking signal is indicating
"clear" or "approach". It will release automatically when westward
train passes westward interlocking signal.

Push Button Release.

Lock No. 3 is equipped with a push button. When pushed, it will set
westward main line home interlocking signal to "stop" and release the
lock after an interval of 3 minutes.

All Locks.

When no main line trains are approaching, main line interlocking signals
are normally at "Stop" and all locks are released. Locks are provided with
indicators showing whether switch is locked or unlocked.

WARNING:— When it is found necessary to operate push button re-
leases to unlock switches, care must be used to be reasonably certain that
no approaching train is close since operation of push button will throw
any clear signal to stop position and may thereby give an approaching
train a red home signal after it has passed a clear approach.

(EASTERN ROUTE).

Everett Junction	Northey Point
West Lynn	Beverly
Lynn	Newburyport
Swampscott	North Berwick
Salem	A. R. Tower

WORCESTER AND NASHUA.

Barber	Ayer
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STONY BROOK BRANCH.

Ayer
Graniteville
Westford
No. Chelmsford

PORTSMOUTH BRANCH.

Rockingham

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 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 pro-
ceed 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:

MAIN LINE (WESTERN ROUTE).

Draw 8, E. Somerville	Haverhill
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MAIN LINE (EASTERN ROUTE).

Draw 7, E. Somerville	Beverly Drawbridge
Revere	Newburyport Drawbridge
Saugus River Drawbridge	Salisbury
Castle Hill	
Salem	

WORCESTER AND NASHUA.

East Switch	Ayer, west end of yard.
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NEWBURYPORT BRANCH.

Wakefield Jct.	
West Peabody	Danvers

PORTSMOUTH BRANCH.

Great Bay (Drawbridge)
Manchester (Elm Street):— Color light signal, trains must wait three
minutes after switch is lined before fouling main track.

SALEM BRANCH.

West Peabody
All trains operating via Salem Branch at West Peabody will operate
signals for their own trains.

Normal indication for interlocking signals at West Peabody will be 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.

DANVERS BRANCH.

Danvers

GLOUCESTER BRANCH.

Manchester Drawbridge	Rockport Loop (Main Line)
Gloucester Drawbridge	Rockport Loop track
Gloucester	

695.

BALL SIGNALS.
MAIN LINE — WEST GONIC & P. T. LIMIT.
ROCHESTER.

(J) One ball or one red light; Lakeport Branch and Conway Branch
trains and engines may pass. Two balls or two red lights; Main line
Rochester & Portland trains and engines may pass.

Three balls or three red lights allows trains and engines to use route
from main line Gonic & Portland to Conway Branch, over main line Gonic
& Portland tracks and around connection, crossing Lakeport Branch
tracks and in the reverse direction.

All trains and engines stop within 500 feet of, and before crossing dia-
mond.

Signals will be left in normal position for Conway and Lakeport Branches.
For all other movements signals will be changed by men from the train
crew or shifter crew after which the signals will be left for Lakeport and
Conway Branch movements.

MANCHESTER, N. H. (CEMETERY BROOK).

(k) One ball or one red light, allows trains on the Portsmouth or Manchester & Lawrence Branches to cross diamond.

No balls or lights, allows trains or switchers to cross Portsmouth or Manchester & Lawrence Branches.

Normal position of balls will be for Branch Line movements.

Automatic signal PT-397 located 750 feet south of Elm St. Bridge will govern northward movements on Portsmouth Branch only.

This track circuit extends from fouling point of so-called "Drawing-In" track to signal.

848. Toilet doors of all cars must be kept locked while passing Crystal Lake, Wakefield Jct., between Gloucester and Rockport, and between Manchester, N. H. and Candia, N. H.

919. WORCESTER.

All freight crews running into Worcester will throw off delay slip at Barber Tower showing full details of "delays."

Crossovers at Garden Street must not be used without first obtaining permission from operator at Garden Street Tower.

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 operator, New Haven Railroad, Franklin Street Tower.

Engines or cars other than coal cars must not enter private siding of United Structural Steel Company opposite Garden Street yard clerk's office.

CLEARANCES.

There are several points alongside our tracks between Lincoln Square and Worcester Union Station, where the clearances are scant.

Employees should have this in mind when passing through this territory.

Conductors and trainmen, leaving cars standing on tracks at the Worcester Union Station, without a man to protect them, should, in all cases, notify the switchtender at the north end of the viaduct or the signalman in the New Haven Tower or the General Yardmaster's Office by telephone.

FORBES LITHOGRAPH PLANT — REVERE.

942. Locomotives should not be fired in front of the Forbes Lithograph Plant, Revere.

Arrange firing so that smoke will not be emitted when passing their plant.

**MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.
PORTLAND DIVISION.**

RATING CHANGE POINTS	200 175		CLASS.								Trains will take additional tonnage, if offered, at points between								
	With Booster	Non- Booster	140	135	125	115	100	85	70										
Boston to Wilmington Jct.			3000		2800														
Wilmington Jct. to Boston			3000		2800														
Boston to Portland W. Rte						2398	2000	1600	1250										Exeter
Portland to Boston W. Rte						2398	2000	1600	1250										Portland
Worcester to Ayer	*4100	*3900		*3000		1646	1250	1060	875										Sterling Jct.
Ayer to Portland						2398	2000	1600	1250										
Portland to Ayer						2398	2000	1600	1250										
Ayer to Worcester	2400	2300																	
Boston to Salem			3000		2800														
Salem to Boston			3000		2800														
Boston to Portland E. Rte						2398	1905	1620	1330										
Portland to Boston E. Rte						2398	1905	1620	1330										Lynn
Ayer to Clinton						1897	1560	1325	1070										
Clinton to Worcester						1635	1275	1000	850										
Dover to Farmington						1815	1585	1345	1110										
Lawrence to Windham						1428	1250	1060	960										
Windham to Manchester						1717	1500	1275	1025										Methuen
Manchester to Windham						1717	1500	1275	1025										Wilson
Windham to Lawrence						2747	2400	2050	1660										
Manchester to Candia						714	625	525	425										
Candia to Portsmouth						1117	975	825	660										Candia
Portsmouth to Raymond						997	890	750	600										
Raymond to Candia						888	775	660	540										
Candia to Manchester						1117	975	825	660										
So. Middleton to Salem						2180	1650	1400	1125										
Salem to So. Middleton						2180	1360	1160	940										
Lowell to Ayer						2398	1645	1395	1100										
Ayer to Lowell						2943	2000	1800	1500										Sandy Pond
Rollinsford to Somersworth						2038	1780	1510	1240										
Somersworth to Rollinsford						2322	2030	1730	1420										
Boston to Lynn via Saugus Br.						1586	1390	1175	960										Boston
Lynn to Boston via Saugus Br.						2060	1800	1525	1225										
Beverly to Rockport								1150	925										
Rockport to Beverly								1150	925										
Salem to Danvers								1060	860										
Danvers to Salem								675	550										
Salisbury to Amesbury						1744	1525	1300	1050										
Amesbury to Salisbury						1428	1250	1060	860										
Jewett to Sanbornville						1341	1175	1000	810										
Sanbornville to Intervale						916	800	675	550										
Intervale to Sanbornville						916	800	675	550										
Sanbornville to Rochester						2460	2150	1825	1475										
Rochester to Jewett						1613	1410	1200	975										
Sanbornville to Wolfboro						1428	1250	1060	860										
Wolfboro to Sanbornville						801	700	600	490										

TONNAGE RATING WORCESTER TO AYER

Locomotives T-1, S-1, R-1 with booster 4100 tons.
without booster 3900 tons.
Locomotives P-4.....3000 tons.
Above tonnage applies from Worcester with pusher to Summit.

* Pusher to Summit

LOCOMOTIVE ADJUSTED TONNAGE RATING

	T-1	S-1	R-1	P-4	M. C. 701-702	Car Factor			
	Tons			Tons	Tons	A	B	C	D
Between — Boston and Rigby	4800			3100	3400	5	7	9	11
“ Ayer and Rigby	4800			3100	3400	5	7	9	11

- A — Temperature above 40 degrees
- B — “ 20 to 40 degrees
- C — “ 0 to 20 degrees
- D — “ Below zero

In making up trains by the adjusted tonnage method, the actual gross weight of each car in tons should be increased by adding the car factor. Cars should be added to the train until their total gross weight thus increased approaches as close as possible, but does not exceed, the adjusted tonnage. The train is then complete except the adding of caboose which has been allowed for in compiling these ratings.

HEAVIEST ENGINES PERMITTED

BETWEEN	CLASS	
	Passenger	Freight
Boston — PT Tower One-Main Line — W Rte.....	P 4ab-MC. 701-702	R1 S 1ab-T 1-H3a
Boston — Northey Point, Salem, Mass. Main Line — ERte	P 3a-MC. 701-702	S 1ab-T 1-⊙H 3
Northey Point, Salem, Mass. to North Berwick	P 3a-MC. 701-702	K 8abed-G 11a
North Berwick to P. T. Tower One — ERte.....	P 4ab-MC. 701-702	R1 S 1ab-T 1-H 3
Worcester to Nashua.....	P 4ab	⊕R1 S 1ab-T 1-H 3
Rochester to Westbrook.....	P 2bd	K 8abed-G 11a
Stony Brook Branch — Ayer to North Chelmsford.....	P 4ab	R1 S 1ab-T 1a-H 3
Medford Branch.....	C 21de-J 1ab	K 8ad-G 11b
Newburyport Branch..... (P 3a in emergency)	J 1abe-C 21de	K 8abed-G 11a
Salem Branch — Salem to West Peabody.....	P 3a-P 2bcd	K 8abed-G 11a
		#H-3a
Salem Branch — West Peabody to South Middleton.....	P 2bcd	K 8abed-G 11a
		#H-3a
Lowell Branch.....	P 4ab	R1 S 1ab-T 1-H 3
Georgetown Branch (Bridge 34.03 (Old 176) ½ mi. west of Groveland, no cars or engine should be allowed to pass over this structure.).....	B-15-C-19	B 15-G 10 (Between Bradford and Island Park, K 8-G 11)
Manchester and Lawrence Branch between Lawrence and Haverhill St., Lawrence... ..	△P 3a-2bcd	K 8abed-G 11a
Manchester and Lawrence Branch between Haverhill St. Lawrence and Manchester .	ⓁP 2bcd-J 1ab-C 21de	ⓁK 8abed-G 11a
Former Merrimac Branch.....	J 1abe-C 21de	K 8ad-G 11a
Portsmouth Branch.....	*J 1e-C 21de	ⓂK 8c-G 10
Portsmouth Branch — Between Portsmouth and Rockingham	P-3, MC 450 to 470 Inc.	ⓂK 8c-G 10
Rockingham and Manchester.....	J 1e-C 21de	ⓂK 8c-G 10
Lakeport Branch — Dover to Rochester.....	P 3a	K 8a-bcd H3ab
Rochester to Alton.....		
Somersworth Branch.....	P 2bd(P 3a-25 M., P.H.)	K 8abed-G 11a
	MC-701-702	
Saugus Branch..... (P 3a in emergency)	P 2bcd (30 M., P. H.)	K 8abed-G 11a
		ⓂH 3ab
Swampscott Branch.....	P 2bcd	K 8abed-G 11a
Marblehead Branch.....	†P 2bd	G 11
	J 1abe-C 21de	K 7abc
Danvers Branch — Salem and Peabody.....	P 2bd	K 8abed-G 11a
Danvers Branch — Peabody and Danvers.....	*P 2bd	*K 8abed-G 11a
Gloucester Branch.....	P 2bcd	**K 8abed-G 11a-1B
Essex Branch.....	A 47acef	B 15a-G 10
Amesbury Branch.....	P 3a-MC. 701-702	K 8abcaG-11a
Conway Branch.....	P 3a (MC. 701-702, 15 M.P.H. over Bridge 67.94 north of Jewett)	K 8abed-G 11a
Wolfeboro Branch.....	J 1-baC 21de	K 7abc-G 10

Motor rail car No. 1140 may operate only in that territory over which P2 or heavier type engines are now permitted.

Speed restriction over Bridge 17.96 (old 147) 0.4 mi. South of Peabody 10 M.P.H.

HEAVIEST ENGINES PERMITTED

At **West Lynn**, class K-8 or larger locomotives are restricted from using **tracks 12, 13, 14 and 16 in Bennett Street Yard**. No engine larger than Class J (3200 to 3244) Inc. allowed to couple with Class P-3 (3700 to 3709) Inc. except on Western and Eastern Route main lines, between Worcester and Lowell Jct. and on Somersworth and Conway Branches.

- ⊕ Ten miles per hour over Bridge 36, 0.3 miles south of Nashua Union Station.
- † G-11 B switch engines (numbered 430-452) may operate over **Gloucester Branch** with the following modifications:
 15 miles per hour over **Eastward** track on bridge 192 East of Beverly Farms.
 15 miles per hour over **Eastward and Westward** tracks on bridge 196 east of Manchester and on bridge 200 west of W. Gloucester.

- # #K class cannot be operated on Rockport Loop.
- # Fifteen miles per hour over Bridge 157, .1 mile west of Danversport.
- † Ten miles per hour over Bridges 140 and 141.
- △ Ten miles per hour over Bridge 26.23 (old 192) north of Lawrence.
- ① P2-bcd and K8-abcd engines between Lawrence and Manchester, N. H., with following restrictions.
 10 m.p.h. over Br. No. 26.23 (192) 0.2 mile So. of No. Lawrence.
 5 " " " No. 46.16 (215) 0.7 " So. of Londonderry.
 5 " " " No. 46.49 (216) 0.3 " " "
 5 " " " No. 52.13 (221-1) 0.8 " " " Manchester.
- ② K-8 engines also Minute Man series cars of coal, is permissible on Portsmouth Branch with a speed restriction of 15 miles per hour over Bridge 383, located 0.88 mile north of Raymond, and Bridge 378, located 0.56 mile north of East Candia.
- ③ May operate over the Saugus Branch from Everett Junction up to Bridge 10.21 (old No. 120) six tenths of a mile east of Saugus. On the other end, namely the Lynn end, these engines may operate westbound over the Saugus Branch up to Bridge 11.48 which is old 122 seven tenths of a mile west of Raddin. Bridges over which they are *not allowed* are 10.21 (old 120), four tenths of a mile at East Saugus, Bridge 10.76 (old 121) one tenth of a mile east of East Saugus, 11.48 (old 122) seven tenths of a mile west of Raddin.
- ④ H-2 and H-3 type switch engines, speed restriction ten (10) miles per hour over Bridge No. 12.84 (old 21) at Swampscott. They are not permitted on Beverly Drawbridge.
 Operation of Mountain type engines is permitted on Wye tracks at the following points:
 Lawrence, using former M & L northbound main when moving over Bridge No. 26.00.
 Newton Jct.
 Rockingham.
 Dover, with a speed restriction of 5 m.p.h. in movement over Bridge No. 67.58.
 North Chelmsford.
 Ayer.

CAB WINDSHIELDS.

Cab windshields on T-1 and P-4 type engines must be closed at the following points:
 200 ft. each side of Bridge No. 173, Mystic Ave., East Somerville.
 100 ft. each side of Bridge No. 8.94, Linden Street, Wakefield.
 200 ft. each side of Bridge No. 10.59, Winn Street, Wakefield.
 Passing water plugs at Rockingham.
 200 ft. each side of Bridge No. 18.43, Boylston Street, east of Bleachery.

OPERATION OF MAINE CENTRAL ENGINES.

Between Boston and Portland restricted as below:			
MAINE CENTRAL ENGINES		ROUTE	BETWEEN
Nos. 601 to 632, inc.	Must not operate	Eastern	Boston and North Berwick
Nos. 466-467-468-469-470-701-702.	(restricted) Can operate	Eastern	Boston and Portland
Nos. 466-467-468-469-470-601 to 632, inc.-701 and 702.	(Not restricted) Can operate	Western	Boston and Portland
Nos. 601 to 632, inc.			Worcester and Lowell Jct.

J. G. CLARKE
Trainmaster

G. B. MORRILL
Chief Train Dispatcher

G. H. COOK
Asst. Chief Train Dispatcher

J. J. McDONOUGH
Asst. Chief Train Dispatcher

TRAIN DISPATCHERS

G. E. GRAY	W. E. SHANNON
C. S. MERRILL	F. A. HYLAND
J. P. OSGOOD	C. W. HAMOR
J. F. CROWLEY	F. J. LaFOUNTAIN

RELIEF TRAIN DISPATCHERS

A. M. Osbon
 W. F. J. Driscoll
EXTRA TRAIN DISPATCHERS
 E. H. Hamor
 E. C. Storer
 F. B. Wing

SPECIAL INSTRUCTIONS.

NEW HAMPSHIRE AND TERMINAL DIVISIONS.

MANUAL BLOCK TERRITORY.

LEXINGTON BRANCH West Cambridge and Lexington.
5.45 A.M. to 8.00 P.M. Week-days.

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 cards A, B, C, or D. Train Director at Waltham Tower will not give clear block to block signalman at Arlington 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.

14. WHISTLE SIGNALS.

Signal 14(L) is not to be sounded for Public crossing or in the territory as restricted below, except in cases of emergency:

MAIN LINE IN MASSACHUSETTS.

WOBURN LOOP — south of North Woburn.

LEXINGTON BRANCH — from Fens to North Lexington Station, except 14(L) be sounded by inward trains for Mill St., Arlington and Revere Sts., Lexington, and by all trains for Linwood St., Arlington and Bow Sts., Lexington.

Bedford, Mass. — Main and Spring Streets.

Concord, Mass. — Monument and Lowell Streets.

STONEHAM BRANCH — by outward trains for Central, Washington and Hill Sts. in Woburn, and Cottage St., Lindenwood Rd., Main, Central, Pomeworth and Gould Sts. in Stoneham.

By inward trains for Gould, Pleasant, Central and Williams Sts., Lindenwood Rd. and Cottage St. in Stoneham, and Albany and Washington Sts. in Woburn.

Sound Signal 14(m)

WOBURN LOOP — at "one long" post 500 feet each side of Clark's private crossing one-half mile north of No. Woburn.

LEXINGTON BRANCH — at "one long" post 500 feet each side of "Old Piggery" crossing one mile south of Bedford, private crossing just north of Bedford Springs and private crossing (Camp Naomi), 1600 feet south of Bennett Hall.

STONEHAM BRANCH — approaching Oakland.

South Wilmington — Southward trains sound whistle at post located about 1200 feet north of private crossing just north of station.

Omit Signal 14(m)

On mainline south of Wilmington, on Woburn Loop south of North Woburn and on Lexington Branch south of North Lexington.

NASHUA. — 14(L) omitted from Seventh Street to Crown Street, inclusive: (Worcester Line).

MANCHESTER, N. H. — Between MANCHESTER Station and AMOSKEAG BRIDGE except outward trains that do not stop at MANCHESTER Station will sound 14(L) for GRANITE STREET.

HOOKSETT, N. H.

NORTHWARD TRAINS.

2500 feet south of the Londonderry Turnpike (Hooksett Station) Crossing, one long whistle.

500 feet south of Bow River Road (flasher protected) Crossing, one whistle.

SOUTHWARD TRAINS.

Sixty (60) rods north of Bow River Road Crossing, regulation whistle 14-L will be sounded.

CONCORD, N. H. — Inward at a point eighty rods north of PENACOOK STREET, sound whistle once of not over two seconds duration. **CONCORD-WELLS RIVER MAIN LINE** inward trains sound whistle twice of not over two seconds duration each at sign south of Merrimack River Bridge.

FERRY STREET, outward trains from passenger station will sound whistle once of not over two seconds at whistling post.

14(m) will be omitted approaching Concord Tower.

LACONIA, LAKEPORT, N. H. — Crossing whistle requirements are modified through the City of Laconia, N. H. as follows:

NORTHWARD.

Bay Street. — (14-l) 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-l) at post 990 feet south.

Elm Street, Lakeport. — (14-m) at sign 500 feet south.

SOUTHWARD.

Elm Street, Lakeport. — (14-l) at post 825 feet north.

Messer Street (upper). — (14-l) 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.

OTHER EXCEPTIONS RULE 14.

EXTRA TRAINS will between the hours of 5.00 A.M. and 6.00 P.M. sound 14(m) approaching curves with the exception of at and south of NORTH WOBURN, WILMINGTON and NORTH LEXINGTON.

BLEACHERY TOWER. — Engines of freight trains which are to take water at MIDDLESEX will sound signal, one short and one long and one short, as notification to towermen that water is to be taken at MIDDLESEX.

33. PUBLIC CROSSINGS.

Highway Crossings Having Automatic Protection with Cut-Out Device.

MAIN LINE NORTH.

Potter Place, N. H. — New London Road Control box on post West side of track.

Lebanon, N. H. — Banks, Spencer and Mill Streets. Control box on post East side of Spencer Street. Mill Street, Control Box on Pole North of Signal Maintainer's Headquarters, Mill and Mascoma Streets Control Box on north side of Block 1401.

CONCORD, WELLS RIVER, VT.

Laconia, N. H. — Bay, Fair, Water, Pleasant and Main Streets. Lever south of Pleasant Street on west side of track.

Lakeport, N. H. — Elm Street. Control box on outside of crossing watchman's shanty.

Meredith, N. H. — Daniel Webster Highway. Control box on East side of track south of Highway. New Hampton Road control box adjacent to switch to Prescott Lumber Co.

Ashland, N. H. — New Hampton Road. Control box on post West side of crossing.

WHITE RIVER JCT — BERLIN — GROVETON.

Whitefield, N. H. — Littleton Road Crossing. Control box on station near bay window.

Northumberland, N. H. — Baker's Crossing. Control box on base of signal.

CLAREMONT BRANCH.

Concord, N. H. — Prison Crossing. Control box East end of crossing.

Crossings mentioned below are regularly protected as stated. During period in which no protection is provided, all trains stop and a member of the crew protect crossing.

WOBURN LOOP.

Location	Crossing	Hours of Protection
Cross St.	Cross St.	Week-days 5.55 A.M. to 12.05 A.M.
		Sundays 8.50 A.M. to 11.25 P.M.
Woburn High-lands	Fowle St.	Week-days 6.00 A.M. to 12.05 A.M.
		Sundays 8.50 A.M. to 11.30 P.M.
Woburn	Conn. St.	Week-days 5.55 A.M. to 12.05 A.M.
		Sundays 8.50 A.M. to 11.30 P.M.
	Green St.	Week-days 5.55 A.M. to 12.05 A.M.
		Sundays 8.50 A.M. to 11.30 P.M.
	Main St.	Week-days 5.55 A.M. to 12.05 A.M.
		Sundays 8.50 A.M. to 11.30 P.M.
	Church Ave.	Week-days 5.55 A.M. to 12.05 A.M.
		Sundays 8.50 A.M. to 11.30 P.M.
	Pleasant St.	Week-days 5.55 A.M. to 12.05 A.M.
		Sundays 8.50 A.M. to 11.30 P.M.
	Winn St.	Week-days 5.55 A.M. to 12.10 A.M.
		Sundays 8.50 A.M. to 11.30 P.M.
Central Square	Lowell and Main Sts.	Week-days 5.55 A.M. to 12.10 A.M.
		Sundays 8.45 A.M. to 11.35 P.M.
No. Woburn	School St.	Week-days 5.50 A.M. to 12.10 A.M.
		Sundays 8.45 A.M. to 11.35 P.M.

