

**Boston & Albany
Railroad**

New York Central Railroad Co.

Lessee

Time Table No. 107

For Employees only

Taking Effect

At 12.01 A. M.

SUNDAY, JULY 18, 1926

EASTERN STANDARD TIME

**SUPERSEDING TIME TABLE No. 106,
DATED APRIL 25, 1926, AND ALL
SUPPLEMENTS THERETO**

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

J. B. HAMMILL,
Superintendent, Boston Division.

H. J. CURRY,
Superintendent, Albany Division.

J. L. TRUDEN,
General Superintendent.

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SPECIAL INSTRUCTIONS

Employees whose duties are in any way affected by the time table, must have a copy of the time table and a copy of the Book of Rules of the Operating Department with them while on duty.

1. GENERAL. The holidays on which certain trains, designated by an "H," will not run are as follows: September 6th (Labor Day), October 12th (Columbus Day), November 25th (Thanksgiving Day), December 25th (Christmas), January 1st (New Year's Day), February 22nd (Washington's Birthday), April 19th (Patriot's Day), May 30th (Memorial Day), June 17th (Bunker Hill Day), July 4th (Independence Day). When one of these holidays falls on Sunday and is celebrated on the following day (Monday), trains designated by "H" will not run on that Monday.

At Riverside, on the main line, the time of Highland Branch trains is repeated in *italics*.

The time shown at Huntington Avenue station is for the information of employes only. Trains may proceed on proper signal indication.

Where but one time (leaving time) is shown in time table schedule, other trains must not use the scheduled leaving time as the arriving time.

2. STANDARD CLOCKS are located at:

Boston,	West Springfield,
{ Chief Dispatcher's Office.	{ Yard Master's Office.
{ Crew Dispatcher's Office.	{ Engine House.
East Boston, Freight Office.	Chester, Waiting room.
Beacon Park,	North Adams, Freight House.
{ Yard Master's Office.	North Adams Junction, Yard
{ Engine House.	Master's Office.
Riverside, Waiting room.	Pittsfield, Telegraph Office.
Framingham, Waiting	Chatham, Tower 65.
room.	Selkirk
Worcester,	{ Gen'l Yard Master's Office.
{ Telegraph Office.	{ Engine House.
{ Yard Master's Office.	Rensselaer,
{ Engine House.	B. & A. Engine House.
Palmer, Waiting room.	Albany, Station Master's Office.
Springfield,	
{ Station Master's Office	
{ Chief Dispatcher's Office	

3. BULLETIN CABINETS OR BOARDS are located at:

Boston,	Springfield,
{ Conductor's Room.	{ Conductor's Room.
{ Trainmen's Room.	{ Trainmen's Room.
Tower 4.	West Springfield,
East Boston,	{ Engine House.
{ Engine House.	{ Yard Master's Office.
{ Yard Master's Office.	Chester,
Beacon Park,	Engine House.
{ Engine House.	North Adams,
{ Yard Master's Office.	Freight House.
Riverside,	North Adams Junction,
Engine House.	{ Yard Master's Office.
Saxonville,	{ Engine House.
Station.	Pittsfield,
Framingham,	Telegraph Office.
Conductor's Room.	Chatham,
Engine House.	{ Engine House.
Millford,	{ Tower 65.
Station.	Hudson,
Millbury,	Engine House.
Waiting room.	Selkirk,
Worcester,	{ Gen'l Yard Master's Office.
{ Engine House.	{ Engine House.
{ Yard Master's Office.	Rensselaer;
{ Telegraph Office.	{ Train Starter's Office.
Spencer,	{ B. & A. Engine House.
Station.	Albany,
North Brookfield,	Passenger Station.
Station.	West Albany,
Palmer,	Assistant Yard Master's
{ Engine House.	Office.
{ Trainmen's Room.	

4. TRAIN REGISTERS are located at (see Rules 83, 96 and 108, Book of Rules of the Operating Department, effective February 1, 1919):

Riverside, tower 15, and Newton Lower Falls station. (Newton Lower Falls Branch trains.)

Natick, Saxonville Branch platform, and Saxonville station. (Saxonville Branch trains.)

Framingham and Milford stations. (Milford Branch trains.)

Millbury Jct. and Millbury station. (Millbury Branch trains.)

Webster Junction, tower 31, and Webster freight office. (Webster Branch trains.)

South Spencer and Spencer stations. (Spencer Branch trains.)

East Brookfield and North Brookfield stations. (North Brookfield Branch trains.)

Palmer, tower 35, and Winchendon station. (Ware River Branch trains.)

Athol Junction, tower 38, and Athol passenger station. (Athol Branch trains.)

North Adams Junction, Yardmaster's office, and North Adams Freight House. (North Adams Branch trains.)

Ghent, BA tower, and Hudson station. (Hudson Branch trains.)

On single track or at junction points between double and single track where register books are located, all trains must be registered by the conductor and the register book examined by conductor and engineman in person before leaving, except that at BA tower, Ghent; North Adams Junction, Yardmaster's office; Athol Junction, tower 38; Webster Jct., Tower 31; and Natick, Saxonville Branch platform, enginemen, except those without conductor, will not be required to examine the train register, but must not leave until it has been ascertained whether all trains due which are superior or of the same class have arrived or left.

These instructions do not apply to the registering of first-class trains at Boston, Worcester, Pittsfield or Albany. Conductors of such trains will register by Form 1101 to be delivered to the operator, except that at Worcester special form headed "Worcester Union Station" will be used. At Springfield conductors of first-class trains will register in book.

Conductors of first-class trains at Worcester, westbound, must inform themselves as to whether or not first-class trains, eastbound, scheduled to stop at stations east of Springfield, due to arrive at Worcester, have arrived.

Conductors of first-class trains at Springfield, eastbound, must comply with Rule No. 83 of Book of Operating Rules, in order that they may inform themselves as to whether or not first-class trains, westbound, scheduled to stop at stations west of Worcester, due to arrive at Springfield, have arrived.

Conductors of first-class trains, westbound, at Springfield, must comply with Rule No. 83 of the Book of Operating Rules, in order that they may inform themselves as to whether or not first-class trains, eastbound, scheduled to stop at stations east of Pittsfield, due to arrive at Springfield, have arrived.

Conductors of first-class trains at Pittsfield, eastbound, must inform themselves as to whether or not first-class trains, westbound, scheduled to stop at stations west of Springfield, due to arrive at Pittsfield, have arrived.

Conductors of first-class trains at Pittsfield, westbound, must inform themselves as to whether or not first-class trains, eastbound, scheduled to stop at stations east of Albany, due to arrive at Pittsfield, have arrived.

Rule No. 83 of the Book of Operating Rules must be strictly complied with by conductors of first-class, second-class and extra trains whose initial point is Chatham, in order that they may inform themselves as to whether or not any first-class trains, westbound, scheduled to stop at stations west of Pittsfield, or any first-class trains, eastbound, scheduled to stop at stations east of Albany, due to arrive at Chatham, have arrived.

Conductors of first-class trains at Albany, eastbound, must inform themselves as to whether or not first-class trains, westbound, scheduled to stop at stations west of Pittsfield, due to arrive at Albany, have arrived.

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5. TRACK SCALES:

Location	Platform	Capacity
East Boston yard	52'	300,000 lbs.
Beacon Park yard	58'	300,000 "
Allston Shop yard	42'	200,000 "
Framingham yard	42'	200,000 "
Worcester yard	52'	300,000 "
Baldwinville yard	41' 9"	140,000 "
Springfield yard	51' 4"	300,000 "
W. Springfield yard	42'	200,000 "
Pittsfield yard	52'	300,000 "
Chatham yard	51' 4"	300,000 "
Hudson yard	42' 1"	200,000 "
Rensselaer yard	51' 4"	300,000 "

Note: The live rail at track scales must be used only for the weighing of cars.

7. WATER STATIONS are located at:

Boston Division Main Line.	Albany Division Main Line
Boston Terminal Yard.	Springfield Station.
Boston Freight Terminal.	West Springfield Yard.
Cottage Farm, Essex Street.	Trap Rock Siding. (3 miles East of Westfield.)
Beacon Park Yard.	Westfield (Siding).
Riverside Station.	Russell.
Framingham (Station).	Chester.
Framingham (Park's Corner).	Washington.
Westboro.	Hinsdale.
Worcester. (Note.)	North Adams Junction.
Charlton.	Pittsfield. (Freight trains, only in emergency.)
West Brookfield.	State Line
Palmer.	East Chatham (Bradley's).
North Wilbraham (Collins Mill).	Chatham.
Oak Street.	Niverville.
	Rensselaer (freight yard, west of tower 72)

Boston Division Branches	Albany Division Branches
East Boston.	Athol.
East Cambridge.	Enfield.
Cottage Farm (G. J. Branch).	Ludlow.
Riverside (Highland Branch).	North Adams.
Milford.	Cheshire.
Spencer.	Hudson.
North Brookfield.	
Ware.	
Winchendon.	

Handling of Penstocks. Enginemen must be extremely careful in the handling of penstocks at all water stations, and must not let water run unnecessarily, nor let the penstock go up violently after tank is filled.

Worcester. Eastbound trains with seven cars or less must take water at the first penstock on track 2 at Worcester station.

8. SIDINGS.

CAPACITY BASED ON 42-FOOT CARS
(No provision for Engines or Caboose)

MAIN LINE—BOSTON DIVISION

	Westbound	Eastbound
Wellesley	44	..
Wellesley Gravel Pit (east of crossover)	36	..
Wellesley Gravel Pit (west of crossover)	41	..
Framingham (west of Park's Corner)	46	..
Ashland	68	..
Westboro (Track No. 3)	66	..
" (Track No. 5)	40	..
" (Old No. 2 Main in yard) ..	..	61
" (No Man's Siding—3 miles west) .....	..	94
North Grafton (Colony Siding)	24	..
"	49	28
Millbury Junction	65	..
Rochdale	37	30
Charlton (Fitzgerald's Curve)	63	..
"	103	..
East Brookfield	78	..
Brookfield	50	52
West Brookfield	66	100
Warren	67	105
West Warren	23	64
West Brimfield	59	52
Palmer (east of crossover)	67	..
" .....	..	112
North Wilbraham	91	107
Oak Street	36	..

MAIN LINE—ALBANY DIVISION

	Westbound	Eastbound
Westfield (Springdale)	111	..
" (west of tower 45) .....	..	65
" (east of tower 45) .....	..	..
" (Day, 5.00 A.M. to 5.00 P.M.) ..	..	63
" (Night, 5.00 P.M. to 5.00 A.M.) ..	..	78
Russell	{ 46	63
"	{ 32	72
Huntington (east of station)	50	..
" .....	..	38
Chester (mile post 125 to tank house)	198	..
" .....	..	108
" (station yard) .....	..	30
" (engine house yard) .....	..	39
Middlefield (from bridge 128.44)	301	..
Becket (east of station)	40	..
" (west of station)	49	..
Washington	{ 67	..
"	{ 49	..
"	{ 67	..
Hinsdale	{ 50	..
Pittsfield (Track No. 3, N. A. Jct. to crossovers at bridge 148.88 only) ..	68	..
West Pittsfield	100	41
State Line	{ 75	..
"	{ 70	..
Canaan (west of crossover)	49	..
Chatham	92	..
" (west of tower 66) .....	..	116
Niverville	76	..
Van Hoesen	71	65
Brookview .....	..	163
" .....	..	{ 45
New Yard, Schodack .....	..	{ 37
" .....	..	{ 25
Rensselaer (East of Tower 72) .....	..	90

MILFORD BRANCH

Holliston.....	21
Braggville.....	4
(Quarry Track).....	20

WEBSTER BRANCH

Webster Junction.....	42
North Oxford Mills.....	14
Howarths.....	11

WARE RIVER BRANCH

Thorndike.....	9
Ware.....	35
Gilbertville.....	20
Old Furnace.....	17
Barre Plains.....	17
South Barre.....	24
Coldbrook.....	17
Williamsville.....	12
Templeton (east of main track).....	8
Baldwinville (east of main track).....	8
" (west of main track).....	16
Waterville.....	15

ATHOL BRANCH

Athol Junction.....	36
Ludlow.....	35
Three Rivers.....	41
Enfield (southbound).....	8
" (northbound).....	10
Greenwich Village.....	20

NORTH ADAMS BRANCH

Berkshire.....	42
Farnams.....	76
Cheshire.....	62
Adams.....	37
Renfrew (Lime Switch, north of station).....	23
Renfrew (Freight House Siding).....	52
Zylonite.....	24

HUDSON BRANCH

Ghent.....	63
Pulvers.....	16
Mellenville.....	63
Claverack.....	40
Hudson Upper (north of State Street).....	28

9. NORMAL POSITION OF MAIN-TRACK SWITCHES

At Hudson Upper, is for southbound trains.

Grand Junction Branch. See page 41.

9a. SWITCHES should not be set to divert first-class trains from one track to another until such trains have been brought to a stop, except when time-table special instructions or train schedules so designate, or at points where the schedule speed of such trains is fifteen (15) miles per hour or less.

9b. DERAIL SWITCHES in main track are located at the following points and when normal are in derailing position:

- Niverville, east end of track 4;
- Hudson, both main tracks, just north of Third Street;
- Payn's, west end of track 4;
- Peck's Bridge, west end of track 4;
- Athol Junction, east end of track 3;
- Oak Street, east end of track 4;
- Webster Junction, west end of track 3;
- Jamesville, east end of track 3;
- Ashland, west end of track 4;
- Natick, Saxonville main.

ELECTRICALLY AND TIME-LOCKED OUTLYING SWITCHES ARE LOCATED AS FOLLOWS:

(These are safety devices and under no circumstances should be tampered with by trainmen.)

Westboro.....	Switch from Westboro Yard to track 2	Time Lock
Webster Jct.....	Westerly end of track No. 3	Electrically Locked from Tower 31
Warren.....	Easterly switch of westbound passing siding	Time Lock
Palmer (Bridge No. 83.47)	Crossover between track No. 1 and Ware River Branch Main and crossover between tracks No. 1 and No. 2	Electrically Locked from Tower 35
Oak St.,	Easterly end of track No. 4	Time Lock
Westfield (Springdale)	Easterly switch of westbound passing siding	" "
Chester.....	Westerly switch of eastbound passing siding	" "
West Pittsfield.....	Easterly end of track No. 4	" "

9c. TIME INTERVAL AFTER OPENING MAIN TRACK SWITCHES. In automatic signal territory trains before moving from any main track to any other main track, or from any siding to any main track, must wait three minutes after opening the main track switch and must signal the rear end of the train before permitting train to foul main track to be used. This will not relieve employes in train service from the duty of promptly and properly protecting their trains.

Time interval will not apply—

1. Chester pushers moving from track 3 to track 1 just east of Chester station and Westfield pushers from track 3 to track 1 at Springdale.
2. Movements from track 4 to track 2 at West Pittsfield station.
3. Movements from track 4 to track 2 at Oak Street.
4. Movements from Westboro yard to track 2.
5. At interlocking plants movements will be governed by signal indication.

At West Pittsfield, Oak Street and Westboro the three-minute time interval is provided for by time lock.

9d. MOVEMENTS AT INTERLOCKING TOWERS. Rules 93, 99, 99-c, 99-1, 751, 755 and 801 of the Book of Operating and Signal Department Rules are modified as follows:

At all main line interlocking towers (Nos. 4 to 72, inclusive), crossover movements within the home and dwarf signal limits are permissible without flag protection, except that at Tower 50 (Chester) crossover movements must have flag protection on track No. 2. At Tower 60 (State Line) in stormy or foggy weather, crossover movements must have flag protection.

At Towers 20 and 21, 28, 40 and 41, and 57, first class trains scheduled to stop may occupy main track between the limits of the home signal approaching the station and the home signal leaving the station without flag protection, but flagman must remain as near as possible to the rear of his train.

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Signalmen at towers 12, 23, 31, 33, 50, 52, 53, 60, 65, and 66 must not authorize crossover movements on the time of first-class trains except as permitted by the Train Dispatcher.

10. USE OF MAIN TRACKS.

Single track is in use between

Hudson Upper and BA tower, Ghent;
North Adams Junction and North Adams;
C. & B. Junction and Chester quarries;
Athol Junction and Athol;
Palmer and Winchendon;
East Brookfield and North Brookfield;
South Spencer and Spencer;
Webster Junction and Webster;
Millbury Junction and Millbury;
Framingham and Milford;
Natick and Saxonville;
Riverside and Newton Lower Falls.

Double track is in use between

Schodack Junction (easterly bank of Hudson River) and Niverville (tracks 3 and 4);
Hudson and Hudson Upper;
Riverside (via Newton Highlands) and Brookline Junction.
Tower 72, Rensselaer and Framingham (except as specified below);
When running on double track all trains will keep to the right.

A third main track, No. 4, is in use from

Payn's to West Pittsfield;
Bridge No. 148.88, North Adams Junction, to Washington;
Tower 38, Athol Junction, to Oak Street;
East Brookfield to Charlton;
Tower 23, Ashland, to tower 22, Framingham;
by eastbound freight trains.

A third main track, No. 3, is in use from

Jamesville to Webster Junction, by westbound freight trains.