If last passenger train is late crossing watchman will remain on duty until it passes.

Inward trains must approach **Woburn** at restricted speed, and, if semaphore signal at north end of platform is in stop position must stop north of Pleasant Street.

WOBURN.

Southward trains making stop at Station will stop so that rear of train will clear Pleasant St. Crossing at north end of station.

Northward trains making stop at Station will stop clear of Pleasant St. Crossing, and when ready to start will ring bell, but will not start train until gates are lowered or crossing protected.

WINCHESTER HIGHLANDS.

The side track of General Crushed Stone Company passes over crossing known as Holton Street. A member of the crew must protect this crossing while engine or car is approaching or passing over it.

BILLERICA SHOP.

Trains, Engines, cranes and any power-driven equipment will stop and a member of crew will protect before passing over main crossing in Billerica Shop Yard.

Crews will proceed with caution when approaching side walk at power Plant and cinder path at Storeroom.

STONEHAM BRANCH.

Location	Crossing	Hours of Protection
Montvale	Central St.	Week-days 6.30 A.M. to 8.00 A.M. 4.45 P.M. to 6.40 P.M.
		Saturdays 6.30 A.M. to 8.00 A.M. 1.30 P.M. to 6.40 P.M.
		Sundays No protection.
Lindenwood	Montvale Ave.	Week-days 6.30 A.M. to 8.00 A.M. 4.45 P.M. to 6.40 P.M.
		Saturdays 6.30 A.M. to 8.00 A.M. 1.35 P.M. to 6.40 P.M.
		Sundays No Protection.
Farm Hill	Main and Central Streets	Week-days 6.30 A.M. to 8.00 A.M. 4.45 P.M. to 6.45 P.M.
		Saturdays 6.30 A.M. to 8.00 A.M. 1.40 P.M. to 6.45 P.M.
		Sundays No Protection.

If last passenger train is late crossing watchman will remain on duty until it passes.

Stoneham branch, outward trains will not exceed 20 miles per hour from Montvale to Albany Street crossing and all switching at the inward ringing section will be done by outward trains.

HILL CROSSING FREIGHT CUT-OFF.

Location	Crossing	Hours of Protection
Somerville Highlands	Cedar Street } Willow Ave. } Grove St. }	Daily 3.00 P.M. to 7.00 A.M.
No. Cambridge	Cameron Ave. } Mass. Ave. }	Mon. to Sat. 12.30 P.M. to 7.00 A.M.
		Sunday 3.00 P.M. to 7.00 A.M.

Crossing tenders at above crossings will remain on duty for passage of last F. Div. freight train.

LEXINGTON BRANCH.

Location	Crossing	Hours of Protection
Lake Street Arlington	Lake St. } Mass. Ave. }	No protection.
		Week-days only 5.50 A.M. to 7.45 P.M.
		Mon to Fri 5.50 A.M. to 8.40 A.M. 4.40 P.M. to 7.45 P.M.
Lexington	Water St. } Mill St. }	Saturday 5.50 A.M. to 8.40 A.M. 1.40 P.M. to 6.10 P.M.
		Sunday No protection.
		Mon. to Fri. 5.40 A.M. to 8.25 A.M. 4.55 P.M. to 7.40 P.M.
		Saturday 5.40 A.M. to 8.25 A.M. 2.00 P.M. to 6.25 P.M.
	Hancock St. }	Sunday No protection.

Above schedule at Arlington and Lexington covers regular service. If passenger train late crossing-tender will remain until it passes.

BILLERICA, MASS. — Salem Road Crossing. Flashers. All light engines or trains out of Billerica Shop onto Lexington Branch enroute to Lowell will proceed on the 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 properly function.

Lexington, Mass. Flasher at Revere St. On account of switching movements there was put in a special circuit 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 then proceed north without stopping.

TRAFFIC SIGNALS AT MASSACHUSETTS AVENUE CROSSING, ARLINGTON.

Crossing gates removed from posts at **Massachusetts Avenue** Crossing (just south of Arlington Station); and crossing protected by manually controlled traffic signals.

Between 5.50 A.M. and 7.45 P.M. **week days**, crossing watchman will manually operate signals for passage of trains.

Trains passing over this crossing during **other** hours will stop before reaching crossing, send flagman ahead to put signal lights at "Red" while train is passing over crossing, then after passage of train, flagman will put signal lights back to normal position of "Green".

Signal light control box is located on post on "island" on northerly side of Massachusetts Avenue.

Control lever in box is locked in normal position "Green" by switch lock. Unlock lever, pull down latch and move lever to the right to display "Red". After train passes, throw lever back to the left, put up latch, insert lock in lever and lock in normal position "Green".

NEWBURY, N. H. — STATE ROAD CROSSING.

Caretaker-crossing-watchman.

Week-days on duty for 3802-3803-3808-3807.
Sundays No protection.

Other movements protect as per General Rules.

CLAREMONT, N. H.

Pleasant St.	Week-days 7.00 A.M. to 4.30 P.M. (Also for passage No. 3807.)
	Sundays No protection.
Mulberry St.	Week-days 7.00 A.M. to 4.30 P.M. Sundays No protection.

Whenever crossing watchmen at Mulberry and Pleasant Streets, Claremont, N. H., are away from their stations during the specified hours of protection, a red flag by day or a red light by night will be placed on track and trains must stop clear of crossing.

Claremont, N. H. When switching movements are being made on either north track or "Electric Spur" over Tyler Street, a member of the crew protect crossing.

Canaan, N. H. 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.

WILMINGTON JUNCTION BRANCH.

There are four crossings between Wilmington and Wilmington Jct. in following order from Wilmington Jct. to Wilmington:

First — Salem Street (formerly Big Elm) crossing, 1.2 miles south of Wilmington Jct. Protected by flashers.

Second — Glen Road (formerly Carter Street) crossing, 1 mile north of Wilmington. Protected by flashers.

Third — Clark Street, .6 mile north of Wilmington. Protected by flasher.

Fourth — Main Street, .3 mile north of Wilmington. 24 hour protection.

To avoid false indications at Clark Street, the Crossing Watchman at Main St., Wilmington, will hold northward semi-automatic home signal at Clark St. at "Stop" indication while switching movements are being made south of Clark St.

KEENE BRANCH.

Location	Crossing	Hours of Protection
Nashua Union Sta.	Temple Street	Week-days Protection for train 306 only; all other movements stop and member of crew protect. Sundays. No protection.

NORTH WEARE BRANCH.

Goffstown	Main St.	Week-days 7.15 A.M. to 12.00 N ^N 1.00 P.M. to 4.15 P.M. Sundays No Service.
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CONCORD AND WELLS RIVER.

Tilton	Main St.	Week-days 5.45 A.M. to 11.30 P.M. Sundays 4.35 A.M. to 11.30 P.M.
Laconia, N.H.	Pleasant and Main Sts.	(Week-days) 6.00 A.M. to 10.00 P.M. (Sundays) 5.00 A.M. to 9.00 P.M.
	Bay, Fair, Water, Messer Upper Crossing, Messer Lower Crossing.	Flasher. Flasher. Flasher.

Semi-automatic yard signal located south of and semi-automatic yard signal located north of Laconia are controlled by a lever located at Pleasant Street. When switching at Laconia, this lever must be reversed, which sets signals in stop position and cuts out automatic flash crossing signals at Bay, Fair, Water, Pleasant, Main Streets, and while signals are in this position all movements must be protected over these crossings by member of crew.

After switching is completed, lever must be set back to the normal position.

LAKEPORT	Elm St.	Crossing watchman	Week-days	6.10 A.M. to 7.15 P.M.
	Flashers			7.15 P.M. to 6.10 A.M.
	Sundays			Flashers.

Flasher signal will be cut in for normal operation at all times, except when necessary to cut out to avoid false indication. Cut out switch located on outside of Crossing Watchman's Cabin.

WOODSVILLE.

Highland and Mill Streets.

Between the hours of 6.45 P.M. and 6.45 A.M. (during which time crossing watchman not on duty) all trains and engines moving from Woodsville Station over Mill and Highland Streets on any of the three tracks with engine backing or with cars ahead of the engine will sound 14(l) once to cover both crossings at a sufficient distance to insure full protection.

WHITEFIELD, N. H.—CROSSING FLASHER—LITTLETON ROAD.

Switch circuit controller on switch leading to Maine Central interchange track.

Trains shifting or working between Maine Central crossing and highway just south of station will cut and leave rear end of train north of diamond crossing. They will pass over highway crossing south of station, then make reverse move.

Either some part of train must be on track between Maine Central crossing and highway south of station or switch left reversed (open) leading to Maine Central.

After work is completed entire train to be backed north of diamond crossing and then proceed south. These moves must be made to eliminate false flashing of crossing protection signals.

BERLIN, N. H.

Mason St.	Week-days	8.10 A.M. to 5.10 P.M.
	Sundays	No protection

At crossings specified below all trains must stop within fifty (50) feet of the crossing and a member of the crew protect crossing. Freight train switching over said crossing a member of the crew protect all movements.

Stoneham	Pleasant Street and Gould Street.
Arlington, Mass.	Lake Street.
No. Lexington	Bedford Street.
Bedford, Mass.	South Street, Main Street, Loomis Street.
So. Billerica	Spring Street Crossing.

Bennett Hall
Billerica
Concord, Mass.
Nashua, N. H.
Milford, N. H.

Willton, N. H.
Hillsboro

West Hopkinton
Bennington, N. H.
Nahor, N. H.
West Manchester, N. H.
Lakeport, N. H.

Groveton.
Bradford, N. H.
Newport, N. H.
Claremont, N. H.
Nashua, N. H.-Hudson, N. H.

Main Street.
Bedford Street.
Monument Street.
Main, Front and Charles Streets, Keene Branch.
Nashua Street.
South, Union, Cottage and West Streets.
Hiland Street.
Henniker Road
Bridge Street.
Depot Street.
Woolen Mills (Private)
New Bridge Crossing
Hancock Turnpike
State Road.
Main Street.
Black Brook Crossing.
(Lakeport Branch).
Church and Main Streets.
Main Street.
Main Street and Belknap Avenue.
Chestnut Street.
Protect each: Wood, Long, Betsy Cutter, Hudson and Smith's Crossing.

OTHER HIGHWAY CROSSING REGULATIONS.

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.

83.a-b-c. TRAIN REGISTER.

Boston — Lexington Branch First class Trains only.
Montvale — Stoneham Branch Trains only.
Stoneham.
Bedford.
North Billerica — Lexington Branch Trains only.
Nashua Union Station — Keene Branch Trains only.
Concord, N. H. — Single Track First Class Trains only.
Contoocook.
Claremont Jct.
Plymouth, N. H.
Woodsville, N. H.
White River Jct., Vt.
Wells River, Vt.
Whitefield "Station." — First class trains only.
Berlin, N. H.

Train register clearance (Form 54) may be procured by all except first class trains at **White River Jct.** and **Concord**; if same is not received, register books must be examined.

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

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 48 cars.
FAIRLEE, VT.....	Long siding on west side south of station.
BRADFORD, VT.....	Long siding north of station.
WELLS RIVER.....	Baldwin's siding (capacity 55 cars.)
LITTLETON.....	Long siding north of station.
WHITEFIELD JCT.....	Long siding south of crossover opposite old engine house location. Time of outward trains will apply at crossover switch.
WHITEFIELD.....	Berlin track.
WAUMBEC JCT.....	First siding south of diamond.
NORTHUMBERLAND.....	Siding north of station.
TILTON, N. H.....	Long siding south of Freight station.

The schedule time of trains will apply at the passenger station at **Sugar Hill, Littleton and Bethlehem, Whitefield, Waumbek Jct., Highlands, Northumberland, Bradford, Vt., Tilton, Laconia, Winona and Wentworth.** Inferior trains must protect themselves between passenger station and passing track. Unless otherwise specified, the time named in wait orders (Form E) at these stations will apply at the passing track.

At Northboro the crossover switch will be considered the south switch; and the time of Inward trains will apply at this switch.

At Contoocook—West end of passing track and Wye track may be blocked by cars.

Outward scheduled passenger Trains that are to take siding at **CONTOOCOOK** will enter siding at middle cross-over when conditions will permit.

Inward trains will stop to clear cross-over when scheduled by time-table or train orders to meet opposing scheduled passenger trains at CONTOOCCOOK.

Inward trains that are to take siding at Contoocook to meet opposing trains may leave by lower switch when way is known to be clear.

At Franklin, N. H., scheduled passenger trains when taking siding will enter and leave passing track over crossover at south end of Passenger Station.

Scheduled passenger trains taking siding at Canaan to meet or pass another train will use "Passenger Siding."

Westboro, N. H. Passing siding has capacity of 94 cars. On account of close side clearance Bridge 116 this track cannot be used by passenger trains and no train or engine will pass under Bridge 116 on either main line or passing track while adjoining track is occupied by cars, engines or other equipment. All outward trains using passing track will use cross-over switch just north of overhead bridge in drawing out of this track. All inward trains will use this crossover switch in entering passing track. Movements on this track north of crossover will be made only as instructed by Yard Master.

Outward freight trains that set off on this track will immediately communicate with General Yard Master's office by telephone either from Westboro Engine House or Westboro Station for instructions.

South Lowell Siding extends from southerly switch to crossover south of Lundberg Street Bridge.

Middlesex siding extends from cross-over at Bridge 26.89 (Pawtucket St.) to extreme northerly switch at North Chelmsford.

Manchester Northward Siding extends from southerly switch to cross-over at Freight Tower.

Plymouth, N. H. When first class outward trains are to take siding at Plymouth, they will take siding at crossover opposite freight station.

Siding capacities, as shown, make an allowance for an engine, of 90 feet or the equivalent of two freight cars.

93. YARDS. LIMITS DEFINED BY YARD LIMIT BOARDS

Light engines, drafts and yard engines will move from Lakeport Station to Laconia Station or from Laconia Station to Lakeport Station, only as authorized by timetable or train orders.

At Concord, N. H., trains of the Suncook Valley Railroad will use the tracks of the Boston & Maine R. R. within yard limit as prescribed by Rules.

Nashua, N. H. Yard limit has been extended to include Hudson, N. H.

Lakeport, N. H. Yard limit has been extended to include Lilly Pond.

WOODSVILLE.

All trains and engines will approach the slip switches between the freight house and passenger station at restricted speed, unless the switches are properly lined and the route is seen or known to be clear. And in addition, trains from Mountain Road must receive a Proceed signal given by the switchtender on the ground. A green light will be used to give this signal by night.

USE BY BOSTON AND MAINE RAILROAD FREIGHT TRAINS OF MAINE CENTRAL RAILROAD MAIN TRACK AT WHITEFIELD, N. H.

Maine Central Railroad General Rule 93 reads:—

"Within yard limits the main track may be used, protecting against first, second and third-class trains. Extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

Maine Central Railroad General Rule 93b reads:—

"Extra Trains must be under full control in entering yard limits, and responsibility for accident due to violation of the rules, will be held to rest with train entering yard.

Yard engines and engines moving in yard limits must keep clear of each other and must be prepared at all times to stop within one half the limit of the vision of the engineman.

Light engines running within yard limits will be governed by the same rules and regulations that apply to switching engines."

Yard Limit Signs on the Maine Central Railroad at Whitefield are located:—

On easterly side (toward Portland) — 1310 feet from Diamond Crossing.

On westerly side (toward St. Johnsbury) — 3504 feet from Diamond Crossing.

When necessary in performance of their work, Boston and Maine Railroad trains and engines may use the Maine Central main track within yard limits at Whitefield, complying fully with Maine Central Railroad Rules 93 and 93b, quoted above.

Maine Central Railroad Register Book, in which all Maine Central Railroad trains register at Whitefield, is located in Register cabin at Diamond Crossing.

Current Maine Central Railroad Time Table is located in the Register Cabin.

High Street Crossing.—Flasher protected, 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.

Maine 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. Switch controlling this 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.

Maine 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 restored 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.

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 will stop before passing over railroad crossings at grade at the following points:—

White River Junction.

Coos Junction, Whitefield, Waumbek Junction, Wells River and Elmwood.

WELLS RIVER, M. & W. R. R. CROSSING.

Each engineman approaching the crossing from either direction on Main Line or siding west of main line, will bring his engine to a stop at some point within one thousand (1,000) feet therefrom. If the way is clear, he may then proceed at restricted speed over crossing, but must sound the whistle before starting.

SPEED RESTRICTIONS FOR SANTA FE, MOUNTAIN AND LIMA ENGINES.

Concord, N. H. (slips at signal tower) 12
Westboro, N. H. (passing siding — (Br. 116) — scant clearance west abutment. Run carefully).

200 TON (EAST DEERFIELD) WRECKING CRANE.

May operate only between White River Jct. and Berlin complying with all Time Table or other Restrictions now in existence, and restricted to speed of 10 miles per hour over the following bridges:—

No. 93.74 (old 102) Conn. River, Woodsville.
No. 143.06 (old 254) 0.2 mile north of Appalachia.
No. 144.13 (old 255) north of Randolph.
No. 148.81 (old 262) 0.2 mile north of Gorham.

MINIMUM TIME BETWEEN STATIONS.

The following speed restrictions will govern and no train at any time will consume less than shown below:

	PASSENGER FREIGHT	
	TRAINS	TRAINS
	MINUTES	MINUTES
Summit Siding to Cardigan station	4	6
Halcyon station to Franklin station	7	12
Mascoma station to Lebanon station	5	7
Lebanon station to Westboro station	6	11
Bowman to Randolph	8	11
Randolph to Gorham	12	15
Bowman to Jefferson	13	15

Above does not, in any way, supersede speed restrictions for curves or other speed restrictions in above territory as shown in timetable.

98a.	SPEED RESTRICTIONS. (MAIN LINE)		MILES PER HOUR	
			PASS.	FRT.
Boston, North Station and Hoosac Tunnel Diamond			15	
Curve at Boston and Albany Bridge located between Mystic Jct. and Hoosac Tunnel Diamond			35	
On second curve 700 ft. south of Washington Street Bridge (underpass) at Mystic Jct.			40	
Winter Hill and South Lowell Maximum speed			70	40
Reverse curve ¼ mile south of Wedgemere Station to overhead bridge just north of Wedgemere Station			60	40
Winchester (Main Street) Southward			45	40
Reverse curve ¼ mile north of Walnut Hill Station			60	40
From south end of curve at Wilmington Station to the north end of curve at first overhead bridge north of Wilmington station			60	40
So. Lowell — White River Jct. Maximum speed.			60	40
Bleachery. Through interlocking to or from Lowell Branch			15	15
Bleachery. Through East leg N.H.R.R. Wye			10	10
Bleachery Tower and Lowell Passenger station			30	30
Lowell, (Between Western Ave. and Middlesex Street)			25	25
No. Chelmsford, through interlocking			35	35
No Chelmsford through connection to or from Stony Brook Branch			15	15
No. Chelmsford Wye			15	15
Tyngsboro (Curve)			50	40
Nashua (Between Rochester Diamond and Nashua River Bridge)			30	25
Manchester (Slips Freight and Passenger Towers)			25	25
Manchester, N. H. (Between Granite Street and south end of Passenger Station)			15	15
Manchester, N. H. Between Granite St. and West Bridge St. Overhead Bridge			40	40
Concord (Slips at Tower)			35	15
Concord. Entering passenger station			15	15
All movements from track 17 to track 16 or subway at Free Bridge, Concord, must not exceed 10 miles per hour.				
Concord. Over Diamond Crossing			25	15
Lebanon (Between Banks St. and Jones Crossing)			25	25
Westboro (overhead Bridge to W. R. Jct.)			10	10
White River Jct. North Wye			10	10
White River Jct. South Wye			10	10
MAIN LINE (CONCORD TO WELLS RIVER).				
Maximum Speed — Concord to Plymouth			50	35
Maximum Speed — Plymouth to Woodsville			40	35
Concord, N. H. — (Bridges 1.51 and 1.54, second and third trestles south of Merrimack River Bridge)			35	35
One mile north of Canterbury (curves).			45	35
Tilton, Main Street Crossing South of Station			25	25
Tilton (East Main St. Crossing) Northward			20	20
Laconia (Curve North of Station)			25	25
Lakeport (Curve North of Station)			20	20
One-half mile north of Weirs to one mile north of Meredith (8 curves).			40	35
One mile south of Plymouth (2 curves)			45	35
Plymouth Station to Holderness Crossing			25	25
Plymouth Siding to Holderness Crossing			5	5
Warren station: Inward			35	35
Woodsville, Slip switches at Passenger Station			15	15
(WHITE RIVER JCT. TO WELLS RIVER.)				
Maximum			50	40
White River Jct. North Wye			10	10
Loveland's Curve 3 miles north of Norwich			40	40
Orford Crossing, ¼ mile north of Fairlee Station, northbound			30	30
North wye, Wells River			10	10
South wye, Wells River			15	15
(WELLS RIVER TO BERLIN.)				
Maximum Woodsville to Berlin			40	30
Bath, curve south of Station			35	30
Lisbon Station			25	20
Littleton-Bethlehem Station			20	20
Whitefield Jct. Curve			20	20
Whitefield Jct. North leg of Wye			8	8
Whitefield. Carroll St. Crossing, North of Station			6	6
Whitefield, Curve ½ mile North			30	20
Hazen, Curve ¼ mile North			25	15
Hazen, Curve 1 mile North			30	20
Hazen, Curve 1½ miles North			30	25
Waumbek Jct., Curves each side of station			30	25
Jefferson, Curve ¾ miles South			30	25
Jefferson, Curve ½ mile North			25	20
Jefferson, Curve ¾ miles North			35	25

LOCATION	DIRECTION	MILES PER HOUR	
		PASS.	FRT.
Between M.P.—B7—WJ23 one half mile south of Gorham, N. H. and M.P.—B10—WJ20 one mile north of Randolph, N. H.		20	20
Berlin, Mason Street, South of station		8	8
Berlin Yard and MP 23—one-half mile south of Gorham both directions			40
Maine Central Engines 601-631 restricted 15MPH over Bridges 93.74—0.1 mile North of Woodsville and Bridge 117.54—2.8 miles North of Littleton-Bethlehem Station.			
No train will exceed eight miles per hour over Cottage St. crossing just north of Littleton station between the hours of 5.30 P.M. and 9.30 A.M. week-days and all hours Sunday.			