Three main tracks are in use between

Tower 6 and tower 5, Boston:
No. 4, by all eastbound trains;
No. 2, by eastbound switching movements;
No. 1, by all westbound trains.

Four main tracks are in use between

Tower 40, Springfield, and tower 38, Athol Junction, except that track No. 3 ends at the crossover from track No. 3 to track No. 1 at the east end of Springfield freight house yard:
No. 1, by westbound passenger trains;
No. 2, by eastbound passenger trains;
No. 3, by westbound freight trains;
No. 4, by eastbound freight trains.

At Springfield eastbound freight trains will use track 4 from tower 40 to Oak Street, but may use track 2 on signal indication.

At Athol Jct. westbound freight trains may use track 1, tower 38 to Springfield, providing first-class trains will not be delayed; EXCEPT that trains having cars to leave at Springfield will use track 3, tower 38 to Armory St., Springfield, and will whistle for track 3 at tower 38.

Tower 20, Framingham, and tower 6, Boston:
Nos. 1 and 3 by westbound trains;
Nos. 2 and 4 by eastbound trains.

Unless otherwise directed, trains not scheduled to stop at stations east of Framingham will run on tracks Nos. 1 and 2, and trains scheduled to stop will run on tracks Nos. 3 and 4, except that all westbound first-class trains may use either track No. 1 or No. 3, and all eastbound first-class trains may use either track No. 2 or No. 4 between tower 6 and tower 7, being governed by signal indication.

Freight or extra trains will not use tracks Nos. 3 and 4 between tower 6 and tower 15, unless directed to do so.

Discharging Passengers. Between tower 20 and tower 6, passengers will not be discharged or received by trains on tracks Nos. 1 and 2 at any station, except trains Nos. 70, (daily except Sunday) 50, 54, 60, and 40 at Newtonville, until tracks between train and station are protected by flagman.

Passengers will not be discharged or received on track No. 3 at any station by a train not scheduled to stop until track No. 4 is protected by a flagman.

Tower 5 and tower 4, Boston:

No. 4, by eastbound trains;
No. 3, by westbound trains;
No. 2, by freight movements, eastbound;
No. 1, by freight movements, westbound.

Grand Junction Branch, Single and Double Track, see page 41.

Trains stopping at Richmond Summit, Edwards Park, Post Road Crossing and East Greenbush will discharge and receive passengers from the side on which the station is located.

10a. RIGHT OF DIRECTION ON CERTAIN TRACKS.

Movements out of Riverside Yard. Movements out of Riverside yard toward tower 15 must have flag protection to dwarf signal governing movement from yard to main line.

Use of Y at Framingham. — Trains and engines using the Y at tower 22 have the right of track to junction of east and west Y, and from that point to the station, except against scheduled trains. Unscheduled trains or engines using the Y in the opposite direction must be protected.

West Springfield Coaling Plant. On single track from Baldwin Street to switches at west end of coaling plant, inbound engines will have right over outbound engines.

Chester. — Engines coming from the engine house coaling track and from the dump pits will have the right of direction.

Engines going to the engine house coaling track and dump pits must protect themselves.

Use of Y at North Adams Jct. — Engines and trains going in on the Y to the south have right of direction. All engines and trains will move in the opposite direction only under flag protection. All switches must be left in normal position.

Use of Y at Chatham. — All trains and engines using the Y from the south have the right of track to tower 66. All trains and engines using the Y in the opposite direction must be protected.

10b. USE OF SIDE TRACKS.

Natick Beef track. Cars must be placed by the engine.

Framingham. Framingham cars from eastbound trains must be pushed up to the clearance point at the west end of Nevins No. 2.

Westboro. Defective cars from eastbound trains must be left on second track from main line, known as old No. 1 main.

Millbury Junction. Freight cars left at Millbury Junction must be placed on the back track. The middle track must be kept clear for the use of Millbury branch engine.

Warren. On account of curvature, trains having cars to place on the side-track of the Perkins Machine Co. must use a reach.

Palmer. The freight track of the Street Railway Co. which leads from Park siding must be used only for delivering or receiving cars to or from the street railway. A reach must be used.

South Barre. All engines except class G-32-a must use a reach in switching side-track No. 12 of the Barre Wool Combing Co.

Ludlow Junction Yard:

Track No. 1 exclusively for Boston & Albany engines leaving cars.

Tracks Nos. 2 and 3 exclusively for Ludlow Manufacturing Associates' engines delivering cars to Boston & Albany.

Boston & Albany engines must not use scale or sand tracks.

Chester. Whenever cars are picked up or left on the north side at Chester, all switches must be left straight for the pusher track.

Trains using the westbound siding west of station must not foul either end of pusher track or crossover from siding to track No. 1 east of station.

Cheshire. On Bowen's side-track, engines must not pass over the flume.

State Line. In N. Y., N. H. & H. R. R. yard, Mallet, Santa Fe and Class A-1-a engines must move with extreme care on account of clearances, and must not use stub track near old ash pit.

10c. LOW CLEARANCES WITHOUT BRIDGE GUARDS.

Overhead bridge guards are not maintained and employes are strictly forbidden to be on top of engines, tenders or cars, if same are moving, at the following points:

- Entering or leaving all engine houses.
- Beacon Park: Coaling plant on trestle.
- Allston: Entering or leaving coach shop, carpenter and machine shop, freight car shop, westerly car shop and paint shop.
- Allston: Between westerly car shop and Everett St. Bridge.
- Bondsville: Coal trestle of Boston Duck Co.
- Springfield: Under shed at end of Taber-Prang side-track.
- Springfield: Entering or leaving storehouse.
- West Springfield: Entering or leaving car shops, paint shop, and erecting shop.
- West Springfield: Steam line from heating plant to engine house over track 129.
- West Springfield: Coaling plant, tracks 3, 7, 9, 13 and 15.
- Payn's Mills: Entering or leaving shipping room and coal pocket.

11.

12. TRAIN ORDER OR CLEARANCE CARD.

First-class trains will not leave Albany (Tower 72, if train starts from Rensselaer Yard), North Adams (except trains 601 and 703), or Springfield without a clearance card.

Clearance cards must be authorized by the Train Dispatcher, except in case of wire failure, when they may be issued by the operator, provided he has no train orders for the train to which issued.

Trains running over other divisions or railroads, including Boston Terminal, are subject to the rules of such division, railroad or Terminal, and all concerned must provide themselves with copy of such rules and current time-tables.

Between Newton Highlands and Cook Street trains of the N. Y., N. H. & H. R. R. make frequent trips on track No. 2 daily, under signal and flag protection. B. & A. trains using track No. 2 will be governed accordingly. Westbound trains will approach Newton Highlands station with care expecting to find New Haven trains receiving or discharging passengers from track No. 2.

Tower H 9, Cook Street, Newton Highlands. All trains will make positive STOP at home signal on track No. 2. Trains of New York, New Haven & Hartford R.R. will make positive STOP at home signal before entering upon Boston & Albany R.R. track No. 2.

On double track, unscheduled trains starting from Boston, Beacon Park, Riverside, Framingham, Worcester, Charlton, Palmer, Springfield, West Springfield, Westfield, Chester, Washington, Hinsdale, No. Adams Junction, Pittsfield, State Line, Chatham, Niverville, Rensselaer and Selkirk (N. Y. C.) will be authorized to run extra, by "19" Order Card, issued by authority of the Superintendent.

In case of wire failure, operator at any of the designated points is authorized to issue "19" Order Card, but he must report same to Train Dispatcher as soon as possible.

At outlying telephones where no operator is on duty, second-class and extra trains will receive run-ahead or time orders on trains of superior class by Dispatcher issuing "19" order which the conductor will record in "19" Order Card Book, Form 92-B. This form must not be used at a point where an operator is on duty.

A "19" Order Card must not be issued or accepted as a Clearance Card.

Unscheduled trains will not require train orders to run between Boston and Tower 10 or Longwood, East Boston and Beacon Park, Athol Jct. and W. Springfield, North Adams Jct. and Pittsfield, Hudson and Hudson Upper.

Unscheduled movements between Tower 4 and Tower 10 and between Tower 40 and Tower 43 may proceed on signal indication, but signalmen must so far as practicable avoid delaying first-class trains.

Work trains will be authorized by "19" Order Card to work as extras on double track within specified limits. The conductor will wire the Superintendent each morning between what points on the Division they will work that day, and must not go outside of such limits without receiving permission from the Superintendent, and will report when through work for the day, and clear of main track. Reports to be sent by conductor in following form:

Work extra engine.....will work today between
and.....
 (Signed)

 Conductor.

 Engineman.

which must be signed by both the Conductor and Engineman.

Whenever single track is made by conductors they must, whenever possible, first obtain authority from the Superintendent. If for any reason this cannot be done they must report the circumstance by wire as soon as possible. In making single track there must always be two men stationed to protect movement against traffic, one at the switch and one a sufficient distance beyond the switch to stop trains before they reach it, and they are to inform enginemen and conductors the purpose for which they are being stopped. The conductor must take time to make his instructions clear to the men and identical instructions must be issued to each. The men must repeat the instructions so as to avoid misunderstanding.

No trains are to be moved on such single track except on receipt of personal instructions from the conductor who is in charge. Orders to enginemen must be given on the engine, not from the ground. When pilot engine is used it will follow the train or trains to be moved in each direction.

Whenever possible conductors and enginemen will be informed by the Superintendent as to who is in charge of the single-track operation.

13. THE SPEED OF TRAINS IS RESTRICTED AS FOLLOWS:
(See Rules 27, 91, 93, 720 and 721 Book of Rules of the Operating Department.)

At temporary slow boards, the distant, home, and resume speed indications will be lighted at night; at permanent slow boards lights at night will not be used.

GENERAL RESTRICTIONS

(Effective except where less speed is provided by special restrictions)

Miles per Hour	Miles per Hour		
Light engines and work trains (except where less speed is specified).....	25	Motor cars, hand cars, push cars or velocipedes (only authorized persons may use them) must be regulated to a safe speed for the territory through which they are being run, so that a stop can be safely made in case of obstruction.	
Freight trains on main line (except those with Mallet or Santa Fe engines, and except where less speed is specified).....	30	Maximum speed permitted at any time.....	15
Freight trains on branches (except where less speed is specified).....	25	Over switches, crossings, around curves, over public highways or travelled ways or points where men are working..	6
Mallet and Santa Fe engines (except where less speed is specified).....	25	When passing trains or cars.....	10
Engines running backward with or without cars (except class L-1 and L-2).....	25	Motor cars when towing or pushing push cars.....	6
First-class trains equipped with wooden underframe equipment (Baggage, Mail, Express, or Milk Cars, Coaches or Combinations) with pusher on the rear.....	35	After dark or in thick weather.....	6
Engines pushing passenger drafts, freight pulls, work trains or snow plows.....	25	Crossover or turnout movements on main tracks, main line between Boston and Rensselaer, and Highland Branch between Brookline Junction and Riverside EXCEPT crossover movements at Tower 22.....	15
Switch engine, with or without cars, on main line (unless otherwise specified).....	25	All other crossover or turnout movements.....	10
Switch engine, with or without cars, on branch lines (unless otherwise specified).....	20	When the view of engineman is obstructed by foggy or stormy weather, trains must not exceed schedule speed, or less, as conditions require.	
Trains with dead engines not having all side or main rods... ..	15	In case of difficulty with injector or any portion of the engine machinery taking the engineman's attention, he must slow down as much as is necessary to relieve the fireman so that he can maintain constant watch of all signals and look out ahead until the engineman can resume his usual watchfulness and, if it is necessary, stop the train until proper repairs or adjustments are made, whistling for flagman to go back to protect the train as required by rule.	
Train handling steam wrecking crane (supporting car should be placed ahead of crane).....	25		
Train pushing steam wrecking crane as leading car (steam crane should only be run as leading car from switch nearest point where crane is to be used and conductor and one trainman must be stationed on leading car).....	15		

ALL TRAINS MUST OBSERVE THE FOLLOWING SPECIAL RESTRICTIONS:
MAIN LINE

Miles per Hour	Miles per Hour		
First-class trains on tracks 1 and 2 (except where less speed is specified):			
Tower 4—Tower 5.....	30	Framingham:	
Tower 5—Tower 9.....	40	Westbound—between Bishop Street crossing and Tower 21 (permanent boards).....	10
Tower 9—Worcester.....	55	Eastbound—between Tower 21 and Tower 20 (permanent boards).....	10
Worcester—East Brookfield.....	50	Entering upon or leaving Milford branch (permanent boards).....	10
East Brookfield—Warren.....	60	Crossover movements at Tower 22.....	10
Warren—West Warren.....	55	Except Class K-6 and K-14 engines, crossover movements between Tracks 1 and 2, 2 and 4, and 1 to Nevin's Yard. (Must stop before using crossover).....	6
West Warren—Palmer.....	60	First-class trains will use not less than 27 minutes between Framingham and Worcester.	
Palmer—North Wilbraham.....	55	1,214 feet West of Mile Post 42—Western limits of interlocking at Tower 28 (permanent boards).....	25
North Wilbraham—Athol Junction.....	60	Worcester Station (platform limits).....	10
Athol Junction—Tower 40		Charlton to Jamesville.—First-class trains.....	50
Scheduled speed must not be exceeded		Second-class and extra trains.....	20
Tower 40—Tower 41.....	10	First class trains running against current of traffic.....	25
Tower 41—Tower 42.....	25	Rochdale.—Track 2 (permanent boards).....	35
Tower 42—Tower 43.....	30	Charlton to East Brookfield.—First-class trains.....	50
Tower 43—Chester.....	55	Second-class and extra trains.....	25
Chester—Washington.....	45	First-class trains running against current of traffic.....	40
Washington—Hinsdale.....	55	Warren.—Track 1 (permanent boards).....	20
Hinsdale—Pittsfield.....	50	Stonewall Curve, between West Warren and West Brimfield (track 1) (permanent boards).....	45
Pittsfield—East Chatham.....	60	First-class trains running against current of traffic.....	45
East Chatham—Mile Post 180½.....	45	From a point 1,000 feet east of mile post 78 to the east end of Stonewall Curve, about one mile west of West Warren (track 2) (permanent boards).....	45
Mile Post 180½—Tower 72.....	60	First class trains running against current of traffic.....	45
Tower 72—Tower 99.....	25	Palmer.—Over railroad crossing (permanent boards).....	25
First-class trains on tracks 3 and 4 (except where less speed is specified):		Reverse curves east of North Wilbraham (permanent boards).....	45
Tower 4—Tower 5.....	30	Tower 38 to Tower 40 on Tracks Nos. 1 and 3:	
Tower 5—Tower 9.....	40	Track No. 1: First-class trains	
Tower 9—Framingham.....	55	Scheduled Speed must not be exceeded	
Speed of trains using Track 3:		All other trains.....	20
From Jamesville to Webster Junction.....	25	Track No. 3—All trains.....	20
From Tower 38 (Athol Junction) to Springfield.....	20	Tower 40—Tower 41.....	10
From Niverville to Schodack Junction.....	25	Tower 41—Tower 42.....	25
Speed of trains using Track 4:		Except over bridge 98.79 (Conn. River).....	15
From Schodack Junction to Niverville.....	25	Tower 42—Tower 43.....	30
From High Bridge to Tower 66, Chatham.....	25		
From Payn's to West Pittsfield.....	25		
From Bridge 148.88 to Washington.....	25		
From Springfield to Oak Street.....	25		
From East Brookfield to Charlton.....	25		
From Tower 23 to Tower 22.....	25		
Brookline Junction, over frogs and switches on Tracks 3 and 4, Main Line (Permanent Boards).....	20		
Eastbound trains must use not less than 10 minutes, Riverside to Brookline Jct.; enginemen must apply brakes on the curve west of tower 9 to steady the train.			
Riverside—Main line (permanent boards).....	40		

	Miles per Hour
Mittineague (Track 2) (permanent boards)	30
Agawam Junction (Tracks Nos. 1 and 2) (permanent boards) (use not less than 1 min. 2 secs.)	35
Except trains with Santa Fe engines (use not less than 1 min. 48 secs.)	20
Westfield.—Over railroad crossing (permanent boards)	25
Around New Tank curve (permanent boards) tracks Nos. 1 and 2 (use not less than 1 min. 3 secs.)	35
Except trains with Santa Fe engines (use not less than 1 min. 50 secs.)	20
Around Tuttle Bend curve (permanent boards):	
Tracks Nos. 1 and 2. (Use not less than 1 min. 28 secs.)	35
Except trains with Santa Fe engines. (Use not less than 2 min. 35 secs.)	20
Huntington (west crossing) to Bridge 118.93 (permanent boards) (Track No. 2) (use not less than 1 min.)	40
Chester to Russell.—Eastbound freight trains	25
Chester Yard.—Eastbound freight trains between bridges 126.16 and 125.63	10
Washington to Chester:	
First-class trains except as noted below	45
Through Washington Ledge, Twin Ledges west of Middlefield, and new location east of Middlefield (permanent boards)	25
Light engines	25
All other trains	20
First-class trains and light engines running against current of traffic	20

	Miles per Hour
Hinsdale to Pittsfield:	
First-class trains	50
Light engines	25
All other trains	20
First-class trains and light engines running against current of traffic	20
North Adams Jct.—Over frogs and switches:	
All trains (permanent boards)	30
Except trains with pusher engines	25
Pittsfield to North Adams Jct.—Trains having pusher engine	35
Pittsfield Station.—Track No. 2 (permanent boards)	10
Pittsfield Station.—Track No. 1	15
Canaan and Chatham Center.—Trains with Santa Fe engines	20
Murphy's Curve, between Canaan and East Chatham (Tracks Nos. 1 and 2) (permanent boards)	45
Except trains with Santa Fe engines	20
Blue Hill curve, one mile east of Chatham:	
Tracks Nos. 1 and 2 (permanent boards). (Use not less than 25 secs.)	35
Except trains with Santa Fe engines. (Use not less than 43 secs.)	20
Chatham.—Trains having U. S. mail to throw off	10
Passing station (Track No. 1) (permanent boards)	15
All trains must keep sharp lookout for Harlem Division trains loading or discharging passengers at the station.	
Rensselaer.—All westbound trains passing Tower 72	10
First-class trains will use not less than 55 minutes from Pittsfield to Tower 72.	