GROVETON BRANCH.

Maximum		30	25
Groveton Yard		20	20
Wye at Whitefield Jct. and Turntable at Groveton are restricted to B15 engines.			
The speed of all trains over the following crossings must not exceed eight miles per hour:			
West Street.	Groveton, N. H.		
Mechanic Street.	Groveton, N. H.		

WOBURN LOOP.

Maximum Speed		45	30
Woburn (sharp curves between Abbott St. and water plug located south of Main St. crossing)		30	30

WILMINGTON JUNCTION BRANCH.

Maximum		40	35
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LEXINGTON BRANCH.

Maximum Speed		45	30
Between Bedford and Concord, Mass.		25	25
Between Bedford and North Billerica		35	25
Fens to flasher protected Crossing 800 ft. north		20	20
Arlington — Mass. Ave. and Swan Place Crossings		10	10
Arlington Yard (Curve)		15	15
Lexington-Merriam St. crossing		20	20
Bedford — Shady Hill Crossing		5	5
Howes 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 and Boston Yard Limit Board (Frt. cut off)			30

STONEHAM BRANCH.

Maximum Speed		30	20
Montvale to Albany St. (outward)		20	20
Pomeworth St. (inward)		12	12

FRANKLIN AND TILTON BRANCH.

Maximum Speed		25	25
Franklin Falls (Curve north of station)		20	20

CLAREMONT BRANCH.

Maximum Speed		35	30
Garrison, Knight St., 8.00 A.M. to 9.00 A.M. and 3.00 P.M. to 4.00 P.M., week-days		5	5
Contoocook (Marker Post to Highway Crossing) Westbound		5	5
Contoocook (Highway Crossing) Eastbound		10	10
Newport, N. H. (Main Street)		4	4
Guild (Reverse Curve)		15	15
Chandler, N. H. (Between Station and Bridge 176)		25	25
Claremont (Across Broad St., from ringing point inward)		10	10
Claremont Jct. — Highway Crossing North Wye		5	5

PEMIGEWASSET VALLEY BRANCH.

Maximum Speed		35	25
Maximum speed Pacific Type Locos.		25	
Plymouth, N. H., (curve just north River Bridge 52.10)		15	15
Livermore Falls (Sharp Curves) North and South of Station		20	20
Campton, reverse curve ¾ miles north		15	15
Fairview, reverse curve north		20	20
North Woodstock, reverse curve south		20	20
Lincoln, wye tracks		5	5
Engines larger than B-15 must not be operated over scales at Plymouth			

KEENE BRANCH.

	MILES PER HOUR	
	PASS	FRT.
Maximum Speed	25	25
Between Charles and Main Sts., Nashua } Ringing the bell the entire distance. }	10	10
Wilton and Stone Mill Crossing	20	20
South Lyndeboro, crossing	15	15
South Lyndeboro, Buttrick's Crossing		20
South Bennington, N. H., crossing	10	10

WORCESTER AND CONTOOCCOOK BRANCH.

Maximum speed Elmwood & Contoocook	25	25
Between Bennington and Antrim around sharp curves	20	20
West Hopkinton Bridge 184	20	20
Henniker Jct. — New Trestle	20	20
Contoocook — Eastward around curve to highway crossing	10	10

Track is out of service between Emerson and Hillsboro and between Elmwood and Peterboro.

NORTH WEARE BRANCH.

Maximum speed	25	25
Manchester, N. H. — Bridge 401	20	20

101. Tilton, N. H. standpipe is seven inches less than standard clearance from main line. Extreme care must be exercised by trainmen on side of cars.

Berlin, N. H. North wye, coal conveyor close over head clearance.

104. SWITCHES.

Bedford, Mass. Normal position of switch will be for Reformatory Branch.

Elmwood, N. H. South and North Wye do not have a normal position but will be kept locked.

The normal position of "wye" switch between **North Woodstock** and **Lincoln** is set for north "wye."

Normal position of switch at stem of "wye" north of engine house, easterly side at **Berlin**, is set for east "wye."

Contoocook, N. H. Normal position of switch will be for the Claremont Branch.

Switches in joint section between Fabyan, Coos Jct. and Whitefield are equipped with Maine Central and Boston and Maine Locks.

White River Jct. Crossover.

At White River Jct. B. & M. freight yard, cross-over 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.

Manchester, N. H. — South end southward passing track. Color light dwarf signal governs northward movements located just south of switch.

North Chelmsford, Mass. — North end of northward passing track, color light dwarf signal governing southward movements located just north of switch.

These spring switches have a signal repeater indicator. Semaphore arm on this indicator in a horizontal (Stop) position indicates that the automatic block signal in the rear is displaying a "Stop and Proceed" indication. Semaphore arm in a diagonal (Proceed) position indicates signal is displaying a "Proceed" indication.

Lever thrown to "R" places signal in stop position and when at "N" is in clear position.

New instructions are posted in box at each location.

When a train is about to leave the siding, if repeater indicates automatic block signal in the rear is at Proceed position, trainman will place control switch to "R" (Stop Position) which will set automatic block signal in the rear at Stop position (Change in signal position will be indicated on repeater). Train must then wait three minutes, complying with Rule No. 513 in rules for the Government of the Operating Department, before leaving the siding. Trainman must restore control switch to "N" (Clear position again) but not until part of the train is on the main track.

Rule 104 under General Special Instructions in time table must be observed in connection with the operation of and movements thru spring switches.

At North Chelmsford permission must be obtained from the towerman before making any movement.

Westboro, N. H. Normal position of Spring or Automatic return 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.

105. Southward Siding extending from North Chelmsford to Middlesex may be used for movements in either direction under direction of Train Director located at North Chelmsford Tower.

Signal indication at North Chelmsford and Middlesex will govern movements via this siding.

107. STATION SIGNALS.

(a) **WEDGEMERE.**—Located to right of outward track about 1750 feet south of station.

Located to right of inward track about 1000 feet north of station.

(b) **WALNUT HILL.**—Located to the right of the inward track about 1500 feet north of station.

(c) **NORTH WOBURN.**—Located to the right of the outward track about 1320 feet south of station.

(d) **CENTRAL SQUARE.**—Located to the right of the outward track about 1400 feet south of station.

(e) **WILMINGTON.**—Located to the right of the outward track about 1300 feet south of station.

(f) **SILVER LAKE.**—Located to the right of the inward track about 1200 feet north of station.

(See first paragraph of General Special Instructions Rule 107).

Northward trains leaving Boston will be notified by message, transmitted by train dispatcher.

Northward 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.

109. BULLETIN BOARDS.

	PASSENGER.	FREIGHT.	ENGINE HOUSES.
Boston.	Register Room.	Mystic Jct.	Engine Dispatchers Office. Charlestown.
Lowell.	Telegraph Office.	Telegraph Office.	Engineers' Room. Middlesex.
Nashua Union Station,	Pass. Station.	Pass. Station.	
Manchester.		Yard Office.	Engine House.
Concord.	Register Room	Yard Office.	Engine Dispatchers office.
Claremont Jct.	Register.	Register.	
White River Jct.	Passenger Station.	Yard Office.	Engine Dispatchers Office.
Lakeport.	Passenger Station.	Pass. Station.	
Plymouth.	Passenger Station.	Pass. Station.	
Woodsville.	Passenger Station.	Yard Office.	Engine Dispatchers Office.
Wells River.	Passenger Station.	Pass. Station.	
Whitefield, N.H.	Register.	Register.	
Berlin, N. H.	Register.	Register.	
Newport, Vt.			Engine House.

N. H. Div. Bulletin notices are posted on Bulletin Boards at Worcester, and South Worcester.

151. DESIGNATION AND USE OF MAIN TRACKS. TWO OR MORE TRACKS.

	FROM	To
Main Line.	Boston.	Concord, N. H.
Woburn Loop.	Winchester (Via Woburn)	No Woburn Jct.

B. & M. R. R. — M. C. R. R.**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.

When moves are completed, Home Signal must be returned to "Proceed" position.

Northbound movements over main line or "Berlin" track finding this signal in "Stop" position will be governed by general rule.

Trains backing over Carroll Street Crossing will protect by member of crew. Speed restriction six (6) miles per hour.

One hundred feet on Southerly end of interchange track will be reserved for passenger trains.

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.

Coos Jct. Connection on east side between Boston and Maine and Maine Central Railroad.

201. TRAIN ORDERS.

A. Boston and Maine trains or engines must procure Canadian National train order before going onto Canadian National main-line at Groveton.

Hill Crossing Freight Cut-off.

The freight cut-off extends between Hill Crossing and name board located at Boston Yard Limit Board 1000 feet south of Somerville Jct.

The portion of freight cut-off located between Northward (Outward) dwarf interlocking signal at Hill Crossing and Northward (Outward) dwarf interlocking signal 1000 feet north of Mass. Ave., No. Cambridge, is SIGNAL CONTROL SYSTEM TERRITORY and all movements between these points will be made on signal indication and in accordance with signal control system rules.

The portion of freight cut-off south of Northward (Outward) dwarf interlocking signal 1000 feet north of Mass. Ave., No. Cambridge, to name board 1000 feet south of Somerville Jct., 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.

The portion of freight cut-off and third iron between color light automatic Signal CM-32, located to the right of the freight cut-off 275 feet north of Lowell Street Bridge, and the Dwarf interlocking signal located to the right of the third iron just north of Medford Street Bridge (Winter Hill), is automatic block signal territory.

Trains in either direction between Hill Crossing and name board south of Somerville Junction are not required to display signals as per General Rule 21.

Trains in either direction between Wilmington Jct. and Wilmington are not required to display signals as per General Rule 21.

Woodsville — The train order signal at passenger station is on a cantilever post; the right-hand signal governs Southward Woodsville-Concord Line main-line trains, the left-hand signal governs Northward trains on Mountain Road.

221b. CLEARANCE FORM (A.)

No train will leave Nashua Union Station over Keene Branch, Berlin, White River Jct. or Woodsville 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.

Wells River train order signal does not affect trains using south wye track.

225. GENERAL RULE.

Third position added to train order signals between Wilmington and Concord, N. H., inclusive.

265. SIGNAL CONTROL SYSTEM.

Train movements from both directions on one or more tracks, may be made as specified below:

BETWEEN

WINCHESTER INTERLOCKING AND MONTVALE INTERLOCKING.

Under Direction of Train Director Winchester. Movements may be made in either direction on both tracks.

BETWEEN WILMINGTON INTERLOCKING AND NORTH WOBURN JCT. INTERLOCKING.

Under direction of Train Director, Winchester.

Southward Track—For movements in Either Direction.

Northward Track—For Northward movements ONLY.

BETWEEN WILMINGTON AND WILMINGTON JUNCTION.

Under direction of Train Director at Lowell Junction.

505. AUTOMATIC BLOCK SYSTEM. SEE GENERAL RULES.

Between Boston and Concord, N. H.

Between Concord, N. H., and Westboro.

Between West Cambridge and Lake Street.

Between Winchester and North Woburn Jct.

Between Concord and Plymouth.

Between White River Jct. and Wells River.

Between Woodsville and M.P. 91 (Concord-Woodsville Line).

SPECIAL AUTOMATIC BLOCK SIGNALS MAIN LINE SOUTH.

Lower arm on Automatic Block Signals 239, 387, 531, 547, 721, 224, 278, 392, 570 and 730 repeat the position of interlocked home signals, Semi-Automatic Yard Signals and also acts as a distant signal for the next Automatic Block signal in advance.

MAIN LINE NORTH.

1003 and 1012 Restricted Speed automatic block signal.

Track circuit for automatic block signal 760 extends to and includes the cross-over switches at Diamond Crossing, Concord, N. H.

CONCORD AND PLYMOUTH — LACONIA, N. H.

Outward. — W-259, W-271. Restricted speed Auto. Block Signals.

Inward. — W-274, W-284.

WHITE RIVER JCT. — WELLS RIVER.

Signals P-403, and CP-405, and lower arm Can. Pac. 634 will be automatic block routing signals.

The track circuit for the lower arm of signal CP-405 extends to the diamond crossing.

Lower arm on Automatic Block Signals P-399 repeats top arm of Routing Signal P-403.

Lower arm of Automatic Signal P-16 repeats position of yard signal in advance.

W. B. JCT. — WELLS RIVER.

Inward — P-142 — Restricted speed Auto. Block Signal.

605. LOCATION OF INTERLOCKING SIGNALS. — MAIN LINE.

(SEE INTERLOCKING SIGNAL RULES).

Mystic Jct.	Bleachery.
Winchester.	Lowell.
Montvale.	North Chelmsford.
North Woburn Junction.	Manchester.
Wilmington.	Concord, N. H.

HILL CROSSING — SOMERVILLE JCT. VIA W. SOMERVILLE Diamond Crossing (Lexington Branch).

LEXINGTON BRANCH.

Fens. 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 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 663-b).

Such signals are located at the following points:

MAIN LINE.

North Billerica.	Manchester, (Southward, north of Central St.)
Middlesex (Southward).	Concord, N. H. (Northward station).
Nashua, Union Station.	

WOBURN LOOP.

Woburn.

MAIN LINE — W. B. JCT. — BERLIN.

White River Jct., Vt.	Whitefield.
Wells River, Vt.	

MAIN LINE — CONCORD — WOODSVILLE.

Laconia.

KEENE BRANCH.

Nashua, Union Station.

NASHUA.

Rochester Diamond. Eastward yard signal on right hand mast of bracket post located to right of Old W. N. & P. Div. main track 200 feet west of diamond governs Eastward movements only over diamond.

Westward yard signal located to right of track 100 feet east of diamond governs Westward movements only over diamond subject to position of switches. Eastward and Westward movement subject to Ball Signals.

697.

BALL SIGNALS.**Nashua, (Rochester Diamond).**

One ball or one red light, allows movements north and south to cross diamond.

Two balls or two red lights, allows movements east and west to cross main lines.

NASHUA RIVER BRIDGE.

One ball or one red light, allows outward and inward trains to pass on main tracks, and permits switching movements on East track at Bridge.

Two balls or two red lights, allows inward freight trains to cross the bridge on east track.

Three balls or three red lights, allows outward freight trains to cross the bridge on east track.

Absence of balls or red lights permits movements from the north yard through the bridge via east track en route to New Hampshire Division main tracks, to freight track or to Worcester and Nashua line and permits movements from the freight track to the north yard via east track or from Worcester and Nashua main line to New Hampshire Division main tracks or east track.

Movements without balls or red lights must be made at restricted speed and only as the way is seen or known to be clear.

NASHUA.**SIGNAL WEST OF UNION STATION. (Keene Diamond)**

Two balls or two red lights: Trains from Worcester and Nashua line may proceed to Union Station, crossing tracks leading to freight-house yard and tracks of the Keene Branch.

Three balls or three red lights: Trains may proceed from Nashua Union Station to Worcester and Nashua line, crossing tracks leading to freight-house yard and Keene Branch.

Four balls or four red lights: Trains of the Keene Branch may cross the Worcester and Nashua line. The same signal allows switching engines to or from the freight-house yard to cross the Worcester and Nashua line.

BALL SIGNALS.**At Diamond Crossing, North of Free Bridge, Concord, N. H.**

ONE BALL OR ONE RED LIGHT will allow White River Jct. Line, Concord-Wells River Line and Claremont Branch 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 Jct. Line to cross diamond into freight yard. Also will allow movements on Claremont Branch 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 Branch to cross White River Jct.-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 Jct. Main Line, or to Claremont Branch; and from freight yard to Concord-Wells River Line.

FIVE BALLS OR FIVE RED LIGHTS will allow Wells River-Concord Line inward movements to pass into the freight yard. Also will allow movements on Claremont Branch track and White River Jct. 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.

CONCORD, N. H.**At Signal Mast 440 Feet North of Train Shed.**

ONE BALL OR ONE RED LIGHT will allow Wells River and Concord INWARD passenger trains to enter train shed, subject to Color Light signal.

TWO BALLS OR TWO RED LIGHTS will allow White River Jct. and Concord INWARD passenger trains to enter train shed, subject to Color Light signal.

THREE BALLS OR THREE RED LIGHTS will allow Claremont Branch INWARD passenger trains to enter train shed, subject to Color Light signal.

NO INWARD train will pass south of "Free Bridge" unless proper signal is displayed.

WHITE RIVER JUNCTION.**CENTRAL VERMONT YARD.**

DOUBLE ARM UPPER QUADRANT SEMAPHORE LOCATED 1080 FEET SOUTH OF PASSENGER STATION GOVERNING MOVEMENTS OF TRAINS FROM THE FOULING POINT OF B. & M. AND C. V. MAIN LINE 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 Central Vermont trains right 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 Boston and Maine trains right to proceed from main line or through crossover from south wye.

Both arms in a horizontal position or two red lights all trains on either main line or through crossover from south wye must stop to clear fouling point of 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, caution via diverging route.

Horizontal position, or red light, stop.

WHITE RIVER JUNCTION. DIAMOND CROSSING.

Each engineman 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 Jct. 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 two red lights.

Three balls or three red lights will allow trains from the Berlin-White River Jct. 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 signalman.

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.

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.

WHITE RIVER JUNCTION — NUTT STREET.

Switchtenders 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 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.

Switchtenders located at diamond near passenger station will have charge of ball signal, all switches included between Wye switch on White River Bridge, and Crossover switch on Conn. River bridge, also switches South of cabin controlling movement from and to the freight yard.

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 Jct. 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.

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.

WELLS RIVER

One ball or one red light allows Montpelier & Wells River Railroad trains or engines to use north "Y" track to Woodsville.

Two balls or two red lights allow Canadian Pacific Main Line trains or engines to use the north "Y" track to Woodsville.

Three balls, or three red lights, allow trains or engines from Woodsville to use north "Y" track.

Four balls, or four red lights, allow all trains or engines to use south "Y" track in a southerly direction.

Five balls, or five red lights, allow all trains or engines to use the south "Y" track in a northerly direction.

Trains leaving either north or south "Y" track for Woodsville will obtain motion from the switchtender before passing Woodsville end of bridge.

COOS JUNCTION, WHITEFIELD AND WAUMBEC 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.

ON SIGNAL MAST AT THE JUNCTION OF THE BOSTON AND MAINE AND BROWN COMPANY TRACKS.

One red ball or one red light shows line to be clear for Boston and Maine trains. Two balls by day, or two red lights by night, allow Brown Company's trains to cross Boston and Maine tracks. In absence of signals all trains will stop.

ELMWOOD.

One ball: Trains of the Keene Branch may pass over the W. & C. Branch. Two balls: Trains of the W. and C. Branch may pass over the Keene Branch.

866. Freight train crews of New Hampshire Division trains running into White River Jct. will be required to ride their respective trains to the setting off point in C. V. Yard, personally know the cause of any delay at Diamond or in yard, reporting same to the Superintendent promptly.

TRACKS ON WHICH T1 (LIMA), R1 (MOUNTAIN) and S1 ab (SANTA FE) ENGINES CAN BE OPERATED BETWEEN BOSTON AND WHITE RIVER JCT., VT.

Main Line — Main Line Crossovers — Passing sidings.

Lowell, Mass.

Yard "A" All except No.5 (Russell Lumber Co.)
Yard "B" (New Yard) Fair Grounds — Tracks 1, 3, 6 and 8.
Yard "C" Tracks 1, 2, 3, 4, 5, 6 and 8 from north end only.
Yard "I" and "G" Old ourward — Lawrence Main Line — Down Straight Old Lawrence and No. 1 turnout.
No. 3 Hale St. to bunter in station.
Island track.
Yard "N" Track 10 (New siding from Wilder St., North).
Yard "X" Tracks 14, 15.

No. Chelmsford.

Southwells track around first curve only.
Healey's track.

Nashua.

Yard "F" Tracks 1, 2, 3, 4, 5, 6, 7, 9, 13 and No. 19 as far north as old yard office.
Yard "E" West Side. Track 11 next to south bound main line and tracks 13 and 15.
Yard "G" Tracks 1 and 3.
Yard "I" All tracks from Old W. N. & P. main track at station to engine house including crossover leading to engine house and station tracks, except dead end track at engine house nearest station.
Yard "H" Tracks 3, 5, 7 and 9 and Southbound passing track.
Yard "C" Main Line, Old Main Line and Tracks 11 and 15.

T1ab and S1ab engines Keene Branch at Nashua.

In order to accommodate industries in or near Nashua on the Keene Branch, as in emergency cases, T1ab and S1ab engines may operate between Nashua U. S. and Blood, except on private trestles, (W. A. Shedd & Co., capacity 238,000, and Jackson Mfg. Co., capacity 160,000) with the following restrictions:

Slow order by all cars or trains on sidetracks adjacent to Main Line, Nashua Union Station to Blood.

Pass no trains or cars between Keene Branch Junction with New Hampshire Division main line and W. N. & P. crossovers.

Manchester, N. H.

Woods yard, track 1 and south end tracks 2, 3, 4, 5 and 6.
North Wear Main Line between Passenger and Freight Towers.
Engine House lead and approach tracks.
Passenger tracks south of station.
Lawrence Main Line.
Portsmouth Main Line and siding adjacent from connection at Elm St. to Valley St.
Storage yard tracks 2, 3 and 4.
Granite State Packing Company track.

Concord, N. H.

Running Track.
Tracks 1, 2, 3, 13, 14, 15, 16, 17, 21, 22, 23, 25, 27, 28, 29, 30, 31, 36 and 37.
Passenger station, all tracks except P. and H. spur.
Outside and subway tracks.
Shed track.
Mts. drawing in and long side (stub end tracks).

Mascoma, N. H. — Ice Track.

Pattee, N. H. — Wharf Track.

Enfield. — Milk Track.

S-1-C (2900 Series) Locomotives, Between White River Jct. and Berlin.

May be operated subject to compliance with all Time Table Speed Restrictions effective in above territory and are **Restricted** from operating on the following tracks: —

Norwich: — Two team tracks.

Coal trestle track.

Northboro: — Team track.

Fairlee: — Passing track.

Ide spur.

Bradford: — Sand and Hole Tracks.

Newbury: — Loading Track.

Wells River: — 3 spurs off south wye. North wye track.

Main line north of M. & W. R. R. R. connection (C.P.R.).

Bath: — Spur track.

Lisbon: — Parker-Young Co. tracks. Special delivery track.

Littleton: — Jordan's track.

Special delivery track.

Apthorp: — Pike's Track.

Whitefield Junction: — Wye track (North).

Hazen: — Spur track.

Berlin: — North Yard: No. 1 spur (Brown Co. delivery track).

Back interchange track with Berlin Mills No. of station.

Middle interchange track—engine must not go to more than 25 ft. inside derail.