BRANCHES

Grand Junction Branch..... (See page 41)	
Highland Branch.—First-class trains	45
Except curve west of Cook Street (track 1) (permanent boards)	30
Between Longwood and Reservoir, express trains	
Scheduled speed must not be exceeded	
Wrecking Cranes must not exceed a speed of 10 miles per hour when passing under Bridge N.H.3. 26 (just west of Reservoir), and between Brookline Hills and the east end of intertrack fence at Brookline.	
Newton Lower Falls Branch—All trains	20
Bridge NLF 0.40 (permanent boards)	10
Pine Grove crossing (permanent boards)	6
Saxonville Branch—All trains	20
Between Natick Station and Fisher Avenue (permanent boards)	15
Milford Branch—First-class trains	35
Framingham—Entering or leaving Milford branch (permanent boards)	10
East Holliston, Washington Street, Southbound Trains	10
Extra trains must stop at stop posts and must be preceded by flagman.	
Millbury Branch.—All trains	25
Before passing over Grafton Road Crossing, all trains must stop at stop posts and speed over crossing must not exceed five miles per hour. Train must be preceded by flagman.	
Webster Branch.—All trains	25
On 10-degree curves south of North Oxford Mills (permanent boards)	20
Spencer Branch.—All trains	20
Chestnut Street Crossing:	
Southbound trains—make full stop 40 feet north of crossing	
Northbound trains	10
North Brookfield Branch.—All trains	20
Twin Crossing (must stop before crossing and be preceded by flagman)	5
Ware River Branch.—First-class trains	35
Except first-class trains with Class F or Class K engines	30
All trains with Class G engines	25
Palmer (permanent boards)	10
Thorndike—Main St. Crossing (must stop before crossing and be preceded by flagman)	5
Thorndike Curve (permanent boards)	20
Whipple's (permanent boards)	20
Ware, South St. (permanent boards)	15
Gilbertville, between a point 670 feet south of and 1,650 feet north of Main Street crossing, north of station, (permanent boards)	10
Over public crossing just south of Old Furnace Station (permanent boards)	8

Williamsville between points 8,300 and 14,800 feet north of station, (permanent boards)	20
Templeton, Athol Road, north of station (permanent boards)	10
Baldwinville between points 2,200 feet and 3,400 feet south of station (permanent boards)	20
Between Waterville and Winchendon (permanent boards)	20
Athol Branch.—First-class trains	40
Except first-class trains with class F or Class K engines	30
All trains with Class G engines	25
Bridge A 3.11, between Athol Junction and Fiberloid (permanent boards)	20
Fiberloid Crossing (permanent boards)	10
Ludlow, North Street Crossing (permanent boards)	8
East Street Crossing (Northbound) (permanent boards)	10
East Street Crossing (Southbound) (permanent boards)	5
Collins Crossing (permanent boards)	10
Enfield, Main St. Crossing (south of station) (northbound trains will stop before crossing) (permanent boards)	6
Bridge A 24.68, between Enfield and Smiths (permanent boards)	20
North Dana (west crossing) (permanent boards)	10
Athol, South Athol Road Crossing (permanent boards)	6
North Adams Branch:	
First-class trains	45
Berkshire, Chapel St. (permanent boards)	6
Highway Crossing one-half mile south of Cheshire (permanent boards)	6
Around curve at Cheshire Harbor (permanent boards)	10
Adams.—Between School and Park Sts. (permanent boards)	10
Over Cook's Crossing (between Adams and Renfrew) (permanent boards)	6
Crossing just south of Renfrew (permanent boards)	6
Hodges Crossing (north of Zylonite) (permanent boards)	6
Over switches at south end of North Adams Yard	10
Hudson Branch.—First-class trains	45
Ghent.—Crossing south of station (permanent boards)	5
Mellenville—Freight House Crossing, north of station (permanent boards)	6
Two crossings south of station (permanent boards)	6
Smith's Crossing (between Mellenville and Claverack) (permanent boards)	6
Country Club (between Mellenville and Claverack):	
Southbound (permanent boards)	5
Northbound (permanent boards)	15
Claverack—Freight House Crossing (south of station) (permanent boards)	6
Union Turnpike Crossing (between Claverack and Hudson Upper) (permanent boards)	6
Hudson Upper to Hudson:	
First-class trains	15
Second-class and extra trains	10
Selkirk Branch	25

8 Time Table No. 107

14. AUTOMATIC BLOCK SIGNALS

(List of Signal Numbers on Pages 57 and 58.)

Track No. 1

Track circuits for automatic block signals are continuous between Boston and tower No. 99, Rensselaer, except as follows: From tower No. 4 to tower No. 5.

From west end of station platform at Springfield to signal 98.71.

Track No. 2

Track circuits for automatic block signals are continuous between Boston and tower No. 99, Rensselaer, except as follows: From east end of Connecticut River bridge to east end of station platform at Springfield.

From tower No. 5 to tower No. 4.

Track No. 3

Track circuits are continuous from tower No. 4 to tower No. 5, and from tower No. 6 to signal bridge east of tower No. 20. From tower No. 26 to tower No. 28.

From Jamesville to tower No. 31.

From signal 57.83 to switch derail in track No. 3 opposite signal No. 58.31.

From tower No. 38 to a point on track No. 3 opposite signal 97.91.

From tower No. 70 to Schodack Junction.

Track No. 4

Track circuits are continuous; from Schodack Junction to tower No. 70; from tower No. 64 to West Pittsfield; from Peck's Bridge to Washington; from signal No. 125.14 to switch derail in track No. 4 opposite signal No. 124.62; from tower No. 43 to tower No. 42; from Springfield to signal No. 92.34; from tower No. 33 to Charlton; from tower No. 28 to tower No. 26; from tower No. 23 to tower No. 22, and from tower No. 20 to tower No. 4.

AUTOMATIC TRAIN STOP

Wayside Inductors of Automatic Train Stop System are in service on the main line between Boston and Rensselaer. The Wayside Inductors are continuous as follows:

Track No. 1, signal 2.41, east of Tower 8, to signal 97.01, west of Tower 38.

Track No. 1, signal 98.71, west of Springfield, to signal 199.51, west of Tower 72.

Track No. 2, signal 199.52, west of Tower 72, to slot signal, Tower 42.

Track No. 2, signal 97.02, west of Tower 38, to signal 2.62, west of Tower 8.

Track No. 3, signal 1.83, west of Tower 7, to Tower 20.

Track No. 3, Jamesville to Tower 31.

Track No. 3, Tower 38 to Armory Street, Springfield.

Track No. 4, Tower 64, Payn's, to West Pittsfield.

Track No. 4, Tower 56, Peck's Bridge, Pittsfield, to Washington.

Track No. 4, signal 97.04, west of Tower 38, to signal 92.34, east of Oak Street.

Track No. 4, Tower 33, East Brookfield, to Charlton.

Track No. 4, Tower 23 to Tower 22.

Track No. 4, Tower 20 to signal 2.04, west of Tower 7.

The two signals approaching the Main Line at the following points on branches are equipped with track inductor:

Highland Branch, Tower 8, Brookline Junction.

Tower 15, Riverside.

Athol Branch, Tower 38.

North Adams Branch, Tower 55.

Selkirk Branch, Tower 70, Niverville.

The beginning and ending of the Automatic Train Stop on each track is indicated by signs lettered "B" and "E" respectively fixed to the automatic signal.

Engines equipped will operate in conjunction with this system, according to Rules 1401 to 1418, inclusive, of the Rules for Enginemen—Automatic Train Stop, effective July 1, 1926.

DISTANT INDICATIONS FOR TRAIN ORDER SIGNALS

Distant indications for train order signals are attached to the following automatic block signals:

Telegraph Office	Automatic Block Signal	
	Westbound	Eastbound
Westboro	31.1	32.4
North Grafton	37.01	39.12
Rochdale	52.31	53.32
West Brookfield	68.51	70.22
West Warren	74.51	75.62
North Wilbraham	87.41	89.72
Woronoco	112.51	114.42
Russell	115.21	116.02
Huntington	118.81	120.92
Chester	125.61	
Middlefield		131.92
West Pittsfield	153.51	155.52
Payn's	174.11	
Chatham Center	180.61	183.12
Brookview	191.11	193.42

A train stopped at a telegraph office by this distant indication (in accordance with Rules 221-a, 709, 710 and 711 of the Book of Operating Rules) may proceed without a clearance card, if no train order signal is displayed.

BALL SIGNALS AT WINCHENDON

All trains will come to a stop before crossing the Boston & Maine R. R.

One ball at the masthead by day, and in addition one red light by night, permits trains of the Cheshire Branch of the Boston & Maine Railroad to cross.

Two balls at the masthead by day, and in addition two red lights by night, permit trains of the Worcester Branch of the Boston & Maine Railroad to cross.

Three balls at the masthead by day, and in addition three red lights by night, permit trains of the Boston & Albany Railroad to proceed across the Cheshire Branch tracks.

Where train movements are governed by Ball Signals, the absence of any ball at the masthead by day, or the absence of any light at the masthead by night, indicate **DANGER, STOP**.

SIGNALS WHICH CAN NOT BE CLEARED.—Rule 811 of the Book of Operating Rules is amended as follows: At towers 4, 5, 6, 7, 8, 9 and 10 enginemen may proceed on hand signals in accordance with Rules 772a and 812a.

15. YARD LIMITS, designated by signs (tracks and limits defined), are located at:

Boston and Tower 10; tracks 1, 3, 2 and 4.

Cambridge and Somerville: tracks 1 and 2. (Bridge G. J. 0.33 to L. & F. Junction.)

East Boston: tracks 1 and 2; (Yard Limit sign to East Boston piers.)

Natick (Saxonville Branch): from clearance point at junction with main line to Yard Limit sign.

Framingham (Main Line and Milford Branch): Main Line, tracks 1, 2 and 4; Milford Branch, main track.

Milford: from yard limit sign to station.

Millbury Junction (Millbury Branch): from clearance point at junction with Main Line to Yard Limit sign.

Worcester: tracks 1 and 2.

Webster: from Yard Limit sign to Webster station and Webster Mills.

Spencer: from Yard Limit sign to station.

North Brookfield: from Yard Limit sign to station.

Palmer (Main Line and Ware River Branch): Main Line, track 2; Ware River Branch, main track.

Baldwinville: between Yard Limit signs, north and south.

Winchendon: from Yard Limit sign to old B. & A. Freight House.

Athol: from Yard Limit sign to old B. & A. Freight House.

Athol Junction (Athol Branch) from yard limit sign to Tower 38.

Springfield: tracks 1, 3, 2 and 4.

West Springfield: tracks 1 and 2.

Washington: track 4. (Within Yard Limits at Washington, in all cases flagman will place torpedoes a sufficient distance to the rear of the train.)

Hinsdale: track 4.

North Adams: from Yard Limit sign to station.

Pittsfield: tracks 1 and 2.

West Pittsfield: track 4.

Chatham: tracks 1 and 2.

Hudson (opposite Knickerbocker Siding); tracks 1 and 2; from Yard Limit sign to Hudson station.

Niverville: Track 4.

Where limits are not defined by this rule, "End of Yard Limit" signs will designate end of Yard Limits.

Rule 93 of the Book of Operating and Signal Rules reads as follows:

Within Yard Limits it will not be necessary for any engine or train occupying main tracks to be protected, except when on the time of a first-class train. Second-class and extra trains within such limits, must run at a speed that will admit of stopping within the vision of the engineman. The flagman will be required to remain to the rear of his train, except that when location or weather conditions are such as will not afford a clear view, full protection is required.

Rule 93 of the Book of Operating and Signal Rules is amended to relieve flagman from remaining to the rear of his train when within Yard Limits on the Grand Junction Branch, except in foggy or stormy weather.

On track 3 between Bridge 128.44 and Middlefield, and on tracks 3 and 4 at C. & B. Jct. and on tracks 3 and 4 between tower 66 and High Bridge, protection is required.

15a. STOP-POSTS.

Switching movements and drafts pulling out of Exeter Street yard will not pull west of first stop-post on track 1 unless they have over eight cars, in which case they will pull west to second stop-post located just west of Hotel Canterbury.

Cottage Farm. Westbound trains scheduled to stop at Cottage Farm, will stop with engine at stop post located between tracks 2 and 3, 300 feet east of bridge 3.13 (Commonwealth Avenue.)

North Grafton. Cars for the Grafton & Upton R. R. must be placed north of the stop-post at the southerly end of the G. & U. R.R. delivery track.

Springfield Yard. All trains entering track 3 at Athol Junction will come to a full stop at the "Stop" board 1,080 feet west of yard limit board, and will not proceed until signal is received from switchman on the ground.

West Springfield. Westbound trains stopping for home signal on track 1 at tower 42, will stop at stop-post 120 feet east of signal. Eastbound freight trains pulling out of West Springfield yard, when held by signal in the bridge, will pull up to the signal instead of stopping west of the bridge.

Enginemen of freight trains who pull into the westbound or eastbound receiving yard at West Springfield, after an engine is cut off must not move ahead across ladder or lead until signal to do so is received from the switchman on the ground.

Tower 72. Westbound trains held outside Rensselaer yard by signal at tower 72 will not pass stop post on track 1 located 150 feet east of Second Avenue until signals indicate "Proceed."

17. RAILROAD CROSSINGS AT GRADE are located at: (See Rule 34, 98, 98a and 741, Book of Rules of the Operating Department.)

Somerville.....	B. & M. R.R. (L. & F. Jct.)...	Semaphore
".....	B. & M. R.R. (Fitchburg Div.)	Interlocked
East Somerville.....	B. & M. R.R.....	Interlocked
Mystic River Bridge.....	B. & M. R. R.....	Semaphore
Framingham.....	N.Y., N.H. & H. R.R.....	Interlocked
Palmer.....	C. V. R.R.....	Interlocked
Baldwinville.....	B. & M. R.R.....	Semaphore
Winchendon.....	B. & M. R.R.....	Ball Signals
Barrett's Junction.....	C. V. R.R.....	Semaphore
Springfield.....	B. & M. R.R.....	Interlocked
Westfield.....	N.Y., N. H. & H. R.R.....	Interlocked
Rensselaer.....	N.Y.C. R.R.....	Interlocked
Hudson.....	N.Y.C. R.R.....	Interlocked

18. DRAWBRIDGES. (See Grand Junction Branch, page 41.)

19. HOURS OF SERVICE.

TRAIN AND ENGINE CREWS. In computing the hours of service no delay caused by casualty, or unavoidable accident or resulting from an unforeseen cause occurring within the first fourteen hours of service will be considered as a reason for exceeding the limit of hours of service prescribed by the law, unless such delay exceeds one hour, and then only for the time of such delay. Any such delay occurring after fourteen hours on duty may be considered as a reason for exceeding the hours of service for the time, and the time only of the delay.

The above shall, in addition, apply to trains directly affected by accidents to other trains; and in such cases only the actual delay due solely to the period of actual obstruction shall be considered.

In all cases, where employes are directed to continue in service beyond the legal limit, the instructions should be given in writing and should in every case specifically state the reason for the action, as, for instance, where they have been delayed by casualty and the law permits them to continue to their terminal, the telegram should so specify. In other words, there must positively not be any violation of the law, and any telegram or order directing an employe to violate the law is in itself a violation of orders and will have to be dealt with accordingly.

The whole matter hinges, of course, upon the use of the term "Violating the Law." Under certain well-known conditions men may continue in service beyond the period specified in the law without violating it, and it is proper in such cases to direct that they do so and the instructions in themselves should make clear that the excess service is not in violation of the law.

Employes, individually, will be held responsible for the observance of that part of the law which requires that employes who have been continuously on duty for sixteen hours or more, will not be required or permitted again to go on duty until they have had at least ten consecutive hours off duty; and that no employe who has been on duty sixteen hours in the aggregate in any twenty-four hour period, shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty.

Conductors of all trains, the crews of which perform excess service, or of trains the delays of which in any way contribute to such excess service, will make report on Form T-50 to the Superintendent.

Requests for Relief. When it is apparent that a trip cannot be completed within the required time, it will be necessary for conductors and enginemen to wire Superintendent's office to that effect, after being on duty 14 hours, requesting relief.