These engines may be double-headed with another of the same class, or any other power permitted in the territory. **When coupled with any other engine** speed is restricted to 10 miles per hour while passing over Conn. River Bridge No. 102 at Woodsville.

LOCOMOTIVE ADJUSTED TONNAGE RATING.

	T1-S1 Tons	R1 Tons	P4 Tons
Concord-Boston both directions	5000	4850	3300
Concord-White River Jct.	2800	2650	1850
White River Jct.-Concord	2250	2050	1500
White River Jct.-Concord (Pusher to Yard			
Limit Board Westboro)	2700	2550	1775
White River Jct.-Concord (K8 Pusher to			
Mascoma	3600	3450	2400

A	{ Temperature above 40°	— 5 tons
B	{ " 20° to 40°	7 "
C	{ " 0° to 20°	9 "
D	{ " Below Zero	11 "

Maine Central		
627	to	601
	to	
S-1-c	631	604

	Tons	Tons	Tons
White River Jct. to Wells River (Pusher to Wilder)	4650	3500	3000
Wells River to White River Jct.	5200	4000	3500
Woodsville to Whitefield	2335	1750	1600
Whitefield to Jefferson	2135	1600	1500
Jefferson to Bowman	1335	1000	900
Berlin to Bowman	1445	1000	900
Bowman to Woodsville	2850	1700	1600

A	{ Temperature above 40°	— 3 tons
B	{ " 20° to 40°	5 "
C	{ " 0° to 20°	7 "
D	{ " Below Zero	8 "

C. P. Ry. Engines Type M4 and D10.
Locos. 3500 numbers and 1061 to 1097.

	Tons
White River Jct. to Wells River	1800
Pusher to Wilder	2100
Wells River to White River Jct.	2200

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES. NEW HAMPSHIRE DIVISION.

RATING CHANGE POINTS.	CLASS				Trains will take additional tonnage, if offered at points between	
	115	100	85	135		70
Boston to Concord	2750	2060	1750	3500	1400	Summit Siding and W. R. Jct.
Concord to Boston	3139	2750	2325	4000	1875	
Concord to White River Junction	1237	1060	900	1400	725	Summit Siding and Concord
White River Junction to Concord.	1237	1050	800	1400	650	
Concord to Lakeport	1700	1500	1225		1000	Concord and Nashua
Lakeport to Plymouth	1308	1125	915		725	
Plymouth to Woodsville	990	850	685		525	Lexington and Boston
Woodsville to Plymouth	1072	925	750		570	
Plymouth to Lakeport	1300	1100	925		650	Billerica and Lowell
Lakeport to Concord	2090	1800	1300		960	
Plymouth to North Woodstock	1500	1300	1050		800	Woburn and Wilmington
North Woodstock to Plymouth	1732	1500	1275		1050	
Woodsville to Whitefield Junction	1300	1100	925		600	Edgemont and Claremont Junction
Whitefield Junction to Jefferson	1155	1000	740		560	
Jefferson to Bowman	704	610	520		375	Garrison and Contoocook
Bowman to Berlin Mills	748	650	550		450	
Berlin Mills to Bowman	775	590	500		360	Warren and Plymouth
Bowman to Whitefield Junction	1128	975	825		675	
Lancaster to Groveton	2511	2175	1850		1500	Summit and Lakeport
Groveton to Lancaster	1793	1550	1325		1075	
Whitefield to Woodsville	1430	1200	1050		950	Campton and No. Woodstock
White River Junction to Wells River	2079	1800				Bowman Whitefield
“ “ “ “ “ “ (Pusher to Wilder)	2500	2200	1575		1000	
Wells River to White River Junction	2850	2300	1830		1300	Wing Road Woodsville
Lowell to Bedford	836	725	610		500	
Bedford to Boston	960	825	700		560	Wilder Wells River
Boston to Bedford	960	825	700		560	
Bedford to Lowell	1050	910	775		625	Conductors will send a message to General Yardmaster, Concord, N. H., stating make-up of train.
Winchester to Wilmington (Woburn Loop)	1330	1110	940		760	
Wilmington to Winchester (Woburn Loop)	2200	1900	1610		1300	Extra freight trains except symbol trains in either direction between Concord and Boston when light of tonnage, will stop at the following stations and ascertain if any cars to move
Wilmington to Wilmington Junction	3900	3420	3040		2500	
Wilmington Junction to Wilmington	3870	3350	2840		2340	Lowell, Nashua and Manchester.
Montvale to Stoneham	700	600	510		410	
Concord to Bradford					800	Conductors will send a message to General Yardmaster, Concord, N. H., stating make-up of train.
Bradford to Edgemont	650	560	475		390	
Edgemont to Claremont Junction	1220	1060	900		725	Extra freight trains except symbol trains in either direction between Concord and Boston when light of tonnage, will stop at the following stations and ascertain if any cars to move
Claremont Junction to Newport	930	825	700		560	
Newport to Edgemont	720	625	525		425	Lowell, Nashua and Manchester.
Edgemont to Concord	1730	1500	1275		1025	
Nashua to Milford	1375	1190	1110		1000	Conductors will send a message to General Yardmaster, Concord, N. H., stating make-up of train.
Milford to Wilton	1375	1190	1010		810	
Wilton to Elmwood	690	600	510		410	Extra freight trains except symbol trains in either direction between Concord and Boston when light of tonnage, will stop at the following stations and ascertain if any cars to move
Elmwood to Greenfield	720	625	525		425	
Greenfield to Nashua	1570	3160	1160		940	Lowell, Nashua and Manchester.
Contoocook to Elmwood	870	750	640		525	
Elmwood to Contoocook	1405	1210	1025		840	

See adjusted tonnage rating also rating for CPR Engines on Page 101

RATING CHANGE POINTS.	115	100	85	135	70	Trains will take additional tonnage, if offered at points between
White River Junction to Wells River	2079	1800				Bowman Whitefield
“ “ “ “ “ “ (Pusher to Wilder)	2500	2200	1575		1000	
Wells River to White River Junction	2850	2300	1830		1300	Wing Road Woodsville
Lowell to Bedford	836	725	610		500	
Bedford to Boston	960	825	700		560	Wilder Wells River
Boston to Bedford	960	825	700		560	
Bedford to Lowell	1050	910	775		625	Conductors will send a message to General Yardmaster, Concord, N. H., stating make-up of train.
Winchester to Wilmington (Woburn Loop)	1330	1110	940		760	
Wilmington to Winchester (Woburn Loop)	2200	1900	1610		1300	Extra freight trains except symbol trains in either direction between Concord and Boston when light of tonnage, will stop at the following stations and ascertain if any cars to move
Wilmington to Wilmington Junction	3900	3420	3040		2500	
Wilmington Junction to Wilmington	3870	3350	2840		2340	Lowell, Nashua and Manchester.
Montvale to Stoneham	700	600	510		410	
Concord to Bradford					800	Conductors will send a message to General Yardmaster, Concord, N. H., stating make-up of train.
Bradford to Edgemont	650	560	475		390	
Edgemont to Claremont Junction	1220	1060	900		725	Extra freight trains except symbol trains in either direction between Concord and Boston when light of tonnage, will stop at the following stations and ascertain if any cars to move
Claremont Junction to Newport	930	825	700		560	
Newport to Edgemont	720	625	525		425	Lowell, Nashua and Manchester.
Edgemont to Concord	1730	1500	1275		1025	
Nashua to Milford	1375	1190	1110		1000	Conductors will send a message to General Yardmaster, Concord, N. H., stating make-up of train.
Milford to Wilton	1375	1190	1010		810	
Wilton to Elmwood	690	600	510		410	Extra freight trains except symbol trains in either direction between Concord and Boston when light of tonnage, will stop at the following stations and ascertain if any cars to move
Elmwood to Greenfield	720	625	525		425	
Greenfield to Nashua	1570	3160	1160		940	Lowell, Nashua and Manchester.
Contoocook to Elmwood	870	750	640		525	
Elmwood to Contoocook	1405	1210	1025		840	

HEAVIEST ENGINES PERMITTED

BETWEEN	CLASS	
	Passenger	Freight
Boston and White River Jct.	P 4 a b	R1S1a-S1b-T1a-H2a
Concord — Wells River.	P 3 a	K 8 c
Plymouth — Lincoln.	P 2 a b c d	K 8 a b c-G 11
Winchester and North Woburn Junction (Woburn Loop).....	P 4 a and b MeCent 701-702	S1a-S1b-T1a Me. Cent 601-632
Montvale and Stoneham.	J 1 e	K 7 c
Somerville Junction and Hill Crossing.	P 4 a b	S1a-S1b-T1a-H2a-R1
Fens and North Billerica.	J 1 e	K 7 c
Bedford and Concord, Mass.	A 41 e	C 13 c
Wilmington and Wilmington Junction.	P 4 a b	R1-S1b-T1a
Concord and Claremont.	B 15	B 15 c
Claremont and Claremont Jct.	P 2	K 8
Franklin Falls and Tilton.	B 15	B 15-G 10
Nashua Union Station and Blood.	P 3 a	T1ab-Slab
Blood and South Lyndeboro.	J 1 e	K 7 c
South Lyndeboro to Elmwood.	B 15	B 15 a
Peterboro and Elmwood.	J 1 e	K7c-G10(200to309)
Elmwood and Henniker Junction.	B 15	B 15 a
Henniker Junction and Contocook.	B 15	B 15 c
Manchester and Goffstown.	B 15	B 15 c
White River Jct. and Berlin.	P 3 a	K8-MeCent 601-632 S 1 c
Lancaster and Groveton.	P 2 b c d	K 8 abcd-G 11a
Motor Rail Car 1140 may operate only in that territory over which P-2 or heavier engines are now permitted.		

R-1 engines (4100-4112) can be turned on wye at North Chelmsford, Nashua (at 5 MPH) and Canaan and on table at Middlesex and Westboro, and are O.K. on ash pits at Middlesex, Concord, N. H. and Westboro. Cannot be turned at Concord, N. H.

S-1-c engines (2900 series) cannot be turned on table at Woodsville but can be turned on wye. Cannot be turned at Wells River.

Class 85 engines (2310-2429) must not be operated on steam shovel track, Bleachery Yard, Lowell, Mass.

Engines larger than tonnage class 115 (2600-2700) must not be operated on McElwain's track, Merrimack, N. H. Engines switching this track must not exceed five (5) miles per hour rounding curve.

Manchester, N. H.

Freight tower, locomotives, except Sante Fe, Lima and Mountain type (3000-4000-4100) road engines and "H" type (600) switchers, may move from southward or northward main, to northward passing track or freight house lead, in either direction, through interlocking cross-over at speed not in excess of five (5) miles per hour.

Class 85 (2310-2429) or larger engines must not be headed in southbound on tracks 2, 3, 4, 5, Woods Yard.

Road engines must not be operated on track leading from freight house switch to spur and caboose track south end of freight house platform.

Locomotives of class K5, K6 or K7 (2310-2429) on the Lexington Branch between **No. Billerica** and **No. Cambridge** cannot operate on any of the following named side tracks.

- House & Wagner Track, No. Lexington Coal Company.
- Arlington Coal Company.
- Sidings in Arlington Heights freight yard.
- Arlington Gas Company's trestle track.
- Tracks 3 and 4 in Arlington freight yard.
- Peirce & Winn's trestle track, Arlington.
- Clarke's trestle track No. Cambridge.

No. Chelmsford, Mass. On account of track curvature on Procter's track road engines must not head in to this track.

Oliverian, N. H. On account sharp curvature K-8 locomotives cannot be operated on Field track. Cars must be placed or removed by use of stretchers.

Claremont Branch.

K-8 class engines may be operated from Concord as far as bridge 2.90 near Swenson's on the Claremont Branch and also may be used to switch Swenson's track.

CAB WINDSHIELDS.

- Cab windshields on T-1 and P-4 type engines must be closed at the following points:
- 200 ft. each side of Bridge No. 10, Medford Street, Winter Hill.
- 300 ft. south of Bleachery Tower to 200 ft. north of Lowell Station.
- 300 ft. south of Tyngsboro to the station.
- Southbound main track at Crown Street, Nashua.
- Passing Merrimack station.
- Between freight and passenger towers at Manchester.
- At retaining wall north of Lebanon.
- At Bridge No. 140.80, (old 111), 1 3/4 miles south of Westboro.
- Passing siding at Bridge No. 142.45, Westboro.

J. W. BRACKETT, Trainmaster

F. P. LEARNED
Chief Train Dispatcher

C. M. AINSWORTH
H. R. FLYE
C. P. RAMSAY
F. J. McCAULEY

J. L. MORIARTY, Trainmaster

CHAS. F. ARCHER
Asst. Chief Train Dispatcher

TRAIN DISPATCHERS

T. M. CASEY
W. H. BONNER
P. H. PEARSON

Extra Dispatcher, **B. J. LaSALLE**

W. H. QUINLAN, Trainmaster

F. H. WILLARD
Asst. Chief Train Dispatcher

P. J. O'TOOLE
J. W. HARRINGTON
E. J. COUGHLIN
J. P. BLUTO

SPECIAL INSTRUCTIONS.**FITCHBURG AND TERMINAL DIVISIONS.**

Information not shown on schedule pages.

UNITED STATES MAIL.

Trains enumerated below will stop at following Stations for the handling of bulky or fragile parcels on notice from Clerk in charge, or on flag.

STATION	INWARD	OUTWARD
Dummerston.....	712	—
No. Charlestown.....	—	717
Westmoreland.....	5508	—
State Line.....	5504	5507
Webb.....	—	5507
Gilboa.....	5504	—
Naukeag.....	5504	5501
Wendell.....	60	—

AUTOMATIC CAB INDICATOR TERRITORY.

Operative between West Cambridge and West end of East Deerfield yard (Main Line).

AUTOMATIC TRAIN STOP TERRITORY.

Operative between East Portal and West Portal of Hoosac Tunnel (See Special Rules numbers 420 to 425 inclusive.)

WATER STATIONS.

East Fitchburg	East Portal
Westminster	West Portal
East Deerfield	

All outward passenger trains taking on electric motors at East Portal will take water at that point instead of North Adams.

**Passing siding capacity Main Line.
Based on 43 Ft. Per Car.**

Outward	Inward
East Fitchburg.....*87	East Portal..... 37
West Deerfield.....151	West Deerfield.....151
Buckland..... 71	Tyter.....133
	East Fitchburg.....284

No Allowance Made for Engine or Caboose.

* To clear No. 1 track both ends, but will hold 168 cars to clear main line.

Between Windsor and White River Jct., passing tracks at Windsor, Hartland and Everts have the clearance point indicated on the engineer's rail by an eighteen (18) inch strip of bright yellow paint.

14. WHISTLE SIGNALS.

Between SILVER HILL and BOSTON including WATERTOWN BRANCH. 14(m) is prohibited approaching Junctions, and 14(l) is prohibited at Public Crossings during hours of protection.

14(l) is prohibited at Viles St. crossing at Hastings Station.

In CONCORD 14(l) will not be sounded for following crossings:

Sudbury Road (First crossing east of Station)... Inward-Outward
Belknap St. (First crossing west of Station)... Inward-Outward

14(l) is prohibited at Lyman Street just east of Waltham North, and at Beaver Street at Clematis Brook station on Central Mass. Branch.

(Trainmen should co-operate by getting in flagman by motion if possible rather than use of whistle signal.)

WATERTOWN.

Enginemen of inward freight trains must sound 14(l) before passing under third bridge west of Watertown, and must not, except to avoid accident, sound whistle again between that point and Irving Street.

Irving Street is fourth street east of station.

HUDSON (CENTRAL MASS. BRANCH).

Enginemen, except in emergency, will omit sounding 14(l) at following crossings.

OUTWARD: Manning, Church, Felton, Lincoln, Warner and Central Streets.

INWARD: Warner, Lincoln, Felton, Pope and Church Streets.

MARLBORO BRANCH.

On trains operated by motor cars on Marlboro Branch, except in emergency, enginemen will omit sounding 14(l), at all crossings which they are required to stop and protect, except Pine Street crossing, third crossing west of station and Lottens crossing, fourth crossing West of station in Town of Maynard.

MARLBORO, MASS.

Following instructions issued by Department of Public Utilities of Massachusetts:

"Ordered that whistles be sounded approximately 856 feet from Hudson Street crossing by all locomotives coming from Marlboro Station on main line tracks, and that whistle be sounded approximately 400 feet from

Hudson Street (first east) crossing by all locomotives using siding from Prospect Street (second west) and siding from Engine House."

WEST CONCORD.

Enginemen, except in emergency, or to avoid accident, will omit sounding 14(l) in both directions at Baker Ave. (first east), Commonwealth Ave. (first west), and Conant Street (second west), crossings.

Inward trains will sound 14(m) at Conant Street and outward trains sound 14(m) at Baker Ave.

WEST ACTON

Enginemen, except in emergency, or to avoid accident, will omit sounding 14(l) on westward trains at Arlington St. (First West) and on eastward trains at Massachusetts Ave. (First East).

AYER.

Sounding of whistle at Ayer, both directions, must be restricted to absolute necessity to conform to rules and regulations, and must be made short as possible. Unnecessary use of whistle will not be tolerated.

SHIRLEY.

Sounding of whistle, except in emergency, or to avoid accident, on inward trains at Center (second west), Main (first west), and Phoenix Streets (first east) and outward trains at Main and Center Streets is prohibited.

KEENE.

All trains sound 14(m) at a point five hundred (500) feet from Pearson's Crossing one-half mile West of Mile Post 87 east of Keene.

BELLOWS FALLS.

Long or short sounds of whistle and unnecessary use of bell for extended periods should be eliminated. Blowing off of safety valves and emission of black smoke should be avoided.

ORANGE.

Enginemen, except in emergency, or to avoid accident, will omit sounding 14(l) in both directions at West Mill Street (first east) crossing.

EAST DEERFIELD.

Outward trains will sound 14(m) when passing over Conn. River bridge. Inward trains passing through or starting from yard will sound 14(m) at a point 500 feet West of coal plant at East end of yard, as a warning to engine crews and others who may be working at that point.

EAST DEERFIELD BRANCH.

All trains and engines sound 14(m) at a point five hundred (500) feet from Stone Crusher Crossing.

N. E. PLANT No. 2.

Inward trains will sound 14(m) when approaching New England Power Company crossing at Plant 2 between Shelburne Falls and Bardwell.

NORTH ADAMS.

Enginemen, except in emergency, or to avoid accident, will omit sounding 14(l) in both directions at State Street and Furnace Street crossings.

Depot Street and Phelps Avenue crossings at Greylock to be considered as one crossing. Inward trains sound 14(l) at Phelps Avenue and omit Depot Street. Outward trains sound 14(l) at Depot Street and omit Phelps Avenue.

River Street and Iron Bridge crossings at Blackinton to be considered as one crossing. Inward trains sound 14(l) at Iron Bridge and omit River Street. Outward trains sound 14(l) at River Street and omit Iron Bridge

TROY, N. Y.

An ordinance regulating sounding of whistles on railroad locomotives within City of Troy forbids use of whistle between Hoosick Street and Madison Street except in case of necessity to prevent injury to persons or property.

Violation of this provision renders party operating locomotive punishable by fine not exceeding \$50.00 or imprisonment in Rensselaer County Jail for a period not exceeding six months; therefore, locomotive whistles should not be sounded between Hoosick Street and Troy Union Station except in case of emergency or to prevent accident, but bell should be rung.

Under City Ordinance of Troy, N. Y., employees are not permitted to use automatic bell ringers in that part of City bounded on north by Glen Ave., on south by Adams St., and on west by River Street. **When necessary to use Engine Bell it should be rung by rope.** Also Enginemen are not permitted to ring locomotive bells in City of Troy, N. Y., while locomotive is at a standstill, except for a period of thirty (30) seconds, immediately preceding the starting of such locomotive. Violations of City Ordinance are covered by fine or imprisonment.**SPRINGFIELD, MASS.**

All southward trains will sound 14(m) approaching location of Brewery tracks at Brightwood yard.

CHICOPEE.

All trains will sound 14(m) at a point five hundred (500) feet from first farm crossing, and again five hundred (500) feet from second farm crossing, south of Chicopee Street overhead bridge.

33. HIGHWAY CROSSINGS.
All crossings on main line between Silver Hill and Boston are protected 24 hours.

ALL TRAINS AND ENGINES, INCLUDING SWITCHING MOVEMENTS, MUST STOP WITHIN FIFTY (50) FEET OF HIGHWAY CROSSINGS SPECIFIED BELOW AND A MEMBER OF THE CREW PROTECT CROSSING. SPEED OVER CROSSING RESTRICTED TO FOUR (4) MILES PER HOUR.

CLEMATIS BROOK	State Road on side track serving Walter E. Fernald State School.
MAYNARD	Concord and Acton roads (3rd and 2nd east of Station) Main St., Sudbury St., Mill St. and Great Road (west of Station).
LAKE BOONE	Boone Road (west of Station).
GLEASONDALE	Main St. (west of Station).
MARLBORO	Hudson St. (east of Station), Lincoln St. and Prospect St. (west of Station).
TOWNSEND HARBOR	Warren Road.
WEST TOWNSEND	Main St.
PRIMUS	State Road.
AYER (Greenville Branch)	State Road and Cemetery Road.
(Ayer-Nashua Line)	Main St. and Chair Shop.
PETERBORO, N. H.	Main St.
EAST JAFFREY, N. H.	Main St. and Squantum Road.
EASTHAMPTON	Union St. (Operate gates). Payson Ave. Ferry St.
HAMPTON MILLS	Plainfield St. on Brewery lead side track.
BRIGHTWOOD	Springfield St.
CHICOPEE CENTER	Crossings on yard tracks not regularly protected.
HOLYOKE	State Road on Easthampton Branch and track leading to Sulphite Mill.
MT. TOM	Main St.
GILBERTVILLE	Bridge St. on Gilbert Mfg. Co. track. Church St. also East St. on Otis track.
WARE	Rich's and Bartlett's (2 miles east of Station).
BONDEVILLE	East St. and Middle St. (east of Station).
HADLEY	West St. and Hatfield St. (west of Station).
NORTHAMPTON	Water St. (west end new Coolidge Bridge over Conn. River on Central Mass. Branch).
EUREKA SPRINGS	State Highway (one mile east of station).

During hours crossing watchman not on duty at crossings specified below, all trains and engines, including switching movements, stop and a member of crew protect crossing.

Hours of Crossing Protection Watertown Branch.

Miles	Location	Crossing	Hours of Protection Except Sunday
.26	East, Fresh Pond	Concord Ave.	No protection.
.17	East, Mt. Auburn	Cottage St.	No protection.
.03	West, E. Watertown	Arlington St.	Protected for B-3.
.03	West, Union Market	School St.	Protected for B-3 and B-4.
.34	East, Watertown	Irving St.	No protection.
.12	East, Watertown	Mt. Auburn and Taylor St.	Protected for B-3 and B-4.
.07	East, Watertown	Spring St.	No protection.
.01	West, Watertown	Church St.	No protection.
.06	West, Watertown	Cross St.	No protection.
.01	West, W. Watertown	Howard St.	No protection.
.02	West, Bemis	Bridge St.	No protection.
.04	West, Bleachery	River St.	7.00 A.M. to 12 NOON
.17	East, Newton St.	Calvary St.	7.00 A.M. to 12 NOON
.02	East, Newton St.	Newton St.	7.00 A.M. to 12 NOON
.08	West, Newton St.	Pine St.	7.00 A.M. to 12 NOON

Crossing watchmen will remain on duty at River St., Calvary St., Newton St., and Pine St., until released by Agent at Waltham.
No Sunday protection.

CENTRAL MASSACHUSETTS BRANCH.

Hours of Crossing Protection.

	Week-day Hours	Sunday Hours
Waltham North		
Lyman St.	7.00 A.M. to 3.00 P.M. and 4.55 P.M. to 6.15 P.M.	8.10 P.M. to 10.00 P.M.
Lexington St.		
Bacon St.		

	Week-day Hours	Sunday Hours
Waltham Highlands		
Hammond St.	7.00 A.M. to 3.00 P.M. and 4.55 P.M. to 6.20 P.M.	8.10 P.M. to 10.00 P.M.
Prospect Hill Ave.		
Main and Stow Sts.		
Wayland		
Old Sudbury and Old Concord Road at Station	6.40 A.M. to 2.40 P.M. and 5.10 P.M. to 6.30 P.M.	8.00 P.M. to 10.15 P.M.
South Sudbury State Road	6.40 A.M. to 2.40 P.M. and 5.20 P.M. to 6.40 P.M.	7.50 P.M. to 10.15 P.M.

Crossing watchmen on first track will remain on duty until 3107 passes and on second track until 3117 passes week days and until 3159 passes Sundays.

HEYWOOD.

Park and Central St. crossings are protected 8.30 A.M. to 4.30 P.M. week-days. Sundays 10.00 A.M. until XW-2 passes and 5.40 P.M. to 6.10 P.M.

BRATTLEBORO.

Bridge St. crossing at northerly end of passenger station is protected 8.00 A.M. to 6.00 P.M. daily.

EXCEPTION: 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.

GARDNER (W. & C. BRANCH)

WEEK DAYS: North Main St. (first east), Conant St., Kendalls and Sawin's crossings (first, second and third west), are protected 7.00 A.M. to 9.00 P.M.

SUNDAYS: North Main St. (first east), Conant St., Kendall's and Sawin's crossings (first, second and third west), 10.00 A.M. until XW-2 finishes switching and 5.40 P.M. to 6.10 P.M.

Crossing watchmen at above crossings will remain on duty Sundays until train 8164 passes, and at Conant St., Kendall's and Sawin's week days until WM-1 passes.

EXCEPTION: During hours these crossings are not protected all trains and engines restricted to five (5) miles per hour.

Outward freights having work to do at Gardner will leave rear of train a sufficient distance west of sign board indicating end of flasher signal track circuit Broadway Crossing so that when he returns to rear with pick up, Engine will clear this sign board, and if crossing protection signal then fails 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 Broadway, Sawins, Kendalls and Conant St. Crossings (located west of Gardner Station on W&C Branch) more particularly at night when these crossings are not protected.

WINCHENDON (CHESHIRE BRANCH).

EXCEPTION: Between hours of 5.00 P.M. and 9.00 A.M. week days and entire twenty-four (24) hour period Sundays speed all westward trains and engines over Jackson Street (first west) restricted to six (6) miles per hour.

EXCEPTION: Between hours of 9.30 P.M. and 9.00 A.M. week days, and 10.00 P.M. and 10.30 A.M. Sundays speed of all trains and engines over Central Street (first east) restricted to fifteen (15) miles per hour.

Crossing watchman will remain on duty at Jackson Ave., week days until 5507 passes, and at Central St., week days until 5511 passes, and Sundays until 5557 passes.

KEENE.

No train or engine shall be backed over Main Street without keeping man 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.

EXCEPTION. Between hours of 11.00 P.M. and 6.00 A.M. speed of all trains and engines over Main Street Crossing restricted to 4 miles per hour.

WALTHAM.

Moody Street crossing 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 purposes must be cut so crossing watchman can raise gates and not hold up traffic. Crossing men report any violation of speed restrictions. 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. Moody Street is first street west of station.

WEST CONCORD.

Outward passenger trains when making station stop should have rear of train just over New Haven cross-over.

Trains leaving cars in east yard will not block farm crossing.

MARLBORO BRANCH.

At Hudson one-arm semi-automatic yard signals east of Grove St., also west of Broad St. are operated by lever at station.

While trains are switching within limits of these signals reverse lever controlling these signals and cutting out automatic protection at Grove and Broad Sts. and protect by member of crew all switching movements over these crossings on any track. When through switching restore lever to normal position.

WINDSOR.

When cars are pushed by an engine a trainman must take a conspicuous position on front of leading car.

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 watchman.

Any movement whether switching or otherwise on the side tracks over Everett Lane crossing must be protected by a member of the crew.

ORANGE.

Crews switching on spur track serving Potter's Elevator and Storehouse, will protect crossing while making any moves over that crossing.

PETERSBURGH JCT. AND MECHANICVILLE.

Trains will not stop on railroad crossings at these points to do work.

CRAMERS BRIDGE (SCHUYLerville BRANCH).

All trains and engines stop before crossing this Highway.

AUTOMATIC CROSSING PROTECTION ON TWO OR MORE TRACKS FOR BOTH NORMAL AND REVERSE MOVEMENTS.

Street.	Location.	Kind of Protection.
Vley Road.	Scotia, N. Y.	Flashers.
Dutchman's.	Scotia, N. Y.	Flashers.
Thompson's Crossing.	West Valley Falls.	Flashers.
Station Crossing.	Buskirk.	Bell.
Carey Avenue.	Hoosick Falls	Flashers.
River Street.	Hoosick Falls	Flashers.
Hoosick Street.	Hoosick Falls	Flashers.
Center Street.	Hoosick Falls	Flashers.
Elm Street.	Hoosick Falls	Flashers.
Church Street.	Hoosick Falls	Flashers.
Lyman Street.	Hoosick Falls	Flashers.
First Street.	Hoosick Falls	Flashers.
Green's (Eastward track).	Petersburg Jct.	Bell.
Green's (Westward track).	Petersburg Jct.	Bell.
Bridge St. (First West).	Charlemont.	Flashers.
Elm Street.	Shelburne Falls.	Auto. Wig Wag.
Conway Street.	Shelburne Falls.	Auto. Wig Wag.
Bardwell Station.		Bell.
Lake Pleasant Crossing.		Flashers.
Water Street.	Orange.	Flashers.
West Mill Street.	Orange.	Flashers.
White Street.	Royalston.	Flashers.
New Boston Crossing (First West).	Baldwinville.	Flashers.
Center St. (Second West).	Shirley.	Flashers.
Mitchellville Crossing (Second East).	Shirley.	Flashers.
Willows (Second West).	Littleton.	Flashers.
Hapgood's (Second West).	West Acton.	Auto. Wig Wag.
Arlington St. (First West).	West Acton.	Flashers.
Central St. (Second West).	South Acton.	Flashers.
Martin St. (First West).	South Acton.	Flashers.
Parker St. (First East).	South Acton.	Auto. Wig Wag.
Conant St. (Second West).	West Concord.	Flashers.
Baker Ave. (First East).	West Concord.	Flashers.
Plainfield St. (Second North).	Brightwood.	Flashers.
Water St. (First North).	Northampton.	Flashers.
Elm St. (First South).	South Deerfield.	Flashers.
Silver St. (First North).	Greenfield.	Flashers.
Kendall Crossing.	South Charlestown.	Flashers.
Depot St. (First South).	Charlestown, N. H.	Flashers.
Bidwell St. (First North).	Charlestown, N. H.	Flashers.
Unity Road.	No. Charlestown, N.H.	Bell.

Other crossing protections on Fitchburg Division are for current of traffic movement only.

HIGHWAY CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE.

WAYLAND	State Road (Control box near switch 1000 feet east of crossing.)
BRIGHTWOOD	Plainfield St. (Control boxes at Wason Ave. and Plainfield St.)
NORTHAMPTON	Water Street (Control box at crossover 400 feet south of crossing.)
SOUTH DEERFIELD	Whately Road Elm Street Conway Street (Control box east side just south of Elm Street crossing.)
WEST CONCORD	Baker Avenue (Control box in crossing cabin at Commonwealth Ave.)
WEST ACTON	Arlington Street (westward trains only) (Control box on east side of crossing watchman's cabin Mass. Ave.)
SHIRLEY	Center Street (Control box at Main St. crossing.)
CHARLEMONT	Bridge Street (Control boxes near switch 500 feet east of station, and on Flasher signal on northwest side of crossing.)
HOOSICK FALLS	Carey Avenue (westward track) (Control box on signal 1629)
HOOSICK FALLS	Church St. and Lyman St. (eastward track) (Control box on post 300 feet west of Church Street)
WEST VALLEY FALLS	Thompson's Crossing. (Control box on west end of station and at signal 1779.)
KEENE	Water Street (Control box on a post 275 feet east of crossing.)

WEST CONCORD.

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.

All eastward movements from the westward main track or from eastward wye track through trailing point crossover, must consume 20 seconds between the signal east end of crossover and Baker Avenue Crossing to allow flasher signal to give proper advance warning.

CHARLEMONT.

Trains in either direction, after completing work and restoring flashers to operation, will consume 20 seconds before passing over crossing.

HOOSICK FALLS.

Westward track. Between 8.30 A.M. and 5.30 P.M. week days, 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, and after completing work, will consume 20 seconds between cut-out point at signal 1629 and crossing after pushing "Restore" button.

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., and after completing work, will consume 20 seconds between cut-out point and crossing after pushing "Restore" button.

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. Trains in either direction, after completing work, will consume 20 seconds between cut-out point and crossing after pushing "Restore" button.

KEENE, N. H.

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 or protect crossing by member of crew. Leave no cars in circuit.

HUDSON (CENTRAL MASS. BRANCH).

Between 6.30 A.M. and until departure No. 3117 week-days, 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.

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.

OTHER PUBLIC CROSSING REGULATIONS.

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.

83. a, b, c. TRAIN REGISTER.

Ayer. (Milford and Greenville Branch.)	Marlboro.
Boston. (Central Mass. Branch First Class trains only.)	North Bennington.
Bellows Falls.	N. O. Tower. (Central Mass. All Branch trains.)
Barber. (Kept by Towerman.)	Norwottuck (C. V. Ry.)
Brattleboro.	Peterboro.
Canal Jct. (C. V. Ry.)	Squannacook Junction.
Creamery (B. & A. R.R.)	South Acton (Marlboro Branch trains).
Claremont Junction.	Springfield, Mass., Lobby No. 1 (First class trains). (Kept by Operator).
Dole Junction (as may be directed.)	Troy, N. Y., Union Station, (First class trains).
East Saratoga Jct. (Branch Trains.)	Worcester, Union Station, (First class trains).
East Northfield.	Winchendon (W. & C. Branch).
East Switch.	White River Jct., Station. (First class trains).
Forest Lake (B. & A. R.R.)	White River Jct. Yard (All other trains.)
Greenville.	
Greenfield (Fitchburg North Trains)	
Gleason Jct. (Marlboro Br. Trains & No. 3107)	
Keene (Ashuelot Branch Trains)	
Maynard.	

Only trains originating or terminating at Maynard will register at that point.

Register for trains at end of two or more tracks at Putney will be kept by Operator at Bellows Falls, who when necessary will obtain Form 54 for inward trains from Train Dispatcher.

Register for trains to and from the Bennington Branch will be kept by Train Directors 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.

83-b BELLOWS FALLS.

1. 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, leading to Rutland Railroad engine house, must under all circumstances move at restricted speed.

2. 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 a 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.

3. Rutland Railroad Rules 86, S-87 and 93 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 S-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, protecting 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.

4. No Boston & Maine Railroad engines will move north of the Railroad crossing until:

- or (a) Engineman has been furnished with register check, Rutland Railroad Form C.
- or (b) Engineman has personally checked Rutland Railroad Register Book.
- or (c) Engineman has received 19 form train order from Rutland R. R. Asst. Supt. that all trains due have arrived and departed.
- or (d) Under proper flag protection.

5. No train or engine will leave Bellows Falls station for Boston & Maine Railroad yard or engine house, or Rutland Railroad engine house, until:

- or (a) Engineman has been furnished with Register Check, Boston & Maine Railroad Form E, by his conductor.
- or (b) Engineman has personally checked Boston & Maine Railroad Register Book.
- or (c) Engineman has received Train Register Clearance, Boston & Maine Railroad Form 54.
- or (d) Under proper flag protection.

6. No train or engine will leave Boston & Maine Railroad yard or engine house for passenger station until:

- or (a) Engineman has been furnished with Register Check, Boston & Maine Railroad Form E, by his conductor.
- or (b) Engineman has received Train Register Clearance, Boston & Maine Railroad Form 54.
- or (c) Under proper flag protection.

NOTE: Conductor will make out Form E or procure Form 54 at passenger station and send to engineman with brakeman assigned to accompany engine.

7. Train and engine crews of yard engines in Bellows Falls yard must have with them when on duty copy of current time-tables of Boston & Maine Railroad and of Rutland Railroad.

SPRINGFIELD.

Operator or Switch Tender at Lobby 1 will stop and notify light engines, switchers and freight trains coming from the B&A R.R., or NYNH&H R.R. connection, of any overdue B&M R.R. first class train.

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.

JOHNSONVILLE.

The display of one blue flag by day, or one blue light by night at Johnsonville tower, will be an indication to an approaching inward freight train to pull in on middle at Petersburg Jct., and call dispatcher.

MECHANICVILLE.

Crews enroute Rotterdam approaching Saratoga Avenue Crossing receiving a 45 degree indication will look for a GREEN light on crossing watchman's cabin and this green light, together with 45 degree indication will signify such crews are to run from XO to WY Tower on either northward or southward mains.

Crews approaching Saratoga Avenue during hours of darkness or on days when weather is obscure, 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 hump, 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 Tower and through the extension, yarding on track indicated.

93. YARDS. (LIMITS DEFINED BY YARD LIMIT BOARDS.) NOT SHOWN ON SCHEDULE PAGES.

Park St. Somerville.

DESIGNATION AND USE OF TRACKS IN YARD LIMITS. EASTHAMPTON.

The Boston and Maine yard at Easthampton will be operated jointly with the New Haven Railroad.

All irregular Boston and Maine trains and engines moving between Hampton Mills and Easthampton, in either direction, must be prepared to stop if track is obstructed.

Boston and Maine trains can go to post located one hundred feet south or west of Payson Avenue, without protection.

DETOURED TRAINS.

Main line trains may accept signal indication as authority to operate over Central Mass. Branch in either direction between home signals at West Cambridge and Hills Crossing.

98. RAILROAD CROSSING AT GRADE.

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. Winchendon.
The law of Vermont inflicts a penalty of \$100 on the Engineman for each violation of this rule.

POSITIVE STOP POSTS.

White River Jct. (C. V. Ry. diamond) All trains.
Bellows Falls (Rut. R. R. diamond) All trains.
Northampton (Conn. River Bridge) (Cent. Mass. Branch) All trains.
Winchendon. All trains.

LOCATION	MILES PER HOUR	
	PASS.	FRT.
BENNINGTON BRANCH.		
Maximum Speed.....	50	30
Hoosick Jct. (north leg of Wye).....	15	15
First curve east of Bridge 484.....	35	25
Curve at Bridge No. 489.....	40	25
Bridge No. 490 and first curve westerly thereof.....	40	25

TROY ROUTE.		
Maximum Speed, outward track.....	60	40
Between Troy and Valley Falls—Inward track.....	50	30
Between Valley Falls and Johnsonville—Inward track.....	60	40
Troy (between Ingalls Ave. and Union Station).....	10	10
Troy (Adams St. to Dock).....	—	10

SARATOGA BRANCH.		
Maximum Speed.....	20	20
East Saratoga Jct., Wye tracks.....	5	5
East Saratoga Junction curve east of brick yards.....	15	10
Schuyler Jct., North leg of Wye.....	5	5
Saratoga Lake Trestle and first overhead bridge at Schuyler Jct.....	10	10
One-half mile west of Saratoga Lake Trestle.....	10	10
Saratoga Springs over streets.....	4	4

SCHUYLERVILLE BRANCH.		
Maximum Speed.....	20	20
Bennett's Trestle No. 539.....	6	6
Victory Mills (trestle Nos. 547, 548, 549, 550, 554, east and west of station).....	10	6
Schuylerville (Village).....	6	6

SPRINGFIELD AND W. R. JCT.			
Maximum	Between Springfield and Brattleboro..	60	40
	Between Brattleboro and Claremont Jct.....	55	40
	Between Claremont Jct. and Windsor	60	40
	Between East Northfield and Brattleboro (C. V. Ry.).....	50	35
	Between Windsor and Everts.....	50	40
	Between Everts and White River Jct.	45	40
Springfield	Between Passenger Station and Cypress Street.....	15	15
Curve	South of Willimansett.....	45	30
"	At Bridge No. 7.55.....	35	30
Holyoke	Bridge No. 7.97, north end Station...	30	30
Curve	South of Signal No. 86.....	45	30
"	North of Signal No. 102.....	40	30
Northampton	Around curve between N. O. Tower and Station — Inward.....	45	30
Greenfield	Through yard.....	40	30
Greenfield	Through Gauntlet. Outward.....	25	25
Greenfield	Through Gauntlet. Inward.....	30	30
Silver Street	(Spring Switch) (End of two or more tracks) (Outward).....	30	30
Bernardston	Curve at Station.....	40	30
East Northfield	(Both C. V. Ry. connections).....	30	30
Brattleboro	Between Bridge St. and Section House	35	25
	Between Station and South Wye Switch	25	20
	(End of two or more tracks) (Outward)	40	40
West River	Curve at Signal No. 652.....	40	30
Dummerston Reverse	(End of two or more tracks) (Outward)	40	40
Putney	(Spring Switch) (Inward).....	30	30
Putney	Between M.P. 67 and Bridge No. 67.68	40	30
Curves	(End of two or more tracks).....	20	20
Tunnel Switch	Between Tunnel Switch and Chapin		
Bellows Falls	Switch.....	15	15
Chapin Switch	(End of two or more tracks).....	20	20
Mile Post 95	Water Tank Ledge. Inward.....	40	40
Claremont Jct.	Wye tracks.....	5	5
Claremont Jct.	(End of two or more tracks).....	15	15
Windsor	Everett Lane (one-fifth mile north of Station) outward.....	33	33
Hartland	Bridge No. 5 (just south of Station)	30	30
White River Jct.	North Wye.....	10	10

CHICOPEE FALLS BRANCH.		
Maximum Speed.....	20	20

LOCATION	MILES PER HOUR		
	PASS.	FRT.	
EASTHAMPTON BRANCH.			
Maximum.....	20	20	
Easthampton	500 feet from each side of Public Crossing at Hampton Mills.....	4	4

ASHUELOT BRANCH.			
Maximum.....	35	30	
Reverse Curves	Between Dole Jct. and Ashuelot.....	30	20
Winchester	Inward trains Burnaps crossing south of Station.....	20	20
Winchester	First Public Crossing north of Station..	5	5
Keene	Winchester St. (near Car House).....	5	5

CENTRAL MASSACHUSETTS BRANCH.		
Maximum between Fens and Clinton Jct.....	50	35
Maximum between Creamery and Northampton.....	35	30
Hudson, over crossings between Central and Manning Streets, both inclusive.....	10	10
Clinton Tunnel and Viaduct, between Signals M347 and M356	15	15
Over Bridge 67.49 west of New Braintree.....	10	10
Over Bridge 63.35 west of Wheelwright.....	10	10
Ware, Wye tracks.....	10	10
Bondsville (Viaduct No. 82.61).....	15	15
Northampton Bridge No. 102.96 (Conn. River) (No double-headers).....	10	10
Northampton (Curve at Tower).....	20	20

OTHER SPEED RESTRICTIONS.

TROY, N. Y.

R-1, T-1, S-1, P-4, P-3, H-1, H-2 and H-3 engines restricted to six miles per hour while operating over the Federal Street leg of the Troy Wye, Troy Union Railroad.

ELECTRIC LOCOMOTIVES.

Electric locomotives with trains or running light, in electric zone, will not exceed a speed of 30 miles per hour.

WEST CAMBRIDGE (Watertown Branch).

Sign located to right of The Carbide and Carbon Chemical Company's sidetrack designates the point beyond which locomotives are forbidden to go, also restricting use of lighted lanterns, except electric, in their yard.

EAST WATERTOWN.

Switching at Arden Rayshine Co. plant restricted to daylight hours. No lighted lanterns or engines permitted beyond sign located just west of main building.

PEPPERELL.

Speed of trains pulling out from Nashua River Paper Co's track, over Mill St. Crossing, should not exceed 15 miles per hour.

WINCHESTER (Ashuelot Branch).

No engine must pass over Lawrence Leather Company's scales.

BELLOWS FALLS.

B-15 engines are restricted from operating on the following tracks at Bellows Falls: No. 1, No. 2, No. 3 and No. 4, Public Delivery tracks just north of Canal Bridge.

Standard Paper Company, Blake & Higgins track just north of Saxton River Bridge off the inward main line track.

Green Box Company siding at North Walpole off the outward main line track north end of yard.

Cold River siding serving O'Connor Bros., and American Mineral Products Company on Cheshire Branch back of Cold River station.

BRATTLEBORO.

Engines will not exceed speed of five (5) miles per hour over new WYE at Brattleboro, and when headed south will head in on north leg and leave by south leg.

JOSLIN.

K8 Engines are restricted operating on track serving Keene Chair factory.

GARDNER.

K8 class engines are restricted from operating on track between tower and freight house platform.

HOOSICK JCT.

R-1, T-1, S-1 and P-4 engines may turn on Wye entering east leg of Wye when turning.

NORTH BENNINGTON

Engines may turn on Wye, but must not exceed speed of six miles per hour.

MECHANICVILLE.

T-1, S-1, P-4 and R-1 Engines may turn on East Saratoga Jct. Wye, but not on Vial Ave. Wye.

SCOTIA.

Engines using Ryan's Sidetrack should have cars enough behind so that engine will not go past derail account of sharp curvature.

SPEED RESTRICTIONS — 200-TON WRECKING CRANE.