Rest Register. All train and engine crews must register on Form T-48 before going on duty, certifying as to the number of hours rest they have had. All train and engine crews are also required to register daily the number of hours on duty on blank headed "Register of crews arriving," Form T-49. These blanks are provided at all terminal points. Conductors and enginemen will fill out "Form T-50" in case of excess service under Federal Hours of Service Law.

TRAIN DISPATCHERS AND OPERATORS. No operator, train dispatcher, or other employe who by the use of the telegraph or telephone, dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than 9 hours in any 24-hour period in all towers, offices, places and stations, continuously operated day and night; nor for a longer period than 13 hours in all towers, offices, places and stations operated only during the daytime, except in case of emergency, when the employes named in this proviso may be permitted to be and remain on duty for 4 additional hours in a 24-hour period on not exceeding 3 days in any week.

20. MARKERS. Light engines and switcher pulls running between Boston and tower 10, between towers 40 and 43, and between North Adams Junction and Pittsfield, will not display day-marker indications for rear of train; but at night will display one red light to the rear.

Trains with rear car not equipped to display markers as per Rule 19 of the Book of Operating and Signal Rules, will display red flag by day and red light by night on the rear of the train.

21. CLASSIFICATION SIGNALS. Rule 21, page 35, of the Book of Operating and Signal Department Rules, is modified to permit extra trains on single track to display two white lights by night and by day. This will eliminate the use of white flags. In event of failure of the electrical equipment on the locomotive white lanterns must be used.

25. EQUIPMENT WEIGHT AND CLEARANCE RESTRICTIONS. See pages 54 and 55.

10 Time Table No. 107

26. TELEPHONES AT OUTLYING POINTS connected with Dispatcher or Towers are located as follows:

Location	Side of Track	Connected With
Boston Division Main Line		
Patrol Box Everett St. Bridge, Allston..	S	Tower 10
West Newton Yard, near crossover	N	Dispatcher
Wellesley Freight House (7.00 a.m. to 4.00 p.m., week days only)	N	"
Wellesley Ice House Crossover	N	"
Framingham, Bridge 21.84, west of Tower 22	N	Tower 22
Framingham, in lobby east of Bridge 22.35, Parks Corner, Nevins Yard	N	"
Westboro Yard at Freight Track Junction east of station	S	Dispatcher
Westboro Gravel Pit Crossover	N	"
Colony Siding	N	"
Millbury Junction, in Station	S	"
Pond's Siding, at Signal No. 2	S	Tower 28
S. Worcester, 280 ft. west of M.P. 46 ..	N	Dispatcher
New Worcester, 300 ft. west of Bridge 46.30, Sutton Lane	N	"
Fitzgerald's Siding, Mile Post 56	N	"
Charlton, west end of passing siding ...	N	"
East Brookfield, west end of west-bound passing siding	N	"
South Spencer, east end of Freight House Warren, crossovers	S	"
W. Warren, Crossover, west of Freight House	N	"
Park Siding, Palmer	S	"
N. Wilbraham, crossovers	N	"
Ludlow Junction	N	"
Oak St., east end of track 4	S	"
Grand Junction Branch		
Booth 500 ft. east of Ford Plant	S	Tower 9
Mass. Ave., Cambridge, in Crossing Tender's Lobby	S	Dispatcher
E. Cambridge Yard Office	S	"
North of B. & M. Tower "D"	S	"
Chelsea, west end of Freight House	S	"
Cary Cut, Chelsea	S	"
Crossingman's Lobby, Eastern Ave., Chelsea	N	"
Drawbridge Tower, Chelsea Creek	S	"
Webster Branch		
Webster Mills, Patrol Box	W	"
Ware River Branch		
South Barre, Patrol Box	W	"
Albany Division Main Line		
Trap Rock Siding, west end	N	"
Springdale Siding, west end	N	"
Chester & Becket Junction	N	"
Bridge 128.44	N	"
Middlefield, Signal 130.82	N	"
Ballous Siding west end	N	"
Washington, Inspectors Lobby	S	"
Hinsdale, Yard Master's Office	S	"
North Adams Jct. Water Plug	N	Tower 55
General Electric Works at Crossover 2 to 1	S	Dispatcher
West Pittsfield, east end of track 3	N	"
State Line, west end track 3	N	"
State Line Tunnel, east end between tracks 1 and 2	N	"
Canaan, east of highway crossing	N	"
Bradley's, Water Plug	S	"
Bradley's, Crossover 4 to 2, 1000 ft. east of East Chatham	S	"
Payn's Mill	N	"
Chatham, west end No. 3 siding	N	"
White Mills, Crossover 2 to 4	N	"
Niverville, east end of track 4	S	Tower 70
Niverville, Water Plug at Station	S	"
Niverville, Signal Bridge 184.96	S	"
Niverville, Dwarf Signal No. 40 600 ft. west of Tower 70	S	"
Post Road, Junction with Selkirk Branch	N	Dispatcher
Van Hoesen, west end No. 3 siding	N	"
New Yard, east end	S	"
Athol Branch		
Greenwich Lake siding	W	"

Hudson Branch

Green Shanty 1/4 mile south of Chatham.	E	Dispatcher
Pulvers, west side of station	S	"
Mellenville, north end of station	N	"
Claverack, south end of station	S	"
Knickerbocker Siding, 2 miles south of Claverack	E	"

Selkirk Branch

Baker's Fill	N	"
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In order to communicate with the dispatcher's office, take down the receiver and listen, when line is not in use press the button in front of box, which will allow you to talk. When listening or taking messages, be sure to release button. When talking, give place or siding you are at, name and also engine number. When through talking be sure the instrument is properly hung up and the box and lobby locked.

28. GRADE OPERATION

a. Before detaching the engine or any part of the train a sufficient number of hand brakes must be applied on the down-hill end of the detached portion to prevent it from moving in case the air brakes leak off.

b. In the event of a train breaking apart, either on ascending or descending grade, the trainmen must immediately apply a sufficient number of hand brakes to all portions to prevent their moving in case the air brakes leak off.

(Paragraphs a and b apply whether train is with or without pusher.)

c. A train running without pusher engine and finding it necessary to stop from any cause while ascending a grade, the automatic air brake must not be depended upon to hold the train for a period of more than five minutes. This also means that passenger trains making station stops on heavy ascending grade must secure the rear of the train with hand brakes if the stop is to be for more than five minutes.

d. On an ascending grade, with pusher to the rear, where train is stopped and no portion of the train is detached, it will not be necessary to use hand brakes while the pusher remains coupled to the rear portion of the train, unless the engineer of the pusher calls for hand brakes.

e. Trains making a back-up movement down hill, with or without a pusher on the rear end, must always have hand brakes applied to the rear portion.

f. On descending grade, in case train is stopped from a burst hose, engineer will apply the straight air on the locomotive and the trainmen will set a sufficient number of hand brakes to insure holding the train should the air on the train release.

g. Care must be used not to release pressure retaining valves too quickly upon approaching the end of the grade. In using pressure retaining valves, they must be cut in from the head end and cut out from the rear end.

h. All pushers on main line must have the air brake coupled and train will stop to detach pusher. Engineers will be careful to keep pusher up against train until stop is made. This will not apply—

1. West Springfield—Springfield to Athol Junction.
2. Eastbound trains being pushed out of Worcester yard.

When air is not coupled pusher must come to a stop as soon as possible after being detached from the rear of the train and not be allowed to drift along after having finished pushing the train.

i. A member of the train crew will be on the rear of the train ready to assist in cutting off pusher.

j. Freight trains with pushers will keep pushers coupled in when backing off. Engineer of pusher will assume control of the brake.

k. On double-headed freight trains eastbound from Springfield, second engine must be placed on the rear at West Brookfield.

l. Old flat cars of any line and X cars of the Boston & Albany must be taken behind the pusher engine on pusher grades.

Boxes containing emergency tools, consisting of chains, car replacers, spike hammer, claw bar, etc., are located as follows:

- Chester, west end of station platform.
- Middlefield, east end of freight house platform.
- Becket, west end of freight house platform.
- Washington, Supervisor's lobby.

Crews using this equipment in emergency will, whenever possible, return same to where it is taken from. If, however, it is necessary to take same away, report should be made to Superintendent's office promptly.

Position of Conductors and Brakemen

Freight conductors must be in a position to have view of their train so far as practicable, particularly, eastbound—Washington to Chester, Charlton to Worcester; westbound—Charlton to East Brookfield, Hinsdale to North Adams Jct.

All brakemen must ride on top of freight trains and be in position at all times to communicate signals the entire length of train:

Washington to Chester, eastbound.

Hudson Upper to Hudson, southbound.

Freight conductors must see that these requirements are enforced.

EASTBOUND

At Bradley's crews of eastbound freight trains which stop, will report to dispatcher on the telephone immediately upon arrival and again just before departure. The second of two eastbound freight trains stopping, will not foul crossovers from track 4 to track 2 until the dispatcher has been called on the telephone. See Rule 9c.

At Dalton eastbound trains will not back to the opposite main track without authority of the Superintendent.

At Hinsdale eastbound first-class trains made up entirely of mail and express cars will stop for standing test of air brakes.

At Washington Eastbound: All freight trains will stop with the engine at the water column located at the westerly end of the yard for general inspection and air brake test. Following trains on Track No. 4 will stop six car lengths to the rear of trains that are being inspected.

Freight conductors must know the number of air brakes operative in their train before leaving Washington, reporting the number of cars and tonnage in train, and number of air brakes operative to the engineer and the Supervisor in charge.

Freight conductors must be at the head end and know that all pressure retaining valves are cut in leaving Washington. Trainmen will be in position to cut in pressure retaining valves when train inspection is completed. Freight trains will not exceed 10 miles per hour from the inspection point to Tower No. 52.

When freight trains are held at Washington, for any cause, second test of the air brakes must be made as provided in the Book of Rules when train is ready to leave and before pressure retaining valves are cut in.

Train and engine crews of all eastbound freight trains must be particularly vigilant between Washington and Chester so that prompt action may be taken on any signals given, or other conditions of the train that require prompt action.

Conductors and enginemen will be held equally responsible for the strict observance of the speed restriction of twenty (20) miles per hour. Time from Washington Station to Mile Post 137 not less than two (2) minutes and between each mile post thereafter in no case less than three (3) minutes.

Eastbound trains at Washington will be spaced five (5) minutes.

Washington to Chester. In approaching the west end of Chester, if engineman has his train under such control that it will be permissible to release the pressure retaining valves whistle signal to release brakes shall be given at Mile Post 127. Trainmen will not release pressure retaining valves until whistle signal to release brakes is given. Train which takes engine house

siding, or C. & B. siding, pressure retaining valves must be cut in as follows: at least one for each five cars and not released until train is in on the siding stopped, clear of main track. All eastbound freights which do not take siding at Chester will stop at Chester Station to allow trainmen to resume their station.

Charlton to Jamesville (eastbound). A sufficient number of pressure retaining valves, as requested by the engineer, must be cut in.

WESTBOUND

Athol Junction (tower 38) to tower 40 (westbound). At least one (1) pressure retaining valve must be cut in for every five cars in the train, and as many more as required by engineman.

Speed of freight trains will be reduced to fifteen miles per hour from Fitzgerald's crossing to Tower 38, Athol Junction, to permit of trainmen cutting in the pressure retaining valves.

At Chester first-class westbound trains not scheduled to stop, will pull up to home signal on Track 1 at Tower 50 before stopping for pusher.

At Middlefield and Becket westbound trains must not back to the opposite main track without authority of the Superintendent.

At Washington westbound freight trains will stop with train engine opposite inspectors' lobby to detach pusher (if any) and to discharge hill riders, who must leave the train on the north side; except that westbound freight trains having over five cars loaded with trap rock will stop with the train engine at the water column, for air brake inspection and test as provided in the Book of Rules.

Westbound first-class trains with pushers excepting those scheduled to stop at the station, will stop at the water column at the west end of Washington yard to detach pusher.

At Hinsdale all westbound trains will be spaced five (5) minutes.

Hinsdale to North Adams Junction (westbound). All westbound freight trains must stop at Hinsdale and before leaving pressure retaining valves must be cut in as follows: At least one for each four cars, and as many more as may be required by the engineer.

BRANCHES

Spencer to South Spencer (southbound). A sufficient number of pressure retaining valves as required by the engineer must be cut in.

North Brookfield to East Brookfield (southbound). A sufficient number of pressure retaining valves as required by the engineer must be cut in.

Trap Rock Quarry Track (descending grade). All pressure retaining valves must be cut in.

C. & B. R. R. (descending grade). All pressure retaining valves must be cut in.

Hudson Upper to Hudson (southbound). All southbound freight trains will stop at Hudson Upper and test air brakes in accordance with Air Brake Rules 12 and 13 of the Book of Operating Rules. All pressure retaining valves must be cut in.

Boston Division

JOHN B. HAMMILL, *Superintendent.*
 SETH H. CLARK, *Assistant Superintendent.*
 THOMAS W. CARTER } *Train Masters.*
 FREDERICK F. WILLIAMS }
 J. F. LUCAS, *Passenger Train Master.*
 ERNEST C. THORPE } *Night Train Masters.*
 T. O'LEARY }
 E. N. LOUPRETT, *Chief Train Dispatcher.*
 E. F. INGALLS } *Assistant Chief Train Dispatchers.*
 O. D. W. McCLELLAND }
 N. C. MUNSON }
 S. R. BATCHELDER } *Train Dispatchers.*
 C. L. MERRITT }
 P. E. MEARS }
 I. K. WOODCOCK }
 N. CAREY, Jr. }
 H. DANCAUSE }
 T. J. BOWES }

Albany Division

HENRY J. CURRY, *Superintendent.*
 SETH H. CLARK, *Assistant Superintendent.*
 JACOB H. RELYEA } *Train Masters.*
 THOMAS G. WELCH }
 WILLIAM H. BAKER }
 J. F. LUCAS, *Passenger Train Master.*
 A. M. SCOTT } *Night Train Masters.*
 C. A. O'CONNOR }
 L. L. VARNEY }
 C. W. JACOBUS, *Chief Train Dispatcher.*
 C. L. WATSON } *Assistant Chief Train Dispatchers.*
 L. W. AUSTIN }
 P. J. HASSLEY }
 C. B. SPRAGUE } *Train Dispatchers.*
 L. H. PENNOYER }
 G. W. SWEATT }
 W. H. SWEET }
 H. B. BEST }
 W. V. HOVER }
 C. W. GEARING }

FIRST-CLASS TRAINS

Continued on page 14

STATIONS	Miles	17	3	251	61	443	255	63							
		Newspapers	Albany Local	Newspapers	Worcester Local	Light Engine	Highland	Fram. Local							
		Sunday only ○	Daily ex. Sunday (See Note)	Sunday only ○	Daily ex. Sunday	Daily ex. Sunday H ○ see note	Daily ex. Sunday	Daily ex. Sunday							
Boston Lv.	0.00	A.M.	A.M.	A.M.	A.M.		A.M.	A.M.							
Trinity Place . . .	1.25	1.50	3.15	3.15	3.25		5.10	5.20							
Brookline Junc. . .	2.49	1.56	3.21	3.21	3.32		5.14	5.24							
Cottage Farm . . .	3.08					A.M.									
Allston	4.30	1.59	3.24		s 3.35	s 4.45		s 5.31							
Brighton	5.06				s 3.37			s 5.34							
Faneuil	5.84				s 3.40			s 5.37							
Newton	7.10				s 3.49			s 5.41							
Newtonville	8.14	2.04	3.29		s 3.52	4.55		s 5.45							
West Newton	9.19				s 3.58			s 5.48							
Auburndale	10.29				s 4.01			s 5.52							
Riverside	10.90	2.08	3.33	s 3.57	s 4.03	5.02	s 5.52	s 5.55							
Wellesley Farms . .	12.58	s 2.12		A.M.			A.M.	s 5.59							
Wellesley Hills . .	13.50				s 4.10			s 6.02							
Wellesley	14.73	s 2.20	3.38		s 4.19	5.12		s 6.09							
Natick	17.64	s 2.28	3.42		s 4.29	s 5.20		s 6.17							
Framingham ar. . .	21.36	s 2.36	s 3.49		s 4.37	A.M.		s 6.25							
Framingham lv. . .		2.40	3.51		4.40			A.M.							
Ashland	24.21	s 2.46	s 3.57		s 4.46										
Cordaville	27.45	s 2.52			s 4.51										
Southville	28.08	s 2.54	s 4.04		s 4.53										
Westboro	31.92	s 3.01	s 4.12		s 5.02										
North Grafton . . .	37.85	s 3.11	s 4.22		s 5.12										
Millbury Junc. . . .	39.17	3.13	4.24		5.14										
Worcester ar. . . .	44.33	s 3.25	s 4.35		s 5.25										
Worcester lv. . . .		3.35	4.47		A.M.										
Hammond St	45.30		s 4.49												
Jamesville	47.86	3.41	s 4.56												
Webster Junc. . . .	50.74	3.45	5.01												
Rochdale	53.06	s 3.53	s 5.07												
Charlton	57.53	s 4.03	s 5.16												
South Spencer . . .	61.90	s 4.10	s 5.23												
East Brookfield . .	63.78	s 4.14	s 5.28												
Brookfield	66.99	s 4.19	s 5.33												
West Brookfield . .	69.60	s 4.23	s 5.40												
Warren	72.62	s 4.28	s 5.47												
West Warren	74.94	s 4.32	s 5.51												
West Brimfield . .	78.38	4.37	s 5.56												
Palmer ar.	83.61	s 4.43	s 6.05												
Palmer lv.		4.46	6.08												
No. Wilbraham . . .	88.68	s 4.54	s 6.18												
Oak Street	92.55	s 5.00	6.24												
Athol Junction . . .	96.10	5.05	6.30												
Springfield Ar. . .	98.33	s 5.10	s 6.35												
		A.M.	A.M.												