MAIN LINES BETWEEN	OVER BRIDGE No.	AT	MILES PER HOUR
Boston and Rotterdam.	2.84 (Old 6-B)	.2 M. West of Somerville	10
	2.96 " 6-C	.3 M. West of Somerville	10
	3.96 " 9-C	.2 M. East of W. Cambridge	10
		Through Hoosac Tunnel.	15
Cheshire Branch	91.84 (415)	.6 miles north of Keene	10

Above crane may operate over following routes only:

Ayer to Rotterdam Jct.
Worcester to Winchendon.
Cheshire Branch
East Deerfield Wye.
Hoosick Jct. to White Creek.
Johnsonville to Hoosick St. Arch Troy, N. Y.
(Not to pass under Hoosick St. Arch).
Springfield to White River Jct.
Chicopee Falls Branch.

99. B. & A. TABLE, NORTH ADAMS.

Whenever B. & M. engines go into B. & A. yard to turn B. & M. flagman will protect movements from east over B. & A. main line.

PROTECTING LIGHT ENGINES.

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

104. SWITCHES.

That portion of the Central Mass. Line between Norwottuck and Canal Jct. and between Forest Lake 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.

Operator-Switchman on duty 6.10 A.M. to 9.50 A.M. and 2.15 P.M. to 7.15 P.M., daily except Sundays and Holidays, to handle switches and signals for all trains to and from Central Mass. Branch.

During period Operator-Switchman is NOT on duty, Conductors or Enginemen of trains or engines will before entering main track or using crossover switches ascertain location of trains in both directions.

All trains operating via East Switch and Central Mass. Branch during hours Operator-Switchman IS on duty will obtain Form 54 on East Switch at Clinton, if it is required — this to avoid stopping to examine Register Book at East Switch. Central Mass. Branch INWARD TRAINS originating at Clinton or Lancaster will leave Conductor's Register slip with Operator at Clinton for information of following Central Mass. Branch trains.

Reservoir Switch.

The normal position of switch at Reservoir Switch is set for East Switch.

SQUANNAHOOK JUNCTION.

The normal position of switch at Squannacook Jct. is set for Milford Branch, and when so set will display red target indication for Milford Branch trains.

HANDLING SWITCHES MIDDLE SIDINGS.

Crossover switches of middle sidings must not be opened until passing train has completely cleared main line switches in order to avoid giving lunar white indication on cab indicator of passing train.

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.**AYER.****Spring Switch at westerly end of Harvard Lead.**

Before movements are made from Harvard Lead to Inward main track, it will be necessary for trains to stop, and for trainman to throw knife switch located in box just west of spring switch, from normal to top position, setting semi-automatic signal located just east of crossovers at Westerly end of Ayer Yard, in stop position.

After knife switch has been thrown from normal to top position, setting semi-automatic signal at stop, trains must wait three minutes before entering main track, as required by General Rule 513 revised.

As soon as any part of train passes west of insulated joints at clearance point, knife switch may immediately be restored to its normal position, which is down.

Dwarf signal has been located between main tracks at spring switch to govern outward movements over inward track, and enginemen finding this signal in stop position, must not pass over spring switch until it has been examined, and found in normal position.

SILVER STREET.

Normal position of Spring switch is for inward movements. When Spring switch is in normal position outward block 377 will stand in clear position and trains finding this signal in other than clear position will be governed by General Rule 509.

PUTNEY.

Normal position of Spring switch is for outward movements. When Spring switch is in normal position inward block 692 will stand in clear position and trains finding this signal in other than clear position will be governed by General Rule 509.

CLAREMONT JUNCTION.

Spring switch at northerly end of passing siding.

(Instructions for operation posted inside steel box on an iron post near Spring Switch.)

PROTECTION OF PASSENGERS.

107. (See first paragraph of General Special Instruction 107.)

Outward trains leaving Boston, North Adams and Springfield, Mass., and inward train leaving Troy, N. Y., East Deerfield, Northampton, Greenfield and South Ashburnham, will be notified by message transmitted by Train Dispatcher.

Outward trains entering main line at Ayer, and inward train entering main line at Johnsonville will be notified by Train Director or Towerman.

Trains will, when unavoidable, be stopped to receive this information. Engineers 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 Towerman at Ayer, or Train Director at Fitchburg Tower or Waltham.

At Waverley station Central Mass. Branch trains or main line Fitchburg route trains must not cross the public highway at either end of Waverley station platform except at restricted speed when trains of the other line is in the station.

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

STATION SIGNALS.

Concord — Outward

Williamstown — Inward.

WORCESTER UNION STATION.

Conductors and trainmen, leaving cars standing on tracks at the Worcester Union Station, without a man to protect them, should, in all cases, notify the switchtender at the north end of the viaduct or the signalman in the New Haven Tower or the General Yardmaster's Office by telephone.

109.**BULLETIN BOARDS.**

PASSENGER STATIONS.	YARD OFFICES.	ENGINE HOUSES.
Boston Register Room.	Mystic Jct.	Charlestown.
Bellows Falls, Telegraph Office.		Bellows Falls.
Brattleboro.		Brattleboro.
Eagle Bridge.	East Deerfield.	East Deerfield.
East Northfield.		
Fitchburg, Station Hall Way.		East Fitchburg.
Greenfield.		
Keene.		
	Mechanicville.	Mechanicville.
North Adams.		{ North Adams.
North Bennington.		{ Electric Shop.
Northampton NO Tower.		Northampton.
Peterboro.		
	Rotterdam.	
Springfield.	Springfield.	Springfield.
	(Plainfield Street)	
Troy, N. Y.	Troy, N. Y.	Troy, N. Y.
Winchendon.		
Worcester.	So. Worcester.	So. Worcester.
White River Junction.	White River Junction.	

Fitchburg Division bulletin notices are posted on bulletin board at Westboro engine house; also on C. V. Ry. at yard office White River Jct. engine house at East New London, and train dispatcher's office, New London.

151. DESIGNATION AND USE OF TWO OR MORE MAIN TRACKS.

TEE. Div. Main Line.	FROM Boston	To Division sign east of Ayer.
F. Div. Main Line.	FROM Division sign east of Ayer.	To Rotterdam Junction and Troy.
Trains must keep to the left between Hoosick Falls and Johnsonville. unless otherwise directed.		
Main Line.	Springfield, Mass. Junction of B. & M. R.R. & C. V. Ry. south of Brattleboro passenger station.	Silver Street. West River.
Main Line.	Putney (two or more track switch). Chapins Switch. Bellows Falls.	Tunnel switch. Claremont Junction. (two or more track switch).

FITCHBURG — EAST FITCHBURG FG

Third track between Fitchburg Tower and East Fitchburg FG is considered a main eastward track, and trains running on this track must be protected as per General Rule 99. Trains using Track 4 shall turn inside marker to show green. Trains calling in flag on this track will precede signal with one short blast of whistle, then give signal as per General Rule 14-d.

BELLOWS FALLS.

Single track between Chapin Switch and Tunnel Switch.

Two or more track switch at Tunnel Switch will be operated by remote control from Signal House, Bellows Falls. All movements to be governed as follows:

CHAPIN SWITCH — INWARD.

One unit color light signal located to the right of inward main track on south end of Connecticut River bridge governing inward movements. This signal is a semi-automatic interlocking signal and all movements will be governed by General Rule No. 663.

TUNNEL SWITCH.

Outward.

Lower signal on automatic block signal S29 will act as a distant signal for three unit, color light home signal located about 500 ft. south of Tunnel Switch.

By a three unit, color light home signal located to right of outward track about 500 ft. south of Tunnel Switch, governing outward movements.

By a color light dwarf signal located to left of inward track about 275 ft. south of Tunnel Switch, governing outward movements.

Inward.

By a three unit, color light home signal located to right of main track on wall, south end of tunnel, governing inward movements.

The sidetrack switch about 450 ft. south of Mill Street is electrically locked. This lock is controlled from signal house at Diamond Crossing. Before switch can be thrown, switchman must be requested to unlock switch. After switching is completed, hand switch must be left set for main track.

A signal repeater and push button located about 30 ft. south of station platform awning. The repeater repeats inward home signal. Push button operates annunciator bell in Signal House. When train is stopped at station, and is prepared to leave, conductor must push button and when repeater shows clear may proceed.

Train crews should communicate with switchmen at Signal House, Bellows Falls, in case switch fails to operate or proper signals are not received. Yard telephone is located in iron box at Mill Street crossing and also yard phone located in box on post about 100 ft. north of home signal on west side of track. These and switch control locking device have switch locks. Telephone call for Signal House is 2 long, 2 short.

Outward movements from inward track at south end of tunnel governed by color light Dwarf signal, must not exceed 15 miles per hour between Dwarf signal and Mill Street crossing.

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.

EAST DEERFIELD BRANCH.

Switchman on duty at Deerfield Jct. Daily 8.00 P.M. to 4.00 A.M. Switches for movements to and from East Deerfield will be handled by him during these hours. At other hours communicate with East Deerfield Tower, relative to making movements from Deerfield Jct. to East Deerfield, and ascertain from Train Dispatcher at Greenfield location of trains before entering main tracks or using crossover switches at Deerfield Jct.

B. & M. R.R. — B. & A. R.R.

OPERATION BETWEEN CREAMERY AND FOREST LAKE.

On the Central Massachusetts 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 and Albany dispatcher promptly for orders and instructions.

Present Boston and Maine track will be maintained between Wheelwright and Creamery and operated as a sidetrack. Boston & Maine trains having work to do on this track will enter at connection at Creamery. 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.

All trains will register at Creamery and Forest Lake unless otherwise directed.

B. & M. R.R. — C. V. Ry.

OPERATION BETWEEN WHITE RIVER JUNCTION AND EAST NORTHFIELD.

Between White River Jct. 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 tracks between Brattleboro and East Northfield will be used by trains of the B. & M. R. R. and C. V. Ry. as follows:

Inward trains will be run via the C. V. Ry. and outward trains will be run via the B. & M. R. R. except, that in order to accommodate the regular passenger service, No. 1 and No. 717 will run via Vernon.

The main tracks between END OF TWO OR MORE TRACKS SOUTH OF passenger station at Brattleboro and East Northfield will be operated as two single track lines. Extra trains between these points will have route designated in train orders, specifying whether via Vernon or via Dole Junction.

All train orders will be issued from the Train Dispatchers' Office at Greenfield, over the B. & M. R. R. Superintendent's signature.

OPERATION BETWEEN NORWOTTUCK AND CANAL JCT.

On the Central Mass. Branch between Norwottuck and Canal Jct., Boston & Maine Railroad trains will operate over the Central Vermont Railway track under the jurisdiction of the Central Vermont Railway; its timetable, 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 Norwottuck 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.

WINCHENDON.

When Cheshire Branch third class trains meet at Winchendon, or a third class train meets a first or second class train at that point, trains will meet at Spring Road Siding.

When Cheshire Branch first and second class trains meet at Winchendon, trains will meet at siding west of Ware River Bridge, and outward train pull in at switch entering siding west of water tank.

When W&C Branch first class trains meet at Winchendon, the inferior train will clear on the bunter track at passenger station.

KEENE.

When passenger trains have orders to meet at Keene, the outward train will take siding at switch leading to N. H. Division track at Main Street crossing unless otherwise directed.

HILL CROSSING FREIGHT CUT-OFF.

The freight cut-off extends between Hill Crossing and name board located at Boston Yard Limit Board 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., No. Cambridge is, SIGNAL CONTROL SYSTEM TERRITORY and all movements between these points will be made on signal indication and in accordance with signal control system rules.

The portion of freight cut-off south of Northward (Outward) dwarf interlocking signal 1300 feet north of Mass. Ave., No. Cambridge, to name board 1100 feet south of Somerville Jct., 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.

The portion of freight cut-off and third iron between color light automatic Signal CM-32, located to the right of the freight cut-off 275 feet north of Lowell Street Bridge, and the Dwarf interlocking signal located to the right of the third iron just north of Medford Street Bridge (Winter Hill), is automatic block signal territory.

Trains in either direction between Hill Crossing and name board south of Somerville Junction are not required to display signals as per General Rule 21.

221B. 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.

225. 45 Degree Indication to train order signals is authorized between Waltham and Troy inclusive.

When 45 degree is displayed at Waltham for eastward trains, superior trains will understand that inferior trains are running ahead without train orders from Waltham to Boston.

JOHNSONVILLE.

A green flag by day or green light by night displayed on tower will be considered as a 45 degree indication.

CLEARANCE FORM A.

No train will leave Troy Union Passenger Station without a clearance Form A.

No train will leave White River Jct. without a Clearance Form A.

No train will leave Bellows Falls (Cheshire Branch) without a Clearance Form A.

C. V. train No. 2 will not leave Brattleboro without 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 restored.

SPECIAL AUTOMATIC BLOCK SIGNALS AND ELECTRIC SIGNALS.

EAST GARDNER.

Dwarf signal 56-W, located near spring switch, east of Beach St. overhead bridge 62.20, 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.

Trains or engines moving west on the eastward track between these points, will accept the signal route indicated by this signal as authority to use the eastward track in the westerly direction to westward signal east of crossover No. 10 at Gardner.

Engine crew on helpers will get in touch with train dispatcher at Gardner before starting this reverse more to receive any instructions that he may have for them.

SHELburne FALLS.

Color light dwarf repeater signal installed between Main Tracks, about one mile west of Shelburne Falls, governs eastward movements on westward track from this signal to dwarf signal located between main tracks at westerly end of crossover at Shelburne Falls west.

Trains or engines moving east on the westward track between these points, will accept the signal route indicated by this color light dwarf repeater signal, as authority to use the westward track in the easterly direction to dwarf signal located at Westerly end of Crossover at Shelburne Falls West.

Dispatchers telephone is installed at the location of the color light dwarf repeater signal.

THE HOOSAC TUNNEL.

General Rule 509 Paragraph B, so far as it applies to operation of automatic block signals in Tunnel, is modified as follows:

When a train is stopped at any of these automatic block signals engine-men will at once go to telephone call Train Director at West Portal if on inward train, or Towerman at East Portal if on outward train, who, if tunnel is clear, will direct train to proceed at restricted speed to next automatic block signal and give his name. Engineman will repeat instructions and give his name.

Train Director or Towerman will keep a written record of such conversation on train sheet, showing time of occurrence.

CENTRAL SHAFT.

Two white lights in perpendicular position on each side of Hoosac Tunnel wall at point 12,400 feet west of East Portal, to show location of Central Shaft, and for guidance of engine-men and trainmen.

EAST PORTAL — WEST PORTAL.

Enginemen should not enter tunnel on restricted signal.

NORTH ADAMS.

Indicators west of State Street consist of two two-light signals placed back to back to give an indication in each direction. Each signal has one blue light and one white light. Blue light will show whenever inward home signal, located about 1500 ft. west of Little Tunnel, is displaying a stop indication. With this home signal displaying any other indication than three red lights the blue light will go out. White light will show when there is no train approaching this inward home signal. When a train passes Greylock station the white light will go out.

PETERSBURGH JCT.

Lower signal on automatic block 1579 will act as distant signal for westward home signal at Petersburg Jct. as well as for automatic block signal 1589.

Lower signal on automatic block signal 1594 will act as distant signal for eastward home signal at Petersburg Jct. as well as for automatic block signal 1584.

EAST SARATOGA JCT.

Lower signal on automatic block signal 1859 will act as distant signal for yard signal east of East Saratoga Jct., and for automatic block signal 1871.

Signal 1879 located just east of Saratoga Avenue is an automatic block signal of three position upper quadrant type. When signal arm inclined 45 degrees or displaying a yellow light, signal will act as distant signal for both the home signal and rear home signal at XO tower.

SPRINGFIELD.

Lower signal on Automatic Block Signal 18 will act as a distant for automatic block signal 8 and for southward home signal at Lobby No. 1 Springfield.

NORTHAMPTON.

Lower signal on automatic block signal 186 will act as distant for southward home signal at NO tower as well as for automatic block signal 176.

Lower signal on automatic block signal 173 will act as distant for northward home signal at NO tower as well as for Automatic block signal 179.

DEERFIELD JCT.

Lower signal on automatic block signal 337 will act as a distant signal for northward home signal at Deerfield Jct. and for automatic block signal 347.

Lower signal on automatic block signal 352 will act as a distant signal for southward home signal at Deerfield Jct. and for automatic block signal 344.

WEST RIVER.

One arm automatic distant signal 607 will act as a distant signal for northward home signal at West River and for automatic block signal 613.

Lower signal on Automatic Block Signal 618 will act as a distant signal for southward home signal at West River and for automatic block signal 608.

265. SIGNAL CONTROL SYSTEM.

Train movements from both directions on one or more tracks, may be made as specified below:

BETWEEN

EAGLE BRIDGE AND HOOSICK JCT.

Under Direction of Train Director Johnsonville.

Movements may be made in either direction on both tracks.

SPRAGUES CABIN AND WEST PORTAL.

Under Direction of Train Director West Portal.

Movements may be made in either direction on tracks No. 2, No. 4 or No. 1.

WEST PORTAL AND EAST PORTAL.**Under Direction of Train Director West Portal.**

Movements may be made in either direction on both tracks.

EAST PORTAL AND SOAPSTONE.**Under Direction of Signalman at East Portal.**

Track No. 3 — For westward movements **only**.

Track No. 1 — For movements from both directions.

Track No. 2 — For movements from both directions between East Portal and Hoosac Tunnel Crossovers; for eastward movements **only** between Hoosac Tunnel Crossovers and Soapstone.

SOAPSTONE AND GREENFIELD EAST.**Under Direction of Train Dispatcher at Greenfield.**

Eastward Track — For movements from both directions.

Westward Track — For movements from both directions between Greenfield East and Greenfield West. For westward movements **only** between Greenfield West and Shelburne Falls East. For movements from both directions between Shelburne Falls East and the repeater dwarf signal one mile west of Shelburne Falls West. For Westward movements **only** between the repeater dwarf signal one mile west of Shelburne Falls West and Soapstone.

GREENFIELD EAST AND MONTAGUE.**Under Direction of Train Director at East Deerfield.**

Eastward Track — For movements from both directions.

Westward Track — For westward movements **only** between Montague and East Deerfield East; for movements from both directions between East Deerfield East and Greenfield East.

TYTER WEST AND WESTMINSTER.**Under Direction of Train Dispatcher at Gardner.**

Eastward Track — For eastward movements **only** between Tyter West and Gardner; for movements from both directions between Gardner and Gardner East; for eastward movements **only** between Gardner East and South Ashburnham.

Westward Track — For westward movements **only** between South Ashburnham and Gardner; for movements from both directions between Gardner and Tyter East.

Track No. 3 — For westward movements **only** between Westminster and South Ashburnham.

Track No. 1 — For movements from both directions between Westminster and South Ashburnham.

Track No. 2 — For eastward movements **only** between South Ashburnham and Westminster.

WESTMINSTER AND EAST FITCHBURG OX.**Under Direction of Train Director at Fitchburg Tower.**

Eastward Track — For movements from both directions between Westminster and Fitchburg Tower. For eastward movements **only** between Fitchburg Tower and East Fitchburg OX.

Westward Track — For westward movements **only** between East Fitchburg OX and Fitchburg Tower. For movements from both directions between Fitchburg Tower and Westminster.

WALTHAM AND WEST CAMBRIDGE.**Under Direction of Train Director at Waltham.**

Freight Cut-Off — For movements from both directions between home signals, Hill Crossing and North Cambridge.

Central Mass. Branch — For movements from both directions between home signals, Hill Crossing and West Cambridge.

Telephones are located at all home interlocking signals in above territories, and should such signals indicate stop crew will immediately call train dispatcher, train director, or signalman.

MECHANICVILLE D & H. R. R.**Operation between XO and WY Towers.**

(D. & H. R. R. Rules.)

The two main tracks between the northward signals at XO Tower and the southward signals at WY Tower 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 steam whistle calls the flagman in from the south on No. 1 track.

One short and five long (0 — — — —) sounds of steam 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 Tower 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.

AUTOMATIC TRAIN STOP RULES**Applying Between East and West Portals.**

Rule 420. — Automatic Train Stop equipment supplements the automatic block signal indications in governing the use of blocks but does not supersede the superiority of trains nor dispense with the use or the observance of automatic block or interlocking signals or other signals.

Rule 421. — An audible warning of the train stop equipment indicates a restricted condition of the track ahead and the Engineman must immediately control the speed of his train in accordance with the following conditions:

- (a) Audible warning should be received as the engine is passing a wayside signal other than a CLEAR signal and the speed of the train will be governed in accordance with the wayside signal indication.
- (b) If the audible warning is received as the engine is passing a clear wayside signal or when the wayside signal is not visible the train will be brought to a STOP and then proceed at restricted speed to the next wayside signal.

Rule 422. — Engineman will not operate the acknowledger to prevent the automatic application of brakes until the governing indication is observed and/or is in process of being obeyed.

Rule 423. — To forestall a train stop initiated automatic application of the brakes the acknowledger must be properly operated within 6 seconds **after** the start of the audible warning.

Rule 424. — Main switch must remain closed, pneumatic equipment "cut-in" and sealed (except in case of failure of equipment) while engine is in train stop territory.

Rule 425. — If train stop equipment does not function properly the facts must be reported to the Superintendent at the first available point of communication and also on the "Work Sheet" when filling in same.

505.

AUTOMATIC BLOCK SYSTEM.

Boston to Hoosick St., Troy, N. Y.
Johnsonville to Rotterdam Junction.
Springfield to White River Junction.
Cheshire Branch.

605.

LOCATION OF INTERLOCKING SIGNALS.

(SEE INTERLOCKING AND SIGNAL CONTROL SIGNAL RULES.)

MAIN LINE — EAST — WEST.

Tower A.	Tyter (West).
Tower H.	Montague.
West Cambridge.	East Deerfield (East).
Hill Crossing.	East Deerfield (West).
Waltham.	Cheapside.
West Concord.	Greenfield (East).
South Acton.	Greenfield (West).
Ayer.	West Deerfield (East).
East Fitchburg (OX)	West Deerfield (West).
East Fitchburg (FG).	South River.
Fitchburg Tower.	Shelburne Falls (East).
Fitchburg, Rollstone St.	Shelburne Falls (West).
West Fitchburg.	Rice's Crossover.
Westminster.	Soapstone.
South Ashburnham.	Hoosac Tunnel.
East Gardner.	East Portal.
Gardner (East).	West Portal.
Gardner.	Hoosick Junction.
Parker.	Eagle Bridge.
Baldwinville (East).	Johnsonville.
Baldwinville.	Mechanicville XO Tower.
Wright's Crossover.	Mechanicville WY Tower.
Athol.	Crecent.
Tyter (East).	Rotterdam Junction.

HILL CROSSING FRT. CUT OFF.

Hill Crossing.	North Cambridge.
Diamond Crossing (Lexington Branch).	