REFERENCES

- H Does not run holidays.
- Does not carry passengers.
- s Stop.

NOTES

No. 3 runs on Track No. 3 east of Framingham.
No. 443 runs on Track No. 1.

Continued from page 13

FIRST-CLASS TRAINS

Continued on page 15

STATIONS	Miles	581	5	153	257	65	155	259	261	157	7	267
		Athol	Springfield Local	Newton	Highland	Fram. Local	Newton	Highland	Highland	Newton	Albany Morning Express	Highland
		Daily ex. Sunday	Daily ex. Sunday (See Note)	Daily ex. Sunday B H	Daily ex. Sunday B	Daily ex. Sunday	Daily ex. Sunday H	Daily ex. Sunday B H	Sunday only	Daily ex. Sunday B H	Daily ex. Sunday (See Note)	Daily ex. Sunday B
Boston Lv.	0.00		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Trinity Place....	1.25		s 6.04	s 6.09	s 6.24	s 6.39	s 6.59	s 7.09	s 7.19	s 7.24	s 7.34	s 7.39
Brookline Junc..	2.49		6.06	6.12	6.27	6.42	7.02	7.12	7.22	7.30	7.36	7.42
Cottage Farm . .	3.08									7.31		
Allston.....	4.30		6.09	s 6.16		s 6.46	s 7.05			s 7.34	7.39	
Brighton.....	5.06			s 6.19		s 6.49						
Faneuil.....	5.84			s 6.22		s 6.52	s 7.08			s 7.37		
Newton.....	7.10			s 6.26	Via Highland Branch	s 6.56	s 7.11	Via Highland Branch	Via Highland Branch	s 7.40		Via Highland Branch
Newtonville....	8.14		s 6.15	s 6.30		s 7.00	s 7.15			s 7.43	s 7.45	
West Newton..	9.19			s 6.34		s 7.04	s 7.18			s 7.46		
Auburndale....	10.29			s 6.38		s 7.08	s 7.21			s 7.49		
Riverside.....	10.90		6.20	s 6.41	s 7.02	s 7.11	s 7.29	s 7.50	s 7.53	s 7.52	7.52	s 8.14
Wellesley Farms	12.58			A.M.	A.M.	s 7.15	A.M.	A.M.	A.M.	A.M.		A.M.
Wellesley Hills..	13.50					s 7.18						
Wellesley.....	14.73		6.27			s 7.22					7.57	
Natick.....	17.64		6.32			s 7.28					8.01	
Framingham ar.	21.36		s 6.40			s 7.36					s 8.08	
lv.			6.43			A.M.					8.10	
Ashland.....	24.21		s 6.50								8.14	
Cordaville.....	27.45		s 6.56									
Southville.....	28.08		s 6.59								8.19	
Westboro.....	31.92		s 7.08								8.24	
North Grafton	37.85		s 7.19								8.31	
Millbury Junc..	39.17		7.21								8.33	
Worcester... ar.	44.33		s 7.30								s 8.42	
lv.			7.35								8.47	
Hammond St....	45.30		s 7.38									
Jamesville.....	47.86		s 7.44								8.53	
Webster Junc...	50.74		7.49								8.57	
Rochdale.....	53.06		s 7.54								9.00	
Charlton.....	57.53		s 8.03								9.08	
South Spencer..	61.90		s 8.12								9.14	
East Brookfield.	63.78		s 8.17								9.17	
Brookfield.....	66.99		s 8.22								9.21	
West Brookfield	69.60		s 8.27								s 9.26	
Warren.....	72.62		s 8.34								s 9.33	
West Warren...	74.94		s 8.38								9.37	
West Brimfield.	78.38		s 8.43								9.42	
Palmer..... ar.	83.61		s 8.51								s 9.48	
lv.			8.54								9.50	
No. Wilbraham.	88.68		s 9.04								9.57	
Oak Street.....	92.55	A.M.	s 9.10								10.01	
Athol Junction.	96.10	8.55	9.15								10.05	
Springfield .Ar.	98.33	s 9.00	s 9.20								s 10.10	
		A.M.	A.M.								A.M.	

REFERENCES

H Does not run holidays.
 s Stop.
 B Does not carry baggage.

NOTES

Nos. 5 and 7 run on track No. 1 east of Framingham.

Time Table No. 107

WESTBOUND

Boston Division 15

Continued from page 14

FIRST-CLASS TRAINS

Continued on page 16

STATIONS	Miles between Stations	67		269		71		51		271		73		273		275		41		163	
		Fram. Local	Express	Worcester Local	New York Day Express	Highland	Worcester Local	Highland	Highland	Chicago Special	Newton										
		Daily ex. Sunday	Daily ex. Sunday ⊙ H	Sunday only	Daily (See Note)	Daily ex. Sunday H	Daily ex. Sunday	Sunday only B	Daily ex. Sunday B	Daily (See Note)	Daily ex. Sunday B										
Boston Lv.	0.00	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Trinity Place . . .	1.25	s 7.44		s 8.04	s 8.19			s 8.49	s 9.09	s 9.09	s 9.59	s10.04	s10.09								
Brookline Junc.	1.24	7.47	8.00	8.07	8.21			8.52	9.12	9.12	10.02	10.06	10.12								
Cottage Farm . . .	.59																				
Allston	1.22	s 7.52		s 8.11	8.24														10.09	s10.15	
Brighton . . . . .	.76	s 7.55		s 8.14																s10.17	
Faneuil . . . . .	.78	s 7.58		s 8.17																s10.20	
Newton	1.26	s 8.02	Via Highland Branch	s 8.23																s10.23	
Newtonville . . .	1.04	s 8.06		s 8.27	s 8.30														s10.15	s10.26	
West Newton . . .	1.05	s 8.10		s 8.31																s10.29	
Auburndale . . .	1.10	s 8.13		s 8.34																s10.32	
Riverside . . . . .	.61	s 8.16	s 8.56	s 8.37	8.36			s 9.23	s 9.39	s 9.43	s10.33	10.24	s10.35								
Wellesley Farms	1.68	s 8.20	A.M.	s 8.41				A.M.	s 9.43	A.M.	A.M.		A.M.								
Wellesley Hills .	.92	s 8.23		s 8.44					s 9.46												
Wellesley	1.23	s 8.27		s 8.48	8.41				s 9.50											10.29	
Natick	2.91	s 8.34		s 8.55	8.45				s 9.57											10.33	
Framingham . . . ar. lv.	3.72	s 8.45 A.M.		s 9.03 9.05	s 8.52 8.53				s10.05 10.09											s10.40 10.41	
Ashland	2.85			s 9.12	8.58				s10.16											10.47	
Cordaville	3.24			s 9.17					s10.22												
Southville . . . .	.63			s 9.20	9.03				s10.25											10.52	
Westboro	3.84			s 9.27	9.08				s10.32											10.57	
North Grafton	5.93			s 9.36	9.15				s10.41											11.04	
Millbury Junc. .	1.32			9.38	9.17				10.43											11.06	
Worcester ar. lv.	5.16			s 9.50 A.M.	s 9.25 9.29				s10.51 A.M.											s11.14 11.18	
Hammond St. . .	.97																				
Jamesville	2.56				9.35															11.24	
Webster Junc. . .	2.88				9.39															11.28	
Rochdale	2.32				9.42															11.32	
Charlton	4.47				9.49															11.41	
South Spencer . .	4.37				9.55															11.47	
East Brookfield .	1.88				s 9.59															11.50	
Brookfield	3.21				10.04															11.54	
West Brookfield .	2.61				s10.07															11.57	
Warren	3.02				s10.11															12.01	
West Warren . . .	2.32				s10.14															12.04	
West Brimfield .	3.44				10.18															12.08	
Palmer ar. lv.	5.23				s10.24 10.25															s12.14 12.15	
No. Wilbraham . .	5.07				10.32															12.22	
Oak Street	3.87				10.36															12.26	
Athol Junction . .	3.55				10.40															12.30	
Springfield . Ar.	2.23				s10.45 A.M.															s12.35 P.M.	

REFERENCES

- H Does not run holidays.
- s Stop.
- ⊙ Does not carry passengers.
- B Does not carry baggage.
- ‡ Stops Sunday only.

NOTES

Nos. 51 and 41 run on track No. 1 east of Framingham.

16 Time Table No. 107

WESTBOUND

Boston Division

Continued from page 15

FIRST-CLASS TRAINS

Continued on page 17

STATIONS	Miles	407	277	53	279	171		79		77	81	281
		Milford Local	Highland	Boston New York Express	Highland	Newton		Worcester Local		Worcester Local	Fram. Local	Highland
		Daily ex. Sunday	Daily ex. Sunday	Daily (See Note)	Daily ex. Sunday H B	Daily ex. Sunday B		Sunday only		Saturday only B H	Daily ex. Sat & Sun	Sunday only B
Boston Lv.	0.00	A.M. 10.20	A.M. 10.50	A.M. 11.00	A.M. 11.15	A.M. 11.20		A.M. 11.25		A.M. 11.35	A.M. 11.35	A.M. 11.35
Trinity Place . . .	1.25	s10.24	s10.54	s11.04	s11.19	s11.24		s11.29		s11.39	s11.39	s11.39
Brookline Junc.	2.49	10.27	10.57	11.06	11.22	11.27		11.32		11.41	11.41	11.42
Cottage Farm . . .	3.08											
Allston	4.30	10.30		11.09		s11.30		s11.35		11.44	11.44	
Brighton	5.06					s11.32		s11.38				
Faneuil	5.84					s11.35		s11.41				
Newton	7.10		Via Highland Branch			s11.38		s11.44				Via Highland Branch
Newtonville . . .	8.14	10.35		s11.15		s11.41		s11.47		11.49	11.49	
West Newton . . .	9.19					s11.44		s11.50				
Auburndale . . .	10.29					s11.47		s11.53				
Riverside	10.90	s10.40	s11.30	11.22	s11.54	s11.50		s11.56		s11.55	s11.55	s12.13
Wellesley Farms	12.58	s10.44	A.M.		A.M.	A.M.		s12.00		s11.59	s12.00	P.M.
Wellesley Hills .	13.50	s10.47						s12.03		s12.03	s12.04	
Wellesley	14.73	s10.52		11.27				s12.07		s12.07	s12.09	
Natick	17.64	s10.59		11.31				s12.13		s12.13	s12.17	
Framingham ar. lv.	21.36	s11.07 A.M.		s11.38 11.39				s12.21 12.22		s12.21 12.22	s12.25 P.M.	
Ashland	24.21			11.44				s12.28		s12.28		
Cordaville	27.45							s12.33		s12.33		
Southville	28.08			11.49				s12.36		s12.36		
Westboro	31.92			11.54				s12.43		s12.43		
North Grafton	37.85			12.01				s12.53		s12.53		
Millbury Junc. .	39.17			12.03				12.55		12.55		
Worcester ar. lv.	44.33			s12.11 12.15				s 1.05 P.M.		s 1.05 P.M.		
Hammond St. . .	45.30											
Jamesville	47.86			12.21								
Webster Junc . .	50.74			12.25								
Rochdale	53.06			12.28								
Charlton	57.53			12.36								
South Spencer . .	61.90			12.42								
East Brookfield .	63.78			12.45								
Brookfield	66.99			12.49								
West Brookfield	69.60			12.52								
Warren	72.62			12.56								
West Warren . . .	74.94			12.59								
West Brimfield .	78.38			1.03								
Palmer ar. lv.	83.61			1.09								
No. Wilbraham	88.68			1.15								
Oak Street	92.55			1.19								
Athol Junction .	96.10			1.23								
Springfield	98.33			s 1.28 P.M.								

REFERENCES

B Does not carry baggage.
 H Does not run holidays.
 s Stop.

NOTES

No. 53 runs on track No. 1 east of Framingham.

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FIRST-CLASS TRAINS

Continued on page 18

STATIONS	Miles between Stations	331	31	173	333	83	335	283	25	175	89	583	27
		Newton	Albany Express	Newton	Highland	Fram. Local	Newton	Highland	20th Century Limited	Newton	Fram. Local	Athol	Berkshire Express
		Saturd'y only B H	Daily	Daily ex. Sunday B H	Saturd'y only B H	Saturd'y only (See Note)H	Saturd'y only B H	Daily ex. Sunday B	Daily ⊕	Daily ex. Sunday B	Saturd'y only H	Daily	Daily ex. Sunday
Boston Lv	0.00	A.M. 11.55	NOON 12.00	P.M. 12.05	P.M. 12.10	P.M. 12.15	P.M. 12.20	P.M. 12.25	P.M. 12.30	P.M. 12.50	P.M. 1.05		P.M. 1.10
Trinity Place. . .	1.25	s11.59	s12.04	s12.09	s12.14	s12.19	s12.24	s12.29	s12.34	s12.54	s 1.09		s 1.14
Brookline Junc.	1.24	12.02	12.06	12.12	12.17	12.22	12.27	12.32	12.36	12.57	1.12		1.16
Cottage Farm. . .	.59			s12.14									
Allston.	1.22	12.05	12.09	s12.17		12.25	12.30		12.39	s 1.00	1.15		1.19
Brighton. . . . .	.76			s12.19						s 1.03			
Faneuil. . . . .	.78			s12.22			s12.34			s 1.06			
Newton.	1.26	s12.10		s12.25	Via Highland Branch		s12.37	Via Highland Branch		s 1.09			
Newtonville. . .	1.04	s12.14	12.14	s12.28		12.30	s12.40		12.44	s 1.13	1.21		1.24
West Newton. . .	1.05	s12.17		s12.31			s12.43			s 1.17			
Auburndale. . .	1.10	s12.20		s12.34			s12.46			s 1.21			
Riverside. . . . .	.61	s12.23	12.18	s12.37	s12.41	s12.35	s12.49	s 1.06	12.48	s 1.23	s 1.27		1.28
Wellesley Farms	1.68	P.M.		P.M.	P.M.	s12.40	P.M.	P.M.		P.M.	s 1.31		
Wellesley Hills. .	.92					s12.44					s 1.34		
Wellesley.	1.23		12.23			s12.49			12.53		s 1.37		1.33
Natick.	2.91		12.27			s12.57			12.57		s 1.44		1.37
Framingham ar. .	3.72		s12.34			s 1.07					s 1.53		s 1.44
Framingham lv. .			12.36			P.M.			1.04		P.M.		1.49
Ashland.	2.85		12.41						1.08				s 1.56
Cordaville.	3.24												s 2.01
Southville. . . . .	.63		12.46						1.13				s 2.03
Westboro.	3.84		12.51						1.18				s 2.12
North Grafton. . .	5.93		12.58						1.25				s 2.22
Millbury Junc. . .	1.32		1.00										W 2.25
Worcester ar. . .	5.16		s 1.10						s 1.34				s 2.34
Worcester lv. . .			1.15						1.37				2.39
Hammond St. . . .	.97												
Jamesville.	2.56		1.20						1.43				s 2.45
Webster Junc. . . .	2.88		1.24						1.47				2.49
Rochdale.	2.32		1.27						1.50				s 2.54
Charlton.	4.47		1.36						1.58				s 3.03
South Spencer . . .	4.37		1.42						2.04				s 3.13
East Brookfield . .	1.88		s 1.46						2.07				s 3.19
Brookfield.	3.21		κ 1.51						2.11				s 3.25
West Brookfield . .	2.61		κ 1.55						2.14				s 3.30
Warren.	3.02		s 2.01						2.18				s 3.37
West Warren. . . .	2.32		κ 2.05						2.21				s 3.41
West Brimfield. . .	3.44		2.10						2.25				s 3.46
Palmer ar.	5.23		s 2.17										s 3.53
Palmer lv.			2.20						2.31				3.57
No. Wilbraham . . .	5.07		2.27						2.37				s 4.05
Oak Street.	3.87		2.31						2.41			P.M.	s 4.11
Athol Junction. . .	3.55		2.35						2.45			3.57	4.15
Springfield. . . Ar.	2.23		s 2.40						s 2.50			s 4.03	s 4.20
			P.M.						P.M.			P.M.	P.M.

REFERENCES

- B Does not carry baggage.
- H Does not run holidays.
- ⊕ Pullman passengers only.
- K Stops Saturday only.
- s Stop.
- W Stops daily except Sundays and holidays.

NOTES

No. 83 runs on track No. 1 east of Riverside.

Continued from page 17

FIRST-CLASS TRAINS

Continued on page 19

STATIONS	Miles	337	85	87	285	179	11	97	289	91	181	59	291
		Newton	Fram. Local	Fram. Local	Highland	Newton	Sou'wes'rn Limited	Fram. Local	Highland	Fram. Local	Newton	Twilight Express	Highland
		Saturd'y only BH	Sunday only	Daily ex. Sat&Sun	Daily Y	Daily ex. Sunday BH	Daily (See Note)⊕	Saturd'y only BH	Daily ex. Sunday BH	Daily	Daily ex. Sunday BH	Daily	Daily ex. Sunday BH
Boston Lv.	0.00	P.M. 1.15	P.M. 1.15	P.M. 1.20	P.M. 1.30	P.M. 1.45	P.M. 2.00	P.M. 2.05	P.M. 2.25	P.M. 2.30	P.M. 2.50	P.M. 3.00	P.M. 3.05
Trinity Place . . .	1.25	s 1.19	s 1.19	s 1.24	s 1.34	s 1.49	s 2.04	s 2.09	s 2.29	s 2.34	s 2.54	s 3.04	s 3.09
Brookline Junc.	2.49	1.21	1.22	1.27	1.37	1.52	2.06	2.12	2.32	2.37	2.57	3.06	3.12
Cottage Farm . . .	3.08												
Allston	4.30	1.24	s 1.26	1.30		s 1.55	2.09	2.15		s 2.42	s 3.00	3.09	
Brighton	5.06		s 1.29			s 1.58				s 2.45	s 3.03		
Faneuil	5.84		s 1.32			s 2.01				s 2.48	s 3.06		
Newton	7.10	s 1.29	s 1.35	s 1.35	Via Highland Branch	s 2.04			Via Highland Branch	s 2.52	s 3.09		Via Highland Branch
Newtonville . . .	8.14	s 1.32	s 1.38	s 1.38		s 2.07	s 2.15	2.21		s 2.55	s 3.12	s 3.15	
West Newton . . .	9.19	s 1.36	s 1.41	s 1.41		s 2.10				s 2.58	s 3.15		
Auburndale . . .	10.29	s 1.39	s 1.44	s 1.44		s 2.14				s 3.02	s 3.18		
Riverside	10.90	s 1.42	s 1.47	s 1.47	s 2.10	s 2.17	2.24	s 2.26	s 3.03	s 3.05	s 3.20	3.21	s 3.44
Wellesley Farms	12.58	P.M.	s 1.51	s 1.51	P.M.	P.M.		s 2.30	P.M.	s 3.09	P.M.		P.M.
Wellesley Hills .	13.50		s 1.54	s 1.54				s 2.33		s 3.12			
Wellesley	14.73		s 1.58	s 1.58			2.29	s 2.37		s 3.15		3.26	
Natick	17.64		s 2.05	s 2.05			2.33	s 2.44		s 3.22		3.30	
Framingham ar. lv.	21.36		s 2.15	s 2.15				s 2.53		s 3.30		s 3.37	
			P.M.	P.M.			2.40	P.M.		P.M.		3.38	
Ashland	24.21						2.45					3.43	
Cordaville	27.45						2.49						
Southville	28.08						2.50					3.48	
Westboro	31.92						2.55					3.53	
North Grafton . .	37.85						3.02					4.00	
Millbury Junc . .	39.17						3.04					4.02	
Worcester ar. lv.	44.33						s 3.12					s 4.10	
							3.15					4.13	
Hammond St . . .	45.30												
Jamesville	47.86						3.22					4.19	
Webster Junc . . .	50.74						3.26					4.23	
Rochdale	53.06						3.29					4.26	
Charlton	57.53						3.38					4.33	
South Spencer . .	61.90						3.44					4.39	
East Brookfield .	63.78						3.47					4.42	
Brookfield	66.99						3.51					4.46	
West Brookfield .	69.60						3.54					4.49	
Warren	72.62						3.58					4.53	
West Warren . . .	74.94						4.01					4.56	
West Brimfield . .	78.38						4.05					5.00	
Palmer ar. lv.	83.61						4.11					5.06	
No. Wilbraham . .	88.68						4.17					5.12	
Oak Street	92.55						4.21					5.16	
Athol Junction . .	96.10						4.25					5.20	
Springfield Ar. .	98.33						s 4.30					s 5.25	
							P.M.					P.M.	

REFERENCES

- B Does not carry baggage.
- H Does not run holidays.
- s Stop.
- ⊕ Pullman Passengers only.
- Y Does not carry baggage on Sunday.

NOTES

Nos. 11 and 59 run on track No. 1 east of Framingham.

Continued from page 18

FIRST-CLASS TRAINS

Continued on page 20

STATIONS	Miles between Stations	95	13	101	93	183	293	21	187	415	295
		Worcester Local	The Wolverine	Express	Fram. Local	Newton	Highland	Cleveland Limited	Newton	Milford Local	Highland
		Daily ex. Sunday	Daily	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
		⊕	⊕	H⊙SeeNote	B	H	H	BH	H(SeeNote)	BH	
Boston Lv.	0.00	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Trinity Place . .	1.25	s 3.14	s 3.19	3.20	s 3.20	s 3.25	s 3.30	s 3.40	3.45	3.50	3.55
Brookline Junc.	1.24	3.16	3.21	3.26	3.27	3.32	3.37	3.46	3.49	3.54	3.59
Cottage Farm . .	.59					s 3.34			s 3.54		
Allston	1.22	3.19	3.24	3.30	s 3.30	s 3.37		3.49	s 3.57	4.00	
Brighton . . . . .	.76				s 3.32	s 3.39			s 4.00		
Faneuil . . . . .	.78				s 3.35	s 3.42			s 4.03		
Newton	1.26				s 3.39	s 3.45	Via Highland Branch		s 4.06		Via Highland Branch
Newtonville . . .	1.04	3.24	3.29	3.37	s 3.42	s 3.48		3.54	s 4.10	4.05	
West Newton . .	1.05				s 3.45	s 3.51			s 4.14		
Auburndale . . .	1.10				s 3.48	s 3.54			s 4.17		
Riverside . . . . .	.61	s 3.30	3.33	3.45	s 3.50	s 3.57	s 4.08	3.58	s 4.20	s 4.10	s 4.37
Wellesley Farms	1.68	s 3.34			s 3.54	P.M.	P.M.		P.M.	s 4.14	P.M.
Wellesley Hills .	.92	s 3.38		3.52	s 3.57					s 4.17	
Wellesley	1.23	s 3.42	3.38	s 3.57	s 4.00			4.03		s 4.21	
Natick	2.91	s 3.49	3.42	s 4.07	s 4.07			4.07		s 4.29	
Framingham ar. lv.	3.72	s 3.57 4.00	3.49	s 4.17 4.23	s 4.17 P.M.			4.14		s 4.37 P.M.	
Ashland	2.85	s 4.07	3.54	s 4.30				4.20			
Cordaville	3.24	s 4.14	3.58								
Southville . . . .	.63	s 4.17	3.59	4.36				4.26			
Westboro	3.84	s 4.24	4.04	s 4.49				4.32			
North Grafton	5.93	s 4.33	4.11	s 5.10				4.39			
Millbury Junc. .	1.32	W 4.36	4.13	5.13				4.41			
Worcester ar. lv.	5.16	s 4.45 P.M.	s 4.22 4.25	s 5.30 P.M.				s 4.50 4.55			
Hammond St. . .	.97										
Jamesville	2.56		4.31					5.02			
Webster Junc. . .	2.88		4.35					5.06			
Rochdale	2.32		4.38					5.09			
Charlton	4.47		4.46					5.18			
South Spencer . .	4.37		4.52					5.24			
East Brookfield .	1.88		4.55					5.27			
Brookfield	3.21		4.59					5.31			
West Brookfield	2.61		5.02					5.34			
Warren	3.02		5.06					5.38			
West Warren . . .	2.32		5.09					5.41			
West Brimfield .	3.44		5.13					5.45			
Palmer ar. lv.	5.23		5.19					5.51			
No. Wilbraham . .	5.07		5.25					5.57			
Oak Street	3.87		5.29					6.01			
Athol Junction . .	3.55		5.33					6.05			
Springfield .Ar.	2.23		s 5.38 P.M.					s 6.10 P.M.			

REFERENCES

- H Does not run holidays. s Stop.
- ⊙ Does not carry passengers.
- B Does not carry baggage.
- W Stops daily except Sundays and holidays.
- ⊕ Pullman passengers only.

NOTES

No. 415 runs on track No. 1 east of Riverside.
No. 101 runs on track No. 1 Tower 10 to Tower 15.

Continued from page 19

FIRST-CLASS TRAINS

Continued on page 21

STATIONS	Miles	29	33	811	189	341	103	99	105	297	299	301
		Springfield Local	Springfield Local	Marlboro and Fitchburg	Newton	Newton	Worcester Local	Fram. Local	Fram. Local	Highland	Highland	Highland
		Daily ex. Sunday	Sunday only (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sat & Sun B H	Sat. & Holidays only B See Note	Daily ex. Sat & Sun B H See Note	Sat. & Holidays only B (See Note)	Daily ex. Sat & Sun B H	Sunday only B	Daily ex. Sunday B H	Daily ex. Sunday B
Boston Lv.	0.00	P.M. 3.57	P.M. 4.00	P.M. 4.02	P.M. 4.05	P.M. 4.05	P.M. 4.10	P.M. 4.10	P.M. 4.15	P.M. 4.15	P.M. 4.18	P.M. 4.20
Trinity Place . . .	1.25	s 4.01	s 4.04	s 4.06	s 4.09	s 4.09	s 4.14	s 4.14	s 4.19	s 4.19		s 4.24
Brookline Junc.	2.49	4.03	4.06	4.08	4.12	4.12	4.17	4.16	4.22	4.22	4.25	4.27
Cottage Farm . . .	3.08											
Allston	4.30	4.06	4.09	4.11	s 4.15	s 4.15	4.20	4.19	4.25			
Brighton	5.06											
Faneuil	5.84				s 4.19	s 4.19						
Newton	7.10				s 4.23	s 4.23						
Newtonville . . .	8.14	4.11	4.14	s 4.18	s 4.26	s 4.26	4.25	4.24	4.30			
West Newton . . .	9.19				4.28	s 4.28			s 4.33			
Auburndale . . .	10.29				s 4.31	s 4.31			s 4.37			
Riverside	10.90	4.15	s 4.19	4.24	s 4.34	s 4.34	4.30	E 4.29	s 4.40	s 4.53	s 4.52	s 5.03
Wellesley Farms	12.58		s 4.23		P.M.	P.M.		E 4.32	s 4.44	P.M.	P.M.	P.M.
Wellesley Hills .	13.50		s 4.26				4.34	E 4.35	s 4.47			
Wellesley	14.73	4.20	s 4.30	4.29			s 4.38	s 4.38	s 4.51			
Natick	17.64	4.24	s 4.36	4.33			s 4.45	s 4.45	s 4.57			
Framingham ar.	21.36	s 4.31	s 4.44	s 4.40			s 4.53	s 4.53	s 5.05			
Framingham lv.		4.32	4.45	P.M.			4.54	P.M.	P.M.			
Ashland	24.21	4.36	s 4.52				s 5.02					
Cordaville	27.45		s 4.57				s 5.07					
Southville	28.08	4.41	s 5.00				s 5.09					
Westboro	31.92	4.46	s 5.07				s 5.16					
North Grafton	37.85	4.54	s 5.17				s 5.25					
Millbury Junc. .	39.17	4.56	5.19				5.27					
Worcester ar.	44.33	s 5.05	s 5.30				s 5.40					
Worcester lv.		5.10	5.35				P.M.					
Hammond St. . .	45.30	s 5.12										
Jamesville	47.86	s 5.18	s 5.42									
Webster Junc. . .	50.74	5.23	5.47									
Rochdale	53.06	s 5.29	s 5.53									
Charlton	57.53	s 5.41	s 6.06									
South Spencer . .	61.90	s 5.49	s 6.14									
East Brookfield .	63.78	s 5.53	s 6.18									
Brookfield	66.99	s 5.59	s 6.23									
West Brookfield	69.60	s 6.05	s 6.28									
Warren	72.62	s 6.11	s 6.34									
West Warren . . .	74.94	s 6.16	s 6.39									
West Brimfield .	78.38	s 6.22	s 6.44									
Palmer ar.	83.61	s 6.30	s 6.52									
Palmer lv.		6.32	6.53									
No. Wilbraham . .	88.68	s 6.41	s 7.02									
Oak Street	92.55	6.47	s 7.08									
Athol Junction . .	96.10	6.52	7.15									
Springfield Ar.	98.33	s 6.57	s 7.20									
		P.M.	P.M.									

See schedule of train No. 101.

Via Highland Branch

REFERENCES

- B Does not carry baggage.
- H Does not run holidays.
- s Stop.
- E Stops holidays only.

NOTES

Nos. 33, 99 and 103 run on track No. 1 east of Riverside.
 No. 811 runs on track No. 1 east of Framingham.
Nos. 341 and 99 run on Saturdays and on the following holidays:
 September 6 (Labor Day), October 12 (Columbus Day), November 25 (Thanksgiving Day), December 25 (Christmas), January 1 (New Year's Day), February 22 (Washington's Birthday), April 19 (Patriot's Day), May 30 (Memorial Day), June 17 (Bunker Hill Day), and July 4 (Independence Day).

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FIRST-CLASS TRAINS

Continued on page 22

STATIONS	Miles between Stations	1191	2191	193	107	303	305	1195	39	199	2195	307	109
		Newton	Newton	Newton	Saxonville Local	Highland	Highland	Newton	Springfield Express	Newton	Newton	Highland	Fram. Local
		Daily ex. Sat&Sun	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sat&Sun	Daily ex. Sat&Sun	Daily ex. Sat&Sun	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
		BH	BH	BH	H(SeeNote)	BH	BH	BH	B	B	B	BH	BH	(See Note)
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Boston Lv.	0.00	4.22	4.25	4.26	4.30	4.35	4.36	4.40	4.45	4.45	4.50	4.55	5.00
Trinity Place. . .	1.25			s 4.31	s 4.34		s 4.41	s 4.44	s 4.49	s 4.49	s 4.54	s 4.59	s 5.04
Brookline Junc.	1.24	4.29	4.31	4.35	4.36	4.42	4.44	4.46	4.52	4.52	4.57	5.02	5.06
Cottage Farm. . .	.59			s 4.37							s 4.59		
Allston.	1.22	4.32	4.34	s 4.40	4.39			4.49	4.55	s 4.55	s 5.03		5.09
Brighton. . . . .	.76			s 4.43		Via Highland Branch	Via Highland Branch			s 4.57	s 5.06		
Faneuil. . . . .	.78		s 4.38	s 4.46						s 5.00	s 5.09		
Newton.	1.26		s 4.42	s 4.49				s 4.54		s 5.03	s 5.12	Via Highland Branch	
Newtonville . . .	1.04	s 4.39	s 4.45	s 4.53	4.44			s 4.58	5.00	s 5.06	s 5.16		5.14
West Newton. . .	1.05	s 4.43	s 4.48	s 4.56				s 5.02		s 5.09	s 5.19		
Auburndale. . . .	1.10	s 4.47	s 4.51	s 4.59				s 5.05		s 5.12	s 5.22		
Riverside. . . . .	.61	s 4.50	s 4.55	s 5.02	κ 4.49	s 5.06	s 5.15	s 5.08	5.04	s 5.15	s 5.25	s 5.37	s 5.19
Wellesley Farms	1.68	P.M.	P.M.	P.M.	s 4.53	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	s 5.23
Wellesley Hills .	.92				s 4.56								s 5.26
Wellesley.	1.23				s 5.01				5.09				s 5.30
Natick.	2.91				s 5.08				5.13				s 5.37
Framingham ar.	3.72				P.M.				s 5.20				s 5.45
Framingham lv.									5.21				P.M.
Ashland.	2.85								s 5.29				
Cordaville.	3.24												
Southville. . . . .	.63								5.36				
Westboro.	3.84								s 5.42				
North Grafton	5.93								5.50				
Millbury Junc..	1.32								5.52				
Worcester ar.	5.16								s 6.00				
Worcester lv.									6.05				
Hammond St . .	.97												
Jamesville.	2.56								6.10				
Webster Junc. . .	2.88								6.14				
Rochdale.	2.32								6.18				
Charlton.	4.47								6.27				
South Spencer..	4.37								6.33				
East Brookfield.	1.88								6.36				
Brookfield.	3.21								6.40				
West Brookfield	2.61								6.43				
Warren.	3.02								6.47				
West Warren . .	2.32								6.51				
West Brimfield.	3.44								6.56				
Palmer ar.	5.23								s 7.04				
Palmer lv.									7.05				
No. Wilbraham.	5.07								7.12				
Oak Street.	3.87								7.16				
Athol Junction.	3.55								7.20				
Springfield .Ar.	2.23								s 7.25				
									P.M.				

REFERENCES

- B Does not carry baggage.
- H Does not run holidays.
- s Stop.
- K Stops Saturday only.

NOTES

Nos. 107 and 109 run on track No. 1 east of Riverside.