MAIN LINE — NORTH — SOUTH.

Springfield, Lobby No. 1.	West River.
N O Tower.	Tunnel Switch.
Greenfield.	Chapin Switch.
East Northfield.	Claremont Jet.
	White River Jct.

WORCESTER AND CONTOOCCOOK BRANCH.

Barber.

Gardner.

CENTRAL MASSACHUSETTS BRANCH.

South Sudbury.

NO Tower.

PETERSBURGH JUNCTION.

Open hours 9.55 A.M. to 1.55 A.M. During other hours signals and switches are set for B. & M. R.R. trains.

NO TOWER.

Open hours week days 5.10 A.M. to 1.10 P.M. and 2.30 P.M. to 10.30 P.M. During other hours signals and switches are set for Main Line.
Closed 10.30 P.M. Saturdays until 5.10 A.M. Mondays.

SOUTH SUDBURY.

Open hours—Weekdays 6.00 A.M. to 10.00 P.M.
Sundays 7.55 P.M. to 10.15 P.M.

During other hours signals and switches are set for N. H. R. R. trains. Operator remains on duty until last B. & M. passenger train passes.

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 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 663-b.)

Such signals are located at the following points:

MAIN LINE — EAST — WEST.

Petersburgh Jet.

Sprague's Cabin North Adams.

MAIN LINE — NORTH — SOUTH.

Deerfield Jet.

White River Junction Yard.

CENTRAL MASS. BRANCH.

East Switch.

MARLBORO BRANCH.

Hudson.

TROY, N. Y.

Passenger engines moving from the engine terminal at Middleburg Street, Troy, N. Y., through the crossover at Ingalls Ave., to the coach storage yard will be protected in the movement against traffic on the eastward main track from the crossover to the coach yard switch by the trainman assigned to handle the draft to the station.

Before making this movement, however, the trainman will report to the engineman at Middleburg St. enginehouse and have an understanding with him.

Yard engines in making this move will be protected by yard helper.

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.

Signal 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.

All trains and light engines and motor cars making movements on main tracks 1, 2 and 4 and on all tracks at Springfield Station will ring bell continuously in territory between Armory St., Springfield and Tower 43, West Springfield.

All passenger or freight drafts backing in or out of B. and A. R.R. passenger station Springfield must be controlled with a riding hose equipped with a whistle.

All trains or engine movements made against the current of traffic on the INWARD (SOUTHWARD) track between the B. & A. R.R. "Diamond" and B. & M. R.R. Lobby No. 1, will stop to clear the crossovers just south of Lobby No. 1, UNLESS given a hand motion to proceed by the Switchman at Lobby No. 1.

The B. & A. R.R. rules provide that for trains backing in or out of Springfield Union Station, there must be two men on the rear end to make this movement.

The use of whistle in and about Springfield station is prohibited except in case of emergency and engine crews will regulate fire so that pop valve will be kept closed.

Important that every effort be made to eliminate all unnecessary noise.

WHITE RIVER JUNCTION.**CENTRAL VERMONT YARD.****DOUBLE ARM UPPER QUADRANT SEMAPHORE LOCATED 1080 FEET SOUTH OF PASSENGER STATION GOVERNING MOVEMENTS OF TRAINS FROM THE FOULING POINT OF B. & M. AND C.V. MAIN LINE 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 Central Vermont trains right 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 Boston and Maine trains right to proceed from main line or through crossover from south wye.

Both arms in a horizontal position or two red lights all trains on either main line or through crossover from south wye must stop to clear fouling point of junction switch.

These signals are non-automatic interlocking signals.

SEMAPHORE SIGNAL LOCATED 800 FEET SOUTH OF NUTT STREET, W. R. JCT. GOVERNING MOVEMENTS OF OUTWARD TRAINS.

Upper quadrant three position Blade.

Perpendicular position, or green light proceed.

Forty-five degrees, or yellow light, caution via diverging route.

Horizontal position, or red light, stop.

697.**BALL SIGNALS.**

Each engineman 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.

WHITE RIVER JUNCTION. DIAMOND CROSSING.

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.

NOTE — Enginemen 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.

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.

WHITE RIVER JUNCTION — NUTT STREET.

Switchtenders stationed at cabin North of Nutt Street will handle Double Arm upper quadrant semaphore 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 semaphore 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.

Switchtenders located at diamond near passenger station will have charge of ball signal, all switches included between Wye switch on White River Bridge, and Crossover switch on Conn. River Bridge, also switches South of cabin controlling movement from and to the freight Yard.

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.

BELLOWS FALLS.

One ball or one red light allows Rutland Railroad trains to cross.
Two balls or two red lights allows Cheshire Branch trains to cross.
Three balls or three red lights allows Fitchburg Division Main Line trains to cross.
These signals govern movements of trains on all cross tracks and no track must be crossed until proper signal is displayed.

CHESHIRE BRANCH. WINCHENDON.

One ball or one red light: Fitch. Div. (Cheshire Branch) trains may cross.
Two balls or two red lights: Worcester and Contoocook Branch trains may cross.
Three balls or three red lights: Boston & Albany Railroad trains may cross.
These signals govern movements of trains on all cross tracks and no track must be crossed until proper signal is displayed.
The normal position of ball signals and switches when not otherwise in use must be for Fitch. Div. (Cheshire Branch) trains to cross.

BENNINGTON BRANCH.

NORTH BENNINGTON.

One ball or one red light: first-class Inward main-line trains have right of track to main track crossover switch opposite freight house and to switch leading to passenger station spur on Bennington Sub-Division.
Two balls or two red lights: first-class Outward main-line trains have right of track to westerly switch of Scale track west of passenger station.

CLEARANCE.

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines, or other high equipment while movements are being made under these bridges or structures.
The following list of bridges and structures on this Division within New York State, have close overhead clearance.

ROTTERDAM, N. Y.

Enginehouse doors, all stalls.
"A" Frame on turntable.
Bridge No. 207.11 (Old No. 296), 1.2 miles east of station.
Pipe lines at enginehouse over tracks between sandhouse and enginehouse.

CRESCENT, N. Y.

Bridge No. 200.36 (Old No. 287), 3.3 miles west of station.

MECHANICVILLE, N. Y.

Bridge No. 186.25 (Old A-271), .61 miles east of station.
Coal pocket at enginehouse.
Sandhouse at enginehouse.
Enginehouse doors, all stalls.
Big doors on Car Shop.
"A" Frame on turntable at enginehouse.
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 and Bleach Plants.

REYNOLDS, N. Y.

Bridge No. 181.41 (Old No. 264), 1.45 miles east of station.

WEST VALLEY FALLS.

New overpass 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 No. 163.10 (No old No.), .5 mile east of station, eastward.

HOOSICK, N. Y.

Bridge No. 160.24 (No old No.), .2 mile west of station.

PETERSBURG JCT., N. Y.

Bridge No. 155.56 (Old No. 233), 2.72 miles east of station, eastward.

HOOSICK FALLS, N. Y.

Bridge No. 163.74 (Old No. 224), .4 mile west of station, westward.
Bridge No. 163.47 (Old No. 222), .03 mile west of station, westward.
J. E. Buckley's Coal Shed, opposite station, westward.

PETERSBURG JCT., N. Y.

Bridge No. 157.91 (Old No. 218), .4 mile east of station, westward.
State Line Bridge No. 156.15 (Old No. 215), 2.7 miles east of station, westward.

EAST SARATOGA JUNCTION, N. Y.

Bridge No. 189.78 (Old No. 507), 3.98 miles north of station.

WAYVILLE, N. Y.

Bridge No. 195.46 (Old No. 520), .28 mile north of station.
Bridge No. 196.16 (Old No. 521), .98 mile north of station.

SCHUYLER JUNCTION, N. Y.

Bridge No. 201.22 (Old No. 525), .31 mile south of station.

EUREKA SPRINGS, N. Y.

Bridge No. 203.59 (Old No. 528), .65 mile south of station.
Bridge No. 204.29 (Old No. 531), .05 mile north of station.
Bridge No. 204.49 (Old No. 533), .25 mile north of station.
Bridge No. 204.66 (Old No. 535), .42 mile north of station.

GATES, N. Y.

Bridge No. 205.38 (Old No. 543), .01 mile east of station.

TROY, N. Y.

Bridge No. 188.85 (Old No. 498), 1.51 miles east of station.
Bridge No. 189.64 (Old No. 499), .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 Adam St.
Wilson's Beef House at Vanderlyden Ave.

LANSINGBURG, N. Y.

Bridge No. 186.91 (Old No. 2-496), .51 mile east of station.

MELROSE, N. Y.

Bridge No. 180.54 (Old No. 493), 1.4 miles east of station.
Bridge No. 183.19 (Old No. 495), 1.25 miles west of station.

WALLOOMSAC, N. Y.

Bridge No. 168.97 (Old No. 489), 1.74 miles west of station.

OTHER CLOSE CLEARANCES.

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.

WORCESTER.

There are several points where scant clearances obtain, both side and overhead between Lincoln Square and Worcester Union Station, and employees should use due caution.

GARDNER.

There are many points where scant clearances obtain, both side and overhead, in connection with Derby Line and tracks leading therefrom, and employees should use due caution.

FITCHBURG.

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.

WARE.

Far as possible, engines doing work in the Otis Company Yard will arrange for cars ahead of engine to avoid engine getting onto sharp curve near end of track at storehouse.

913. Two engines must not be run attached over any bridge between Ware and Northampton that is fifty feet or more in length.

ELECTRIC ZONE. SPECIAL RULES.

38. Inward freight trains with tonnage in excess of 4800 tons will stop to take on motors or set off cars at North Adams, with caboose clear of Passenger Station.

Approximately 126 cars behind one Santa Fe or Lima Engine standing at Strut 44, will clear North Adams Passenger Station and point locomotive is to be stopped can be regulated from this information.

Inward freight trains except those dropping or picking up cars at North Adams, will pull up to signal 1412 located near Strut 42 and take on motors at that point, instead of at Strut 37, in order to relieve complaints of excessive smoke near Ashland Street Underpass.

39. Outward freight trains having seventy-five (75) cars or over will stop head end at Hoosac Tunnel crossover, cut off their engine, go to East Portal for water and motors, then return to train, starting same from Hoosac Tunnel crossover.

INSPECTION OF FREIGHT TRAINS BEFORE ENTERING HOOSAC TUNNEL.

40. (a) Inward freight trains must be inspected by middle man from caboose to engine before train moves into Hoosac Tunnel. Switchmen at Spragues will watch trains closely for defects as they pull by them.

(b) All inward freight trains must have running inspection at East Portal after motors are detached.

(c) Outward freight trains which have a middleman from East Deerfield to Mechanicville, will be inspected from caboose to head end at East Portal.

(d) Outward freight trains taking on middle man at East Portal will be inspected by conductor coming half-way over train until he meets middle man inspecting train from head-end, when inspection on opposite side of train will be made by these men.

Switchmen and crossing tenders at North Adams will closely watch all passing trains for defects in accordance with Rule 709.

DANGER.

41. The Hoosac Tunnel Electric Zone extends from a point 1400 feet east of Hoosac Tunnel Station through the Tunnel to a point 1000 feet west of the passenger station at North Adams.

The trolley wires, together with the supports therefore constitute a continuing structure and obstruction across the tracks of the railroad. Bridge guards or tell tales are maintained near each end of this structure, but there are no intermediate bridge guards or tell tales. Clearance sign boards have been erected near East Portal and West Portal at which points the wires are unusually low as they enter the tunnel, and in the vicinity of North Adams Passenger Station, where the wires are unusually low on account of a bridge. There is danger within 14 inches of every wire that has been charged.

All employes are warned when in the Electric Zone not to go upon the tops of cars and tenders over which there are wires, except when absolutely necessary in the performance of their duties and are warned while so on cars or tenders to use the utmost care to look out for all parts of the overhead structures. Particular care is required upon the sections above referred to where the wires are unusually low. Employes are warned to keep at least 14 inches from all wires and to keep all tools, implements or other objects whether in use or not, at least such distances from the wires.

Scoop shovels, coal picks, hooks, or other implements should not be used for the purpose of pulling around water spouts on account of the danger of serious accidents should such tools slip and come in contact with wires.

Use of wet-down hose in Electric Zone is prohibited.

All stand pipes within Electric Zone are provided with switch locks and after taking water or when stand pipe is not in use, same must be turned to normal position clear of tracks, and locked.

EMERGENCY RULES.

42. (a) In case of failure of electric locomotive, such as grounding of motors, breaking of pantographs, air brake or air compressor failures, or any unusual delay, engineman will make report to Train Director soon as convenient, by telephone.

(b) Attention of enginemen is called to fact that trolley wire must always be grounded before any attempt is made to work on top of train or locomotive in tunnel. It is not only necessary to remove power from trolley wire to avoid danger to men, but this wire must be grounded in every instance.

(c) In event of line failure at West Portal, or in North Adams yards, which endangers life or property, Train Director at West Portal must take initiative in removing power from lines affected. Immediate notice must be given Towerman at East Portal and power must not be restored to these lines except upon receipt of instructions from Train Director at West Portal.

(d) Whenever a short circuit occurs, or any line failure such as broken insulator or trolley wire, any person observing such must at once telephone Train Director or Towerman at nearest Portal, giving all information possible.

(e) Employes noticing broken wires, defective or broken insulators, or any condition liable to result in accident or injury to employe, will make immediate report to Train Director, giving near as possible, location where such condition exists.

TELEPHONES.

43. (a) 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.

(b) 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.

(c) To call East Portal, ring two. West Portal, ring three.

(d) If bell does not ring at first, persons calling should listen on line and then hang up the receiver and call again.

44.

WEST PORTAL.

(a) Local telephone on pole at Strut No. 60 and Strut No. 44 west of West Portal tower. When trains stop to take on motors at either point, head brakeman will call West Portal (3 rings) for instruction or to report any difficulty with train.

(b) Freight Conductors of inward freight trains, when their caboose car stops within vicinity of North Adams Station call West Portal on telephone located in building east of station as to any instructions Train Director may have.

45.

NORTH ADAMS.

(a) Inward freight trains taking on electric locomotive at Sprague's cabin must stop train before fouling westerly crossover unless receiving hand signal to contrary from switchtender and make effort to pull rear of train up far enough to clear switching lead at station.

(b) Electric locomotives handling freight trains westward far as North Adams passenger station should use crossover number 2 east of station instead of crossover number 1 at State Street to avoid blocking and making extra movement over State Street crossing.

(c) When inward freight trains pick up cars, conductor should notify West Portal as to tonnage picked up, and same to be reported by Train Director to Train Dispatcher.

MOTORS.

46. (a) Unless otherwise ordered all trains, including light engines propelled by steam, will be hauled through tunnel by electric motors.

(b) In case of accident in Electric Zone, trainmen must caution all persons against coming in contact with electric wires. Conductors will proceed to nearest telephone and advise Towerman, East Portal or Train Director, West Portal as to location, extent of trouble, tracks obstructed, wires affected, etc., who will notify Train Dispatcher, Greenfield, giving same information.

(c) When two or more locomotives are coupled together and making light movement with crew on rear locomotive, this crew will be responsible for proper display of markers, protection of rear of train, and passing of signals between rear and forward end of train.

(d) All white lights should be extinguished on rear end of motors when displaying markers.

(e) Steam engine instead of motor will call in Flag on trains account motor whistle not always heard.

REMOVING POWER FROM WIRES TO ALLOW CONSTRUCTION OR MAINTENANCE WORK.

47. (a) When it becomes necessary to remove power from any part of trolley system in Electric Zone, for construction or maintenance work, permission for such removal must be obtained from Train Director, who will notify towerman at East Portal, specifying sections from which power to be removed, and name of person requesting removal. Towerman at East Portal will then arrange for removal of power from section specified, and when same removed will notify Train Director. The Train Director will then issue Power Order Form 7318, addressed to person requesting removal of power and to enginemen of all electric locomotives in Electric Zone. In case above order is issued, engineman receiving same will lower pantographs before going into dead section in order to avoid grounding line.

(b) Orders for electric locomotives will be issued by Train Director by telephone to repair shop at North Adams, and by telephone or telegraph at West Portal, East Portal or Hoosac Tunnel station, on regular forms and in regular manner.

(c) Enginemen of electric locomotives coming on duty will communicate with Train Director and receive any instructions before leaving Repair Shop yard with locomotive

(d) Enginemen will transfer all orders in effect when they are relieved at any time, as provided in General Rule 220.

STARTING TRAIN IN ELECTRIC ZONE.

48. Rule 23-A of Rules and Instructions governing use and care of Air-Brake Equipment and Air-Signal Equipment, dated September 1, 1926 is modified in electric zone to this extent — steam locomotive will start train in all cases, electric locomotive taking hold to prevent train stalling.

LOCATION OF CROSSOVERS IN ELECTRIC ZONE.

49. Crossovers are numbered and located as shown below:

- No. 1. Just west of State Street Crossing at North Adams.
- No. 2. Just east of station at North Adams.
- No. 3. At Sprague's Cabin.
- No. 4. Double crossovers at West Portal.
- No. 5. Double crossovers at East Portal.
- No. 6. At East Portal; intersection of O track and track 2.
- No. 7. Just east of Hoosac Tunnel station.

STEAM LOCOMOTIVES.

50. Enginemen of steam locomotives in Electric Zone must when possible avoid stopping locomotives beneath insulators, as steam escaping from locomotive is liable to break insulators.

TRAINS IN TUNNEL.

51. 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.

(a). Any crew on a steam engine that stands in tunnel without moving for 20 minutes or longer will report circumstances and point where they stood to Train Director, who in turn will notify track supervisor who will arrange for the miners to make an inspection and see that no rocks are loosened up.

(b). When for any reason power leaves lines, or failure of electric locomotive at such time as a train is being handled in tunnel, engineman of electric locomotive will signal engineer of steam locomotive for necessary assistance in order that there may be as little delay as possible to trains in tunnel.

SMOKE NUISANCE — HOOSAC TUNNEL.

52. Inward freight trains taking on motor at West Portal will stop both on tracks 4 and 2 with forward end of engine between struts 57 and 58. Enginemen will do everything possible as to having their fire in condition so that no black smoke will be carried into tunnel.

HANDLING TANK CARS CONTAINING INFLAMMABLES THROUGH HOOSAC TUNNEL.

53. (a) Loaded tank cars bearing inflammable placards may be moved through Hoosac Tunnel, but, if extra crew 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.

(b) Conductors will notify Train Director at West Portal when they have such cars in their train.

HANDLING EXPLOSIVES THROUGH HOOSAC TUNNEL.

54. 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.
Wet Fulminates of Mercury	} Excepting a shipment of not more than 1000 blasting caps or 1000 electric blasting caps.	
Blasting Caps.		
Electric blasting caps.		
Ammunition for cannon with explosive projectiles.		
Explosive projectiles.		
Detonating fuses, or Explosive torpedoes.		

JOINT TRACK BETWEEN MECHANICVILLE AND CRESCENT. D. & H. R.R. AND B. & M. R.R.

1151. (a) All employes 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 timetable, 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.

(b) All trains before passing to or from joint double track at Crescent must run at restricted speed, and may proceed only when switches and signals are seen to be right and track clear.

(c) 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.

(d) Extra trains may run ahead of second-class trains.

AUTOMATIC BLOCK SIGNALS.

1152 (a) Automatic Sempahore Signals in service between Mechanicville and Crescent, are of the D. & H. R. R. pattern, with normal position at Stop and when a train enters a circuit it does not set a clear signal at Stop until the engine has passed the signal. Provided there is no train ahead or no condition to cause signals to display Caution or Stop, these signals clear from Stop to Proceed position when a train enters a block in the rear.

Signals are one (1) arm, three (3) position upper quadrant type, with pointed end red arm.

Signal arm in horizontal position or displaying red light indicates Stop and Proceed at restricted speed to next signal.

Signal arm in 45° position or displaying yellow light indicates Proceed prepared to stop at next signal.

Signal arm in 90° position or displaying green light indicates Proceed.

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.

(b) 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.

(c) In case of accident or other delay all existing rules and precautions must be rigidly observed, and it must be fully understood by all employes 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.

(d) 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.

(e) 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, Crescent, Rotterdam and General Yard Master's Office, Mechanicville; also at Dewitt and Selkirk on N. Y. C. R. R.

Slow Boards.

A yellow flag by day and in addition two yellow lights by night, or a (Slow) board displayed beside tracks, indicates speed of train to be reduced at once to 8 miles per hour and maintained until entire train has passed over that portion of track under repairs.

Movement of Trains.

If it should become necessary to operate any portion of the joint double track as single track, or 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.

Crews using track No. 10 to drop caboose or to run through, must move prepared to stop, looking out for hump engines that may be using this track for a running track. Hump engines in using track No. 10 will make sure that man that goes with engine rides on tender looking out for crews that may be pulling through this track

Whistle Signals.

Approaching Crescent, westward, two long blasts of the whistle will be sounded as an indication to the Towerman that route to the D. & H. is wanted, and four short blasts for the route to the B. & M.

Yarding of Trains — Mechanicville.

Both D. & H. and B. & M. crews enroute to Mechanicville, will look for a number displayed on south corner of QS Tower, Crescent, which will indicate track in B. & M. receiving yard train will yard on. In absence of a track number being displayed, or in event crews do not clearly distinguish the number displayed, they will call B. & M. yardmaster on yard phone from Sucker Brook, five rings, for instructions

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. General Rule 105 applies.

2. No engine will leave the receiving yard, and foul the leads at the east end, except as follows:

- Lever controlling hump signals and horns west of water tank, located on ear inspector's cabin at easterly end of receiving yard, must be thrown and left in reverse position (this removes control from hump office, holds signals at "stop" position, and horns silent).
- Lever must not be thrown while signals are standing at other than red or until humper has gone east of signal at water tank.
- 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. No humper will shove east out of receiving yard except as follows:

- Conductor of humper will, on arrival at east end of yard throw lever controlling hump signals and horns west of water tank, and leave lever reversed until he is ready to proceed to the 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 at the hump.
- Engineman upon coupling onto cut to be humped will 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 conductor in charge of engine.
- In weather conditions which require use of horn in lieu of signals conductor and engineman will proceed as in (a) and (b) above, and conductor, having restored lever to normal position, will phone hump office that he is ready so that proper horn signal may be sounded from the hump.
- In cases where more than one hump engine is in receiving yard to shove cuts, a thorough understanding must be had between yardmaster and all enginemen and conductors involved as to which engine is to move first, and the second engine must move only on hand signals, relayed from its conductor at east end of receiving yard.
- 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 he is notified by conductor of humper by motion or phone that he is ready to proceed. Engineman will proceed as in (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. (This is to avoid any misunderstanding as to the intent for the job to proceed, and in lieu of the use of lever.