Continued from page 21

FIRST-CLASS TRAINS

Continued on page 23

STATIONS	Miles	197	309	313	113	111	201	49	131	315	115	317	35
		Newton	Highland	Mail and Express	Worcester Local	Fram. Local	Newton	Western Express	Worcester Local	Highland	Fram. Local	Highland	Fast Mail
		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday
		BH		⊙HSeeNote			H	⊕	B	B	B	B	⊙
Boston Lv.	0.00	5.05	5.15	5.20	5.25	5.35	6.00	6.10	6.15	6.25	6.30	7.00	7.05
Trinity Place . .	1.25	s 5.09	s 5.19		s 5.29	s 5.39	s 6.04	s 6.14	s 6.19	s 6.29	s 6.34	s 7.04	
Brookline Junc.	2.49	5.12	5.22	5.35	5.32	5.42	6.07	6.17	6.22	6.32	6.37	7.07	7.10
Cottage Farm .	3.08												
Allston	4.30	s 5.15			s 5.35	s 5.46	s 6.10	6.21	6.26		s 6.40		7.13
Brighton	5.06	s 5.17			s 5.38	s 5.49	s 6.12				s 6.43		
Faneuil	5.84	s 5.20			s 5.41	s 5.52	s 6.15				s 6.46		
Newton	7.10	s 5.23	Via Highland Branch	Via Highland Branch	s 5.44	s 5.55	s 6.18				s 6.50	Via Highland Branch	
Newtonville . .	8.14	s 5.26			s 5.47	s 5.59	s 6.22	6.26	6.31		s 6.54		7.18
West Newton . .	9.19	s 5.29			s 5.50	s 6.03	s 6.26				s 6.57		
Auburndale . . .	10.29	s 5.32			s 5.53	s 6.06	s 6.30				s 7.00		
Riverside	10.90	s 5.35	s 5.55	s 6.34	s 5.56	s 6.09	s 6.33	6.30	6.35	s 7.02	s 7.03	s 7.38	7.22
Wellesley Farms	12.58	P.M.	P.M.	P.M.	s 6.00	s 6.13	P.M.			P.M.	s 7.07	P.M.	
Wellesley Hills.	13.50				s 6.03	s 6.17					s 7.10		
Wellesley	14.73				s 6.07	s 6.21		6.35	6.40		s 7.14		7.27
Natick	17.64				s 6.13	s 6.27		6.39	6.44		s 7.20		7.31
Framingham ar. lv.	21.36				s 6.22	s 6.35			s 6.51		s 7.28		s 7.38
Ashland	24.21				6.27	P.M.		6.46	6.52		P.M.		7.43
Cordaville	27.45				s 6.34			6.51	s 6.58				7.48
Southville	28.08				s 6.39			6.56	s 7.03				
Westboro	31.92				s 6.42			6.57	s 7.06				7.53
North Grafton .	37.85				s 6.50			7.02	s 7.13				7.58
Millbury Junc..	39.17				s 6.59			7.09	s 7.23				8.05
Worcester ar. lv.	44.33				7.01			7.11	7.25				8.07
Hammond St . .	45.30				s 7.10			s 7.20	s 7.35				s 8.15
Jamesville	47.86				P.M.			7.25	P.M.				8.30
Webster Junc. .	50.74												
Rochdale	53.06							7.32					8.36
Charlton	57.53							7.37					8.40
South Spencer..	61.90							7.40					8.43
East Brookfield.	63.78							7.50					8.51
Brookfield	66.99												8.57
West Brookfield	69.60							7.56					9.00
Warren	72.62							7.59					9.05
West Warren . . .	74.94							8.03					9.08
West Brimfield.	78.38							8.06					9.12
Palmer ar. lv.	83.61							8.10					9.15
No. Wilbraham.	88.68							8.13					9.19
Oak Street	92.55							8.17					9.25
Athol Junction.	96.10												9.32
Springfield . Ar.	98.33							8.24					9.36
								8.31					9.40
								8.35					s 9.45
								8.40					P.M.
								s 8.45					P.M.
								P.M.					P.M.

REFERENCES

- B Does not carry baggage.
- s Stop.
- ⊙ Does not carry passengers.
- ⊕ Pullman passengers only.
- H Does not run holidays.

NOTES

No. 313 picks up cars in Exeter Street yard.

Continued from page 22

FIRST-CLASS TRAINS

Continued on page 24

STATIONS	Miles Between Stations	119	37	321	207	121		209	323	211	325	43	125
		Fram. Local	Buffalo Express	Highland	Newton	Worcester Local		Newton	Highland	Newton	Highland	New York State Express	Fram. Local
		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily		Sunday only	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday
		Y		B	B			B	B	B	B	(See Note)	B
Boston Lv.	0.00	P.M. 7.20	P.M. 7.35	P.M. 8.10	P.M. 8.20	P.M. 8.40		P.M. 9.00	P.M. 9.10	P.M. 9.20	P.M. 9.50	P.M. 10.00	P.M. 10.05
Trinity Place . .	1.25	s 7.24	s 7.39	s 8.14	s 8.24	s 8.44		s 9.04	s 9.14	s 9.24	s 9.54	s 10.04	s 10.09
Brookline Junc.	1.24	7.27	7.41	8.17	8.27	8.47		9.07	9.17	9.27	9.57	10.06	10.12
Cottage Farm . .	.59												
Allston	1.22	s 7.31	7.44		s 8.30	8.50		s 9.10		s 9.30		10.09	10.15
Brighton . . . . .	.76	s 7.34			s 8.33			s 9.12		s 9.32			
Faneuil . . . . .	.78	s 7.37			s 8.36			s 9.15		s 9.35			
Newton	1.26	s 7.40		Via Highland Branch	s 8.39			s 9.18	Via Highland Branch	s 9.38			s 10.21
Newtonville . . .	1.04	s 7.43	7.49		s 8.42	8.55		s 9.21		s 9.41		s 10.15	s 10.25
West Newton . . .	1.05	s 7.46			s 8.45			s 9.24		s 9.44			s 10.29
Auburndale	1.10	s 7.49			s 8.48			s 9.27		s 9.47			s 10.32
Riverside . . . . .	.61	s 7.52	7.53	s 8.49	s 8.50	s 9.00		s 9.30	s 9.47	s 9.50	s 10.28	10.20	s 10.35
Wellesley Farms	1.68	s 7.56		P.M.	P.M.	s 9.04		P.M.	P.M.	P.M.	P.M.		s 10.39
Wellesley Hills .	.92	s 7.59				s 9.08							s 10.42
Wellesley	1.23	s 8.03	7.58			s 9.11						10.25	s 10.46
Natick	2.91	s 8.10	8.02			s 9.17						10.29	s 10.52
Framingham ar. lv.	3.72	s 8.20 P.M.	s 8.09 8.12			s 9.25 9.26						s 10.36 10.38	s 11.00 P.M.
Ashland	2.85		8.18			s 9.32						10.44	
Cordaville	3.24					s 9.39							
Southville . . . .	.63		8.23			s 9.42						10.49	
Westboro	3.84		8.28			s 9.50						10.54	
No. Grafton . . .	5.93		8.35			s 9.59						11.01	
Millbury Junc.	1.32		8.37			10.01						11.03	
Worcester ar. lv.	5.16		s 8.45 8.50			s 10.10 P.M.						s 11.11 11.20	
Hammond St.	.97												
Jamesville	2.56		8.56									11.26	
Webster Junc. . .	2.88		9.00									11.30	
Rochdale	2.32		9.05									s 11.35	
Charlton	4.47		9.16									11.45	
South Spencer . .	4.37		9.22									11.51	
East Brookfield	1.88		s 9.26									11.54	
Brookfield	3.21		9.32									11.58	
West Brookfield	2.61		s 9.38									s 12.03	
Warren	3.02		9.43									12.08	
West Warren . . .	2.32		9.46									12.11	
West Brimfield	3.44		9.50									12.15	
Palmer ar. lv.	5.23		s 9.56 9.57									s 12.22 12.23	
No. Wilbraham	5.07		10.05									12.31	
Oak Street	3.87		10.09									12.35	
Athol Junction	3.55		10.13									12.40	
Springfield Ar.	2.23		s 10.18 P.M.									s 12.45 A.M.	

REFERENCES

- B Does not carry baggage.
- s Stop.
- ☪ Stops Sunday only.
- Y Does not carry baggage on Sunday.
- K Stops Saturday only.

NOTES

No. 43 runs on track No. 1 east of Framingham daily.

Continued from page 23

FIRST-CLASS TRAINS

SECOND-CLASS TRAINS

STATIONS	Miles	FIRST-CLASS TRAINS					SECOND-CLASS TRAINS				
		1	47	127	327	69	45	BN 1			
		Mail and Express Daily ex. Sunday ⊙	Mail and Express Daily ex. Sunday ⊙	Fram. Local Daily B	Highland Daily ex. Sunday B	New York Express Daily (See Note)	Mail and Express Daily ex. Sunday ⊙(See Note)	Fast Freight Daily			
Boston Lv.	0.00		P.M. 10.08	P.M. 10.25	P.M. 10.30		P.M. 11.00	P.M. 11.05			
Trinity Place . .	1.25			s10.29	s10.34		s11.04				
Brookline Junc.	2.49		10.13	10.32	10.37		11.06	11.11			
Cottage Farm..	3.08									A.M.	
Allston	4.30		10.16	s10.35			11.09	11.14		11.15	
Brighton	5.06			s10.38							
Faneuil	5.84			s10.41							
Newton	7.10			s10.44							
Newtonville . . .	8.14		10.21	s10.48			s11.15	11.20		11.23	
West Newton . .	9.19			s10.51							
Auburndale . . .	10.29			s10.54							
Riverside	10.90		10.25	s10.57	s11.07		11.21	11.24		11.29	
Wellesley Farms	12.58			s11.01	P.M.						
Wellesley Hills.	13.50			s11.04							
Wellesley	14.73		10.30	s11.09			11.26	11.29		11.37	
Natick	17.64		10.34	s11.16			11.30	11.33		11.43	
Framingham ar.	21.36		s10.41	s11.25			s11.37	s11.40		11.51	
lv.			10.50	P.M.			11.38	11.52		12.06	
Ashland	24.21		10.55				R11.44	11.57		12.12	
Cordaville	27.45									12.19	
Southville	28.08		11.01				11.50	12.03		12.21	
Westboro	31.92		11.06				R11.57	12.08		12.29	
North Grafton . .	37.85		11.14				12.06	12.15		12.41	
Millbury Junc . .	39.17		11.16				12.08	12.17		12.44	
Worcester ar.	44.33	P.M.	s11.25				s12.16	s12.25		12.55	
lv.		11.30	11.55				12.21	1.05		1.17	
Hammond St. . .	45.30										
Jamesville	47.86	11.37	12.02				12.27	1.12		1.26	
Webster Junc. . .	50.74	11.42	12.07				12.31	1.17		1.50	
Rochdale	53.06	11.47	12.11				12.34	1.21		2.00	
Charlton	57.53	11.57	12.21				12.43	1.31		2.14	
South Spencer . .	61.90	12.03	12.27				12.49	1.37		2.26	
East Brookfield	63.78	12.06	12.30				12.52	1.40		2.31	
Brookfield	66.99	12.10	12.34				12.56	1.44		2.38	
West Brookfield	69.60	12.13	12.37				12.59	1.47		2.44	
Warren	72.62	12.18	12.41				1.03	1.51		2.50	
West Warren . . .	74.94	12.21	12.44				1.06	1.54		2.55	
West Brimfield	78.38	12.25	12.48				1.10	1.58		3.02	
Palmer ar.	83.61									3.14	
lv.		12.33	12.55				1.16	2.05		3.24	
No. Wilbraham	88.68	12.41	1.03				1.22	2.13		3.34	
Oak Street	92.55	12.48	1.09				1.26	2.19		3.42	
Athol Junction	96.10	12.55	1.15				1.30	2.25		3.49	
Springfield .Ar.	98.33	s 1.00	s 1.20				s 1.35	s 2.30		3.56	
		A.M.	A.M.				A.M.	A.M.		P.M.	

REFERENCES

- B Does not carry baggage.
- ⊙ Does not carry passengers.
- R Stops daily except Sunday.
- s Stop.

NOTES

No. 69 runs on Track No. 1 East of Framingham.
No. 45 runs on Track No. 3 East of Framingham.

FIRST-CLASS TRAINS

Continued on page 26

STATIONS	Miles	150	36	2	62	254	152	70	64	258	154	34
		Newspapers	Mail and Express	Mail and Express	Fram. Local	Highland	Newton	Boston Express	Worcester Local	Highland	Newton	Buffalo Express
		Sunday only	Daily ex. Sunday	Daily ex. Monday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily
		○	○	○		BH	BH	(See Note)	(See Note)H	BH	H	(See Note)
			A.M.	A.M.				A.M.				A.M.
Springfield Lv.	0.00		1.35	2.15				3.18				4.05
Athol Junction.	2.23		1.41	2.21				3.24				4.11
Oak Street.....	5.78		1.47	2.27				3.29				4.16
No. Wilbraham.	9.65		1.51	2.31				3.35				4.20
Palmer..... ar. lv.	14.72		s 2.00 2.02	s 2.39				3.42				4.27
West Brimfield.	19.95		2.13	2.46				3.49				4.34
West Warren...	23.39		2.19	s 2.51				3.54				4.39
Warren.....	25.71		2.24	s 2.55				3.58				4.43
West Brookfield	28.73		2.29	s 2.59				4.02				4.47
Brookfield.....	31.34		2.33	s 3.03				4.06				4.50
East Brookfield.	34.55		2.38	s 3.08				4.11				4.54
South Spencer..	36.43		2.41	s 3.11				4.14				4.57
Charlton.....	40.80		2.51	s 3.21				4.24				5.06
Rochdale.....	45.27		2.57	3.27				4.30				5.12
Webster Junc..	47.59		3.01	3.31				4.34				5.16
Jamesville.....	50.47		3.05	3.35				4.38				5.20
Hammond St. .	53.03											
Worcester... ar. lv.	54.00		s 3.10 3.35	s 3.40 A.M.				s 4.43 4.50	A.M. 4.55			s 5.25 5.30
Millbury Junc..	59.16		3.43					4.58	5.03			5.38
North Grafton	60.48		3.45					5.00	s 5.06			5.40
Westboro.....	66.41		3.52					s 5.08	s 5.16			5.47
Southville.....	70.25		3.57					5.14	s 5.22			5.52
Cordaville.....	70.88								s 5.24			
Ashland.....	74.12		4.02					s 5.19	s 5.29			5.57
Framingham ar. lv.	76.97		s 4.07 4.12		A.M. 4.25			s 5.23 5.25	s 5.34 5.35			s 6.01 6.03
Natick.....	80.69		4.18		s 4.32			s 5.31	s 5.42			6.09
Wellesley.....	83.60		4.22		s 4.39			s 5.37	s 5.49			6.13
Wellesley Hills.	84.83				s 4.43				s 5.52			
Wellesley Farms	85.75	A.M.			s 4.46	A.M.	A.M.		s 5.55	A.M.	A.M.	
Riverside.....	87.43	s 4.00	4.27		s 4.50	s 4.54	s 5.27	s 5.43	s 5.59	s 5.48	s 6.02	6.18
Auburndale....	88.04	s 4.03			s 4.54		s 5.29				s 6.05	
West Newton..	89.14	s 4.07			s 4.58		s 5.32				s 6.08	
Newtonville ...	90.19	s 4.11	4.31		s 5.02		s 5.36	s 5.49	6.05		s 6.11	6.22
Newton.....	91.23	s 4.15			s 5.05	Via Highland Branch	s 5.39				s 6.14	
Faneuil.....	92.49	s 4.19			s 5.08		s 5.42				s 6.17	
Brighton.....	93.27	s 4.22			s 5.11		s 5.45				s 6.20	
Allston.....	94.03	s 4.26	4.36		s 5.14		s 5.48	s 5.55	6.10		s 6.23	6.27
Cottage Farm.	95.25						s 5.51				s 6.26	
Brookline Junc.	95.84	4.30	4.39		5.18	5.23	5.53	5.58	6.13	6.18	6.28	6.31
Huntington Ave	96.98	s 4.33			s 5.21	s 5.26	s 5.56	s 6.01	s 6.16	s 6.21	s 6.31	s 6.36
Boston..... Ar.	98.33	A.M.	s 4.45 A.M.		s 5.25 A.M.	s 5.30 A.M.	s 6.00 A.M.	s 6.05 A.M.	s 6.20 A.M.	s 6.25 A.M.	s 6.35 A.M.	s 6.40 A.M.

REFERENCES

- B Does not carry baggage. s Stop.
- H Does not run holidays.
- Does not carry passengers.
- § Stops Sunday only.

NOTES

No. 64 runs on track No. 2 east of Riverside.
 No. 70 runs on track No. 2 east of Framingham daily except Sunday.
 No. 34, daily except Sunday, if unable to leave Worcester by 5.55 A.M., will not leave until 6.20 A.M. Announcement will be made to passengers so that they may have breakfast.