In the use of day-light hump signals at Mechanieville 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.

Fog signals are:

- Two long blasts to indicate full speed ahead.
- One long blast indicates stop.
- Three long blasts indicate back up.
- Four long blasts indicate medium speed.
- Five long blasts indicate slow speed.

TRACKS ON WHICH R-1 T-1, S-1, CV-700, ENGINES, H-1, H-2 AND H-3 SWITCHERS ARE RESTRICTED.

Waltham.

- *Cushing Grain Co.
- *Boston Mfg. Co.
- *Waltham Coal Co. trestle.
- *Valley track.
- *Engine House track.
- *Mill track.

Bleachery.

- *H. K. Noyes & Son Inc., track 1.
- *Bleachery Fuel Co.
- *Waltham Bleachery & Dyeing Co.

Roberts.

- *J. L. Thompson Mfg. Co.

Stony Brook.

- Mass., Broken Stone. Bulk track.

Concord.

- Trestle track, Back track, Elevator track.

West Concord.

- Whitneys, Allen's, Viola's, Powder switch.

South Acton.

- Mullin's Sand Pit, Merriam's track, Cushing's, Wall, Stock, House and Lumber yard.
- South Acton Coal and Lumber, South Siding, North Siding.
- Yard tracks.

Marlboro Branch.

West Acton.

- House, Milk, Coal tracks.

Littleton.

- Quarantine, Ice, Coal, Cider Mill and Brick tracks.

Greenville Branch.

Milford Branch.

Ayer.

- *Phelps track.

North Leominster.

- Wheelwright Paper Co.'s coal trestle.
- Merriam, Hall track.
- Yard tracks.

East Fitchburg.

- B. & M. loco. coal trestle.
- Falulah track West of Bridge 64.
- Simond Saw tracks.
- Webber Lumber Co's siding.
- Thompson Co's siding.

Fitchburg.

- Rollstone Paper Co's coal trestle.
- Dillon Boiler Works and L. H. Goodnow Foundry Co.'s track.
- J. Cushing track.
- W. A. Hardy track.
- Back Bay track.
- Jennison Co.'s track.
- Manning, Maxwell & Moore track.
- Iver-Johnson track.
- Orswell Mill track.
- Union Coal Co's track.
- Godbeer, Parkhill and Grant Yarn Co.'s track.
- Cowee track.

West Fitchburg.

- DeJonge & Fitchburg Steam Engine Co.'s track.
- Fitchburg Paper Co.'s trestle No. 1.
- Fitchburg Paper Co.'s trestle No. 2.
- Cook Box Co.'s track.
- Fitchburg Paper Co. and American Woolen Co.'s trestle.

Wachusett.

- Crocker Burbank Trestle No. 2.
- Crocker Burbank Trestle No. 3 and track.
- Crocker Burbank Trestle No. 4.
- H 2a switchers may operate on above tracks using stretchers on coal trestles.

Cheshire Branch.

- West of freighthouse track, South Ashburnham. Exception: S-1c Class.

Gardner.

- *Greenwood Associates' track.
- *Haiman, Garbose track.
- *Freight House connections leading onto W. & C. Branch.
- *Derby Branch.
- *Gardner Yarn Co.'s track.

Worcester and Contoocook Branch.

- Beyond Swift's track east of Gardner station.
- All side tracks between Gardner and Worcester beyond Fouling Point.

Baldwinville.

- *General Reed & Rattan Co. track.
- *Smith and Day track.

Athol.

- *Track in rear of Freight House known as the "Potter" track.
- *Athol Gas & Elec. track.
- *Diamond Match Co. track.

Orange.

- United Shoe Machinery Co.'s track.

Ering.

- United Shoe Machinery Company's track.

Millers Falls.

*Millers Falls Tool Co.'s coal trestle.

East Deerfield.

*Coal trestle.
*Cinder Dump track.
*East Side Cripple tracks.

Greenfield.

*Alexanders coal tracks. ○
*Potter's track. ○
*Tank track east switch to derail. ○
*Conway's Trestle. ○
*Wall track. ○

North Adams.

*Arnold Print Works' track.
Windsor Print Works' coal trestle.
*North Adams Gas Co.'s trestle track.
All tracks rear Freight House except No. 4 to Snyder's track and Derrick track.

Greylock.

Greylock Mills' coal trestle.

Williamstown.

Herrick, Grady & Cole coal trestle.

Hoosick Falls.

J. Buckley & Son's coal trestle.
Walter A. Wood's siding — South Gate — Outward.
Walter A. Wood's siding — North Gate — Outward.
Wood-Flonge Co., Inc., siding.

Johnsonville.

Turntable tracks.

Troy Branch. — All side tracks beyond Fouling Point.**Schaghticoke.**

Coal track — South of Freight House.
Straw & Coal siding — North side of Mains.

Reynolds.

Champlain Brick Co.'s track east of Hudson River Bridge.

Mechanicville.

All tracks leading from wye just East of Station and from wye at East Saratoga Junction.
All coal tracks except loco. coal trestle.
West Virginia Pulp & Paper Co.'s tracks.

Scotia.

B. & M. Gravel Pit tracks.
Ryan's track.

Saratoga Branch — excepting East Saratoga Junction wye.**Schuylerville Branch.****Springfield.** Hampden underpass just north of Freight House restricted to ten (10) miles per hour.**Brightwood.** All side tracks, except the Brewery tracks, and from the Air outlet at north end of yard, north to main line switch.**Chicopee.** All side tracks except the "Long" track on West side to Block Signal No. 32 from South switch.**Chicopee Falls Branch Track.** Underpass just north of Chicopee passenger Station and beyond.**Holyoke.** All side tracks except Broadway north of Appleton Street, Union and south end of freight house tracks to south end of platforms.**Hatfield.** Main siding north of crossover to northward main and freight house tracks.**Northampton.** King St. Bridge. N. H. R. R. interchange track

R-1, T-1 and S-1 class engines restricted to 10 miles per hour over Bridge 17.15 on Cent. Mass. track opposite station.

Bernardston.

Wall and Dunnell's track.

Mount Hermon.

House track beyond Fouling Point.
Gravel Pit beyond sign posts located 800 feet behind derail on Pit track, and 300 feet behind de-rail on No. 1 track.

East Northfield.

All tracks except passing track.

Vernon.

*Dam siding.

Brattleboro.

Holbrook's Siding.
Swift track.

Putney.

Highway Crossing to north switch on siding in rear of station.

North Walpole — Bellows Falls.

Cray's siding.
Green Manufacturing Co.
Flannery track.
Freight House tracks.
Blake & Higgins.

R-1, S-1 and T-1 type locomotives may be operated over Rutland Bridge 101 thru connection onto Main Line of Conn. River in front of passenger station, thence north of the Conn. River to Russell Street in North Walpole yard, thence south on the so-called Mountain track to the Cheshire Branch track, just south of engine house in Walpole yard also over Rutland Bridge 101, B. & M. Stone Arch Bridge 113.60, and the Rutland track between these Bridges.

Charlestown, N. H.

Milar & Barry.

Claremont Junction.

Wye tracks.

Windsor.

Windsor Mfg. Co. (old Acme Machine Co.), front side.
Windsor Mfg. Co. (old Acme Machine Co.), back side south of River St. Crossing.

Cone Siding.

The Back track from switch near Everett Lane Crossing to River St. Crossing is O.K. for above power at speed of five miles per hour.

Passing tracks Bernardston, Adams Siding, and Dummerston restricted to ten (10) miles per hour.

RESTRICTIONS S-1c ENGINES.**CHESHIRE BRANCH.****Simon's Siding.**

East of M. P. B-75.

Fitzwilliam, N. H.

All sidings excepting passing track and including crossover from middle of passing track to main line.

Joslin, N. H.

All tracks.

Cold River, N. H.

Siding serving O'Connor Bros. and American Mineral Products Company situated rear of station.

Passing tracks at Summit, Troy and Fitzwilliam restricted to fifteen (15) miles per hour.

* P-2, P-3, P-4, K-7, K-8 and C.V. 400 class engines also restricted.

○ H-1, H-2 and H-3 class engines may operate on these tracks.

CAB WINDSHIELDS.

Cab windshields on all classes of engines must be closed while operating through Hoosac Tunnel in either direction.

Cab windshields on T-1 and P-4 type engines must be closed at the following points.

Main tracks and sidings between Tower H and West Cambridge.

Between Bridge No. 9.51 and No. 9.64, Waltham.

At Bridge No. 5.74, Mt. Auburn Street on Watertown Branch.

At Bridge No. 7.67, Patten Street on Watertown Branch.

At Bridge No. 0.55, Clinton Street, Springfield.

At Chicopee station.

At Willimansett station.

At Bridge No. 7.55, Appleton Street, Holyoke to 900 ft. north.

At Bridge No. 8.11, Upper Level Canal, Holyoke to 500 ft. north.

In Troy yard and 200 ft. each side of River Street electric railway crossover on the Green Island end of the Troy wye track.

Also on westward track between Liberty and Fifth Avenue bridges on the Troy Union Railroad.

HEAVIEST ENGINES PERMITTED

Between	CLASS	
	Passenger	Freight
Boston and Rotterdam	P 4 ab	T1ab-S1ab-R1ab
West Cambridge and Waltham (via Watertown Branch)	P 4 ab	T1ab-S1ab
South Acton and Marlboro	*J 1 abe	*K 8 abcd
Ayer and Greenville	J 1 abe	*K 7 abc
Squanacook Junction and Pepperell	J 1 abe	K 7 abc
South Ashburnham and Bellows Falls	P 4 ab	S 1 c
Worcester and Gardner	P 4 ab	Slab-T1ab-R1ab
Gardner and Winchendon	*P 3 a	K 8 abcd
Winchendon and Peterboro	J 1 e	K 7 c-G 11
East Deerfield Branch	P 4 ab	Slab-T1ab-R1ab
East Deerfield to Turners Falls (N.H. R.R.)	A 47 cefg	B 15 a
Hoosac Tunnel Diamond and Hoosick Tunnel docks	P 3 a	S1ab-T1ab
Johnsonville and Troy	P 4 ab	T1ab-S1ab-R1ab
Hoosick Junction and North Bennington	P 4 ab	T1ab-S1ab-R1ab
East Saratoga Junction and Saratoga Springs, Schuyler Junction and Schuylerville	J 1 bea	K 7 cab
Springfield and White River Jct.	P 4 ab	*S1ab-T1ab-R1ab
Chicopee and Chicopee Falls	J 1 abe	K 7 abc
Mt. Tom and Easthampton	J 1 abe	K 7 abc
Dole Jct. and Ashuelot	J 1 abe	K 8 abcd
Ashuelot and Keene	J 1 abe	*K 7 abc
Boston and Clinton Jct.	*P 2 b	*K 8 abcd
Wheelwright and Hadley	J 1 eab	K 7 cab
Hadley and Northampton	A 47 cefg	B 15
Somerville Jct. and Hill Crossing	P 4 ab	Slab-T1ab-R1ab

* P-2-b type locomotives between Clinton Jct., and West Cambridge, restricted to thirty-five (35) miles per hour and fifteen (15) miles per hour over bridge 134 at Gleason Jct.

P 2 b c d-and P 3 type locomotives restricted to twenty-five (25) miles per hour between Gardner and Winchendon.

P-2 b c d-and P-3a type locomotives may operate between South Acton and Maynard restricted to ten (10) miles per hour over Bridge 27.04 two thousand feet west of South Acton.

K-8 a b c d type locomotives restricted to ten (10) miles per hour over bridges 27.04 at Maynard, 28.81 one and four-tenths miles west of Maynard and 33.79 one-quarter mile west of Hudson.

K-8 abcd locomotives restricted to ten (10) miles per hour over bridges 19.47 one half mile east of South Sudbury, 22.24 three tenths mile west of Wayside Inn, 26.39 eight tenths mile west of Gleasondale.

H-2a switchers may operate over Bridges 36.14 and 36.21 on Greenville Branch at Ayer not to exceed five (5) miles per hour.

Two K-7 type locomotives coupled, or one K-7 and a B-15 coupled, may be operated over the Ashuelot Branch between Dole Junction and Keene.

C. V. Ry engines, class 600, or M. C. Engines, Class 700, may be detoured Boston to White River Jct. via Cheshire Branch.

Motor rail cars No. 1140 and No. 1141 may operate only in that territory over which P-2 or heavier type locomotives are now permitted.

N. H. R. R. engines, Class R-3a, R-2a, R-2, R-1b, I-4f and I-2 may operate between Springfield and White River Jct.

C. V. Ry. engines, Class 700 may operate between White River Jct. and East Northfield, via Vernon, but are restricted to twenty (20) miles per hour over bridge 98, two and eighteen one hundredths miles south of Brattleboro.

TONNAGE RATINGS

In making up trains by the adjusted tonnage method, the actual gross weight of each car in tons should be increased by adding the car factor. Cars should be added to the train until their total gross weight thus increased approaches as close as possible, but does not exceed, the adjusted tonnage. The train is then complete except the adding of caboose which has been allowed for in compiling these ratings.

- A Temperature above 40 degrees
- B Temperature 20 to 40
- C Temperature 0 to 20
- D Temperature below zero.

Locomotive adjusted tonnage ratings.

Class of Power	Locomotive adjusted tonnage ratings.				Car Factor			
	R1 Tons	S1-T1 Tons	K8 Tons	Car Factor	A	B	C	D
Mechanicville to North Adams	4700 *4400	4850 *4300	2700		8	11	14	16
East Deerfield to East Gardner	2550 *2350	2700 *2250	1800		6	8	10	12
Boston to East Fitchburg	3750	3900	2600		7	10	12	16
East Fitchburg to Gardner	2050 *2050	2200 *2050	1500		5	8	10	13
East Deerfield to North Adams	2700 *2400 3950 *3300	2850 *2300 4100 *3200	1900		6	8	10	12

*Preferred Rating.

(with K-8 Pusher to top Shelburne Hill.)

TONNAGE RATING ELECTRIC ZONE.

Electric Motors — (5000-5006)

Eastward from Spragues or Strut No. 44 —

- One Motor. 1750 tons behind one K-8.
- Two Motors. 1550 tons behind one R-1, T-1 or S-1.
- 3500 tons behind one R-1, T-1 or S-1.
- 3400 tons behind two K-8's.
- Three Motors. 4800 tons behind two R-1, T-1 or S-1's.
- *5100 tons behind one R-1, T-1 or S-1 and one K-8.
- *5400 tons behind one R-1, T-1 or S-1 with Pusher to the entrance of tunnel.

From Strut 60 —

- One Motor. 1650 tons behind one K-8.
- 1450 tons behind one R-1, T-1 or S-1.
- Two Motors. 3300 tons behind one R-1, T-1 or S-1.
- 3200 tons behind two K-8's.
- 3200 tons behind two K-8's.
- Three Motors. 4800 tons behind one R-1, T-1 or S-1 and one K-8.
- 4600 tons behind two R-1, T-1 or S-1's.

*This tonnage may be handled only when motors have been standing at Sprague's with blowers running 30 minutes before departure of train.

The tonnage of additional steam locomotives to be figured on the basis of 500 tons for R-1, T-1 or S-1 and 300 tons for K-8.

Westward from East Portal Tower and Hoosac Tunnel Station —

- One Motor. 1450 tons behind one R-1, T-1 or S-1.
- 1650 tons behind one K-8.

From East Portal Water Column —

- Two Motors. 2300 tons behind one R-1, T-1 or S-1.
- 2500 tons behind one K-8.
- Three Motors. 3400 tons behind one R-1, T-1 or S-1 and one K-8.
- 3200 tons behind two R-1, T-1 or S-1's.

From East Portal Tower —

- Two Motors. 2100 tons behind one R-1, T-1 or S-1.
- 2000 tons behind two K-8's.
- Three Motors. 3100 tons behind one R-1, T-1 or S-1 and one K-8.
- 2900 tons behind two R-1, T-1 or S-1's.

From Hoosac Tunnel Station —

- Two Motors. 2800 tons behind one R-1, T-1 or S-1.
- 2700 tons behind two K-8's.
- Three Motors. 4100 tons behind one R-1, T-1 or S-1 and one K-8.
- 3900 tons behind two R-1, T-1 or S-1's.

Steam locomotives must be worked to capacity to assist motors up to the entrance of Tunnel.

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.

RATING CHANGE POINTS.	CLASS.					Trains will take additional tonnage, if offered at points between	
	175	115	100	85	70		
Boston to Fitchburg	—	—	1700	1400	1050		
Fitchburg to East Deerfield	—	—	960	750	580	Gardner	E. Deerfield
East Deerfield to Fitchburg	—	—	1410	1025	586	E. Gardner	Fitchburg
Fitchburg to Ayer	5200	3135	2650	2180	1650		
Ayer to Boston	5000	2970	2410	1950	1425		
Fitchburg to Bellows Falls	1850	1155	980	835	710	Troy, N. H.	Keene
Bellows Falls to Fitchburg	1850	1155	980	835	710	Gilboa	Bellows Falls
South Acton to Hudson	—	1349	1175	950	775		
Hudson to Marlboro	—	715	610	475	410	Hudson	Maynard
Marlboro to So. Acton	—	1375	1210	990	800		
Ayer to Greenville and Pepperell	—	—	—	800	650	Pepperell	Ayer
Greenville and Pepperell to Ayer	—	—	—	800	650		
Worcester to Gardner	1800	1293	1125	860	720		
Gardner to Peterboro	—	1200	1025	700	600		
Peterboro to Gardner	—	990	850	625	525		
Gardner to Worcester	2360	1870	1650	1400	1125		
East Deerfield to North Adams	—	—	1170	825	720		
North Adams to Mechanicville	3750	2503	2115	1740	1300	Crescent	Rotterdam
Mechanicville to Rotterdam	3200	1887	1590	1300	1050		
Rotterdam to Mechanicville	4500	2365	1955	1600	1250		
Mechanicville to North Adams	—	—	1850	1585	1275		
East Portal to East Deerfield	5400	3600	3000	2500	1700		
Troy to Johnsonville	2100	1725	1400	1280	960	Johnsonville	Troy
Johnsonville to Troy	—	2574	2175	1800	1450		
Hoosick Jct. to White Creek	—	1320	1110	950	800		
White Creek to Hoosick Jct.	—	1650	1400	1250	1000		
Mechanicville to Saratoga Springs	—	—	—	750	600	Wayville	Mechanicville
Saratoga Springs to Mechanicville	—	—	—	955	700		
Schuyler Jct. to Schuylerville	—	—	—	1365	1020		
Schuylerville to Schuyler Jct.	—	—	—	1365	1020		
Springfield to White River Jct.	3200	2100	1750	1350	1150	{ Northampton	Greenfield
White River Jct. to Greenfield	3300	2200	1850	1450	1200	or	E. Deerfield
E. Deerfield-Greenfield to Springfield	5000	3200	2600	2000	1350	E. Northfield	Bellows Falls
East Northfield to Keene	—	—	1300	1100	935		
Keene to East Northfield	—	—	1800	1450	1250		
Boston to Clinton Jct.	—	979	850	725	640	Northampton	Springfield
Wheelwright to Northampton	—	869	750	640	550	Winchester	Keene
Northampton to Wheelwright	—	1051	910	775	660		
Clinton Jct. to Boston	—	1379	1175	1000	905		

F. REYNOLDS
Ass't Supt.

A. W. MALOY,
Trainmaster

A. A. McCARTHY,
Trainmaster

F. G. VanNESS
Trainmaster

T. R. QUICK,
Chief Train Dispatcher

A. J. DUGAS,
Asst. Chief Train Dispatcher

J. E. HUNT,
Asst. Chief Train Dispatcher

Train Dispatchers

J. D. O'BRIEN
C. F. WOODLOCK
R. H. DUNCAN

A. E. PRICE
H. A. LANG
E. L. SMILEY

E. J. BARRY
C. H. RICE
R. G. PERRY

W. H. CLARK
E. O. MACARTHUR
M. O. QUINLAN

H. W. CHAPIN
H. P. PATNODE
I. W. CLIFFORD

H. W. SHORT
H. J. SPEANBURGH
A. W. DUFRANE

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL 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. 20 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 "	31.58	2 " 26 "	24.66	2 " 58 "	20.22	3 " 30 "	17.14
0 " 51 "	70.59	1 " 23 "	43.37	1 " 55 "	31.30	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 "	42.35	1 " 57 "	30.77	2 " 29 "	24.16	3 " 1 "	19.89	3 " 33 "	16.90
0 " 54 "	66.67	1 " 26 "	41.86	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 " 35 "	16.74
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 " 1 "	29.75	2 " 33 "	23.53	3 " 5 "	19.46	3 " 37 "	16.59
0 " 58 "	62.07	1 " 30 "	40.00	2 " 2 "	29.50	2 " 34 "	23.38	3 " 6 "	19.35	3 " 38 "	16.51
0 " 59 "	61.02	1 " 31 "	39.56	2 " 3 "	29.27	2 " 35 "	23.23	3 " 7 "	19.25	3 " 39 "	16.43
1 " 0 "	60.00	1 " 32 "	39.13	2 " 4 "	29.03	2 " 36 "	23.08	3 " 8 "	19.15	3 " 40 "	16.36
1 " 1 "	59.02	1 " 33 "	38.71	2 " 5 "	28.80	2 " 37 "	22.93	3 " 9 "	19.05	3 " 41 "	16.29
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 " 43 "	16.14
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 " 45 "	16.00
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 " 47 "	15.86
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 " 49 "	15.72
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 "	34.95	2 " 15 "	26.67	2 " 47 "	21.56	3 " 19 "	18.09	3 " 51 "	15.58
1 " 12 "	50.00	1 " 44 "	34.61	2 " 16 "	26.47	2 " 48 "	21.43	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 " 53 "	15.45
1 " 14 "	48.65	1 " 46 "	33.96	2 " 18 "	26.09	2 " 50 "	21.17	3 " 22 "	17.82	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 " 55 "	15.32
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 "	25.53	2 " 53 "	20.81	3 " 25 "	17.56	3 " 57 "	15.19
1 " 18 "	46.15	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

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friendliness too!

SAFETY FIRST—
friendliness too!

“Friendliness Too”

EVERY one of us working for this Railroad has two jobs. We may be enginemen or trainmen; agents, clerks, telegraphers, trackmen, machinists or supervisors. That's just one of our jobs. Our other job — and a very important one today — is that of *public relations man.*

EVERY one of us is in part responsible for the relations of the Railroad with the public. If we are *good* public relations men, we help bring about a better public understanding of the railroad situation; we help to build up public good will toward the railroads in general and our own Railroad in particular.

BBETTER understanding and increased goodwill help to bring the railroad more business; and more business means greater prosperity for all of us.

WE can best accomplish this objective by rendering prompt, efficient and courteous service, with

“Friendliness Too”

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