Continued from page 25

FIRST-CLASS TRAINS

Continued on page 27

STATIONS	Miles	156	66	260	158	160	262	404	162	264	72	1164	268	
		Newton	Saxonville Local	Highland	Newton	Newton	Highland	Milford Local	Newton	Highland	Worcester Local	Newton	Highland	
		Daily ex. Sunday B H	Daily ex. Sunday (See Note)H	Daily ex. Sunday B H	Daily ex. Sunday B	Daily ex. Sunday B H	Daily ex. Sunday B H	Daily ex. Sunday (See Note)	Daily ex. Sunday B H	Daily ex. Sunday B H	Daily ex. Sunday B H	Daily ex. Sunday B(See Note)	Daily ex. Sunday B H	Daily ex. Sunday B
Springfield..Lv.	0.00													
Athol Junction..	2.23													
Oak Street.....	5.78													
No. Wilbraham.	9.65													
Palmer..... ar. lv.	14.72													
West Brimfield..	19.95										On holidays does not run east of Riverside, equipment proceeding to Boston as No. 2164.			
West Warren...	23.39													
Warren.....	25.71													
West Brookfield	28.73													
Brookfield.....	31.34													
East Brookfield.	34.55													
South Spencer..	36.43													
Charlton.....	40.80													
Rochdale.....	45.27													
Webster Junc..	47.59													
Jamesville.....	50.47													
Hammond St. .	53.03													
Worcester... ar. lv.	54.00										A.M. 6.00			
Millbury Junc..	59.16										6.08			
North Grafton.	60.48										s 6.11			
Westboro.....	66.41										s 6.21			
Southville.....	70.25										s 6.27			
Cordaville.....	70.88										s 6.30			
Ashland.....	74.12										s 6.35			
Framingham ar. lv.	76.97		A.M.					A.M. 6.33			s 6.40 6.43			
Natick.....	80.69		s 6.10					s 6.40			s 6.50			
Wellesley.....	83.60		s 6.19					s 6.46			s 6.56			
Wellesley Hills.	84.83		s 6.22					s 6.50			s 6.59			
Wellesley Farms	85.75	A.M.	s 6.25		A.M.	A.M.	A.M.	s 6.53	A.M.		s 7.02	A.M.		
Riverside.....	87.43	s 6.13	s 6.29		s 6.33	s 6.40	s 6.32	s 6.58	s 6.45		E 7.07	6.50		
Auburndale...	88.04	s 6.15			s 6.35	s 6.43			s 6.48			s 7.02		
West Newton..	89.14	s 6.18			s 6.38	s 6.46			s 6.51			s 7.05		
Newtonville...	90.19	s 6.21	6.33		s 6.41	s 6.50		7.02	s 6.54		7.11	s 7.09		
Newton.....	91.23	s 6.24			s 6.44	s 6.54		Via Highland Branch	s 6.58			s 7.13		
Faneuil.....	92.49	s 6.27			s 6.47				s 7.01				s 7.16	
Brighton.....	93.27	s 6.30			s 6.50				s 7.04					
Allston.....	94.03	s 6.33	6.38		s 6.53	6.59			7.07	s 7.07		7.16	7.19	
Cottage Farm .	95.25	s 6.36		A.M.	s 6.56				s 7.10	A.M.			A.M.	
Brookline Junc.	95.84	6.38	6.41	6.48	6.58	7.02	7.07	7.10	7.13	7.17	7.20	7.23	7.28	
Huntington Ave	96.98	s 6.41	s 6.44	s 6.51	s 7.01	s 7.06	s 7.10	s 7.13	s 7.16	s 7.20	s 7.23	s 7.26	s 7.31	
Boston.....Ar.	98.33	s 6.45	s 6.48	s 6.55	s 7.05	s 7.10	s 7.14	s 7.17	s 7.20	s 7.24	s 7.27	s 7.30	s 7.35	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

REFERENCES

- B Does not carry baggage.
- H Does not run holidays.
- s Stop.
- E Stops holidays only.

NOTES

Nos. 66, 404 and 72 run on track No. 2 east of Riverside.

Continued from page 26

FIRST-CLASS TRAINS

Continued on page 28

STATIONS	Miles between Stations	2164	1166	74	2166	270	408	20	168	272	80
		Newton	Newton	Fram. Local	Newton	Highland	Milford Express	Springfield Local	Newton	Highland	Fram. Local
		Daily ex. Sunday B	Daily ex. Sunday BH	Daily ex. Sunday (See Note) B	Daily ex. Sunday BH	Daily ex. Sunday BH	Daily ex. Sunday BH See Note	Daily ex. Sunday	Daily ex. Sunday B	Daily ex. Sunday	Daily ex. Sunday (See Note) B
Springfield .Lv.	0.00							A.M.			
Athol Junction.	2.23							4.25			
Oak Street.....	3.55							4.31			
No. Wilbraham.	3.87							4.36			
Palmer.....ar.	5.07							s 4.42			
lv.								s 4.50			
West Brimfield.	5.23							5.02			
West Warren...	3.44							s 5.10			
Warren.....	2.32							s 5.16			
West Brookfield	3.02							s 5.25			
Brookfield.....	2.61							s 5.33			
East Brookfield.	3.21							s 5.38			
South Spencer..	1.88							s 5.48			
Charlton.....	4.37							s 5.55			
Rochdale.....	4.47							s 6.05			
Webster Junc..	2.32							s 6.13			
Jamesville.....	2.88							6.17			
Hammond St...	2.56							s 6.22			
Worcester...ar.	.97							s 6.27			
lv.								s 6.30			
Millbury Junc..	5.16							6.37			
North Grafton .	1.32							W 6.46			
Westboro.....	5.93							s 6.49			
Southville.....	3.84							s 6.59			
Cordaville.....	.63							s 7.06			
Ashland.....	3.24							s 7.09			
Framingham ar.	2.85			A.M.				s 7.15			A.M.
lv.				6.56				A.M.	s 7.20		7.35
Natick.....	3.72			s 7.04				7.16			
Wellesley.....	2.91			s 7.11				7.22			s 7.42
Wellesley Hills.	1.23			s 7.15				s 7.27			s 7.48
Wellesley Farms	.92	A.M.	A.M.	s 7.18	A.M.	A.M.		7.32			s 7.52
Riverside.....	1.68	s 7.04	7.10	s 7.22	s 7.17	s 7.07	7.34	7.37	s 7.27	s 7.30	s 8.00
Auburndale...	.61	s 7.07	7.12		s 7.20				s 7.29		
West Newton..	1.10	s 7.10	7.15		s 7.23				s 7.32		
Newtonville ...	1.05	s 7.14	s 7.23	7.27	s 7.27		7.38	7.41	s 7.35		8.04
Newton... ..	1.04	s 7.19	s 7.26		s 7.31	Via Highland Branch			s 7.38	Via Highland Branch	
Faneuil.....	1.26	s 7.22							s 7.41		
Brighton .....	.78	E 7.24							s 7.44		
Allston.....	.76	s 7.26	7.31	7.33	7.36		7.43	7.46	s 7.47		8.09
Cottage Farm .	1.22								s 7.50		
Brookline Junc.	.59	7.31	7.34	7.37	7.40	7.43	7.46	7.49	7.53	8.01	8.12
Huntington Ave	1.14	s 7.34	s 7.37	s 7.40	s 7.43	s 7.46	s 7.49	s 7.52	s 7.56	s 8.04	s 8.16
Boston.....Ar.	1.35	s 7.38	s 7.41	s 7.44	s 7.47	s 7.50	s 7.53	s 7.56	s 8.00	s 8.08	s 8.20
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

On holidays does not run east of Riverside, equipment proceeding to Boston as No. 168.

On holidays does not run east of Riverside, equipment proceeding to Boston as No. 170.

REFERENCES

- B Does not carry baggage.
- H Does not run holidays.
- s Stop.
- E Stops holidays only.
- W Stops daily except Sundays and holidays.

NOTES

Nos. 74, 408 and 80 run on track No. 2 east of Riverside.

Continued from page 27

FIRST-CLASS TRAINS

Continued on page 29

STATIONS	Miles	170	274	78		48		804	280	174	276	4	82
		Newton	Highland	Worcester Local		Springfield Express		Marlboro Express	Highland	Newton	Highland	Worcester Express	Worcester Express
		Daily ex. Sunday B	Daily ex. Sunday BH	Sunday only		Daily ex. Sunday B		Daily ex. Sunday	Sunday only	Daily ex. Sunday B	Daily ex. Sunday B	Sunday only (See Note) B	Daily ex. Sunday
Springfield Lv.	0.00					A.M.							
Athol Junction..	2.23					5.45							
Oak Street.....	5.78					5.51							
No. Wilbraham.	9.65					s 5.57							
Palmer..... ar.						6.02							
Palmer..... lv.	14.72					s 6.10							
West Brimfield.	19.95					6.12							
West Warren...	23.39					6.19							
Warren.....	25.71					s 6.25							
West Brookfield	28.73					s 6.33							
Brookfield.....	31.34					6.19							
East Brookfield.	34.55					s 6.41							
South Spencer..	36.43					s 6.46							
Charlton.....	40.80					s 6.52							
Rochdale.....	45.27					s 6.57							
Webster Junc..	47.59					7.07							
Jamesville.....	50.47					s 7.07							
Hammond St. .	53.03					s 7.16							
Worcester .. ar.				A.M.		7.21						A.M.	A.M.
Worcester .. lv.	54.00			7.10		s 7.30						8.00	8.10
Millbury Junc..	59.16			7.18		7.35						8.08	8.18
North Grafton	60.48			s 7.21		7.43						8.10	8.20
Westboro.....	66.41			s 7.30		s 7.46						s 8.19	8.27
Southville.....	70.25			s 7.36		s 7.55						8.24	8.32
Cordaville.....	70.88			s 7.38		8.00						8.29	8.37
Ashland.....	74.12			s 7.43		s 8.06						8.33	8.41
Framingham ar.				s 7.48		s 8.11		A.M.				s 8.33	s 8.41
Framingham lv.	76.97			7.50		8.12		8.22				8.34	8.42
Natick.....	80.69			s 7.57		8.17		8.27				8.39	8.47
Wellesley.....	83.60			s 8.04		8.21		8.31				8.43	8.51
Wellesley Hills..	84.83			s 8.07									
Wellesley Farms	85.75	A.M.	A.M.	s 8.10					A.M.	A.M.	A.M.		
Riverside.....	87.43	s 8.03	s 8.02	s 8.14		8.26		8.36	s 8.19	s 8.29	s 8.34	8.48	8.56
Auburndale...	88.04	s 8.05		s 8.17						s 8.31			
West Newton..	89.14	s 8.08		s 8.20						s 8.34			
Newtonville ...	90.19	s 8.12		s 8.24		8.30		8.40		s 8.37		s 8.53	9.00
Newton.....	91.23	s 8.15	Via Highland Branch	s 8.28						s 8.40			
Faneuil.....	92.49	s 8.18		s 8.31						s 8.43			
Brighton.....	93.27	s 8.20		s 8.34						s 8.46			
Allston.....	94.03	s 8.23		s 8.37		8.35		8.45		s 8.49		8.59	9.05
Cottage Farm .	95.25	s 8.26											
Brookline Junc.	95.84	8.28	8.33	8.41		8.38		8.48	8.48	8.53	9.03	9.03	9.08
Huntington Ave	96.98	s 8.31	s 8.36	s 8.46		s 8.41		s 8.51	s 8.51	s 8.56	s 9.06	s 9.06	s 9.11
Boston..... ar.	98.33	s 8.35	s 8.40	s 8.50		s 8.45		s 8.55	s 8.55	s 9.00	s 9.10	s 9.10	s 9.15
		A.M.	A.M.	A.M.		A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

REFERENCES

B Does not carry baggage.
 H Does not run holidays.
 s Stop.

NOTES

No. 4 runs on Track No. 2 east of Framingham.

Continued from page 28

FIRST-CLASS TRAINS

Continued on page 30

STATIONS	Miles between Stations	178	84	582	32	86	88	278		584	24	46	182
		Express	Fram. Local	Athol	Mail and Express	Fram. Local	Fram. Local	Highland		Athol	Berkshire Express	Western Express	Newton
		Daily ex. Sunday ⊙ H	Sunday only B	Daily ex. Sunday	Daily ⊙	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		Sunday only	Daily ex. Sunday	Daily ⊕	Daily ex. Sunday BH
Springfield .Lv.	0.00			A.M.	A.M.					A.M.	A.M.	A.M.	
Athol Junction	2.23			6.40	6.45					7.35	8.05	8.15	
Oak Street....	3.55			6.46	6.51					7.41	8.11	8.21	
No. Wilbraham	3.87			A.M.	6.57					A.M.	8.16	8.26	
Palmer..... ar.											8.20	8.30	
Palmer..... lv.	5.07				7.10					s 8.27			
West Brimfield	5.23				7.18					8.28	Q 8.38		
West Warren ..	3.44				7.24					8.35	8.47		
Warren.....	2.32				7.29					8.40	8.53		
West Brookfield	3.02				7.34					8.44	8.57		
Brookfield.....	2.61				7.37					8.48	9.01		
East Brookfield	3.21				7.41					8.51	9.04		
South Spencer .	1.88				7.44					8.55	9.08		
Charlton.....	4.37				7.54					8.58	9.11		
Rochdale.....	4.47				8.00					9.09	9.22		
Webster Junc..	2.32				8.04					9.15	9.29		
Jamesville.....	2.88				8.08					9.19	9.33		
Hammond St..	2.56									9.23	9.37		
Worcester .. ar.	.97				s 8.15					s 9.28	s 9.45		
Worcester .. lv.					8.35					9.33	9.50		
Millbury Junc .	5.16				8.43					9.41	9.58		
North Grafton.	1.32				8.45					9.43	10.00		
Westboro.....	5.93				8.52					9.50	10.07		
Southville.....	3.84				8.57					9.55	10.12		
Cordaville.....	.63									10.00	10.17		
Ashland.....	3.24				9.02								
Framingham ar.			A.M.			A.M.	A.M.			s10.04			
Framingham lv.	2.85		8.40		9.07	8.50	9.30			10.05	10.21		
Natick.....	3.72		s 8.47		9.13	s 8.57	s 9.38			10.11	10.27		
Wellesley.....	2.91		s 8.54		9.18	s 9.03	s 9.46			10.15	10.31		
Wellesley Hills.	1.23		s 8.58			s 9.06	s 9.50						
Wellesley Farms	.92	A.M.	s 9.01			s 9.09	s 9.54	A.M.					A.M.
Riverside.....	1.68	s 8.58	s 9.05		9.24	s 9.14	s 9.58	s 9.59			10.20	10.36	s11.00
Auburndale ...	.61	s 9.03	s 9.08			s 9.17	s10.01						s11.02
West Newton..	1.10	9.06	s 9.11			s 9.21	s10.04						s11.05
Newtonville...	1.05	9.08	s 9.14		9.29	s 9.25	s10.07			10.24	10.40		s11.08
Newton.....	1.04	9.10	s 9.18			s 9.29	s10.10						s11.11
Faneuil.....	1.26	9.13	s 9.22			s 9.32	s10.13						s11.14
Brighton.....	.78	9.15	s 9.25			s 9.35	s10.16						s11.16
Allston.....	.76	s 9.30	s 9.28		9.34	s 9.38	s10.19			10.29	10.45		s11.18
Cottage Farm..	1.22												s11.21
Brookline Junc	.59	9.34	9.32		9.37	9.42	10.23	10.28			10.32	10.48	11.23
Huntington Ave	1.14		s 9.36			s 9.46	s10.26	s10.31			s10.36	s10.51	s11.26
Boston.... Ar.	1.35	s 9.40	s 9.40		s 9.45	s 9.50	s10.30	s10.35			s10.40	s10.55	s11.30
		A.M.	A.M.		A.M.	A.M.	A.M.	A.M.			A.M.	A.M.	A.M.

REFERENCES

- B Does not carry baggage.
- H Does not run holidays.
- ⊕ Pullman passengers only.
- ⊙ Does not carry passengers.
- Q Stops on signal to leave passengers from Albany and beyond.
- s Stop.
- Ⓢ Stops Sunday only.

NOTES

Via Highland Branch

30 Time Table No. 107

EASTBOUND

Boston Division

Continued from page 29

FIRST-CLASS TRAINS

Continued on page 31

STATIONS	Miles	90	286		26	184	52		92	188	12	288	102		
		Worcester Local	Highland		20th Century Limited	Newton	Springfield Local		Fram. Local	Newton	South-western Limited	Highland	Fram. Local		
		Daily ex. Sunday (See Note)	Daily U		Daily	Daily ex. Sunday	Sunday only		Daily ex. Sunday (See Note)	Daily ex. Sunday B	Daily	Daily ex. Sunday B	Sunday only B		
Springfield Lv.	0.00				A.M. 9.37		A.M. 9.00				A.M. 10.05				
Athol Junction	2.23				9.43		9.06				10.11				
Oak Street....	5.78				9.47		9.10				10.16				
No. Wilbraham	9.65				9.51		9.14				10.20				
Palmer... ar. lv.	14.72				9.58		s 9.22 9.23				10.27				
West Brimfield	19.95				10.06		9.30				10.35				
West Warren ..	23.39				10.11		s 9.37				10.40				
Warren.....	25.71				10.14		s 9.45				10.43				
West Brookfield	28.73				10.18		s 9.52				10.47				
Brookfield....	31.34				10.21		s 9.59				10.51				
East Brookfield	34.55				10.25		s10.05				10.56				
South Spencer .	36.43				10.28		10.08				10.59				
Charlton.....	40.80			See schedule of train No. 52.	10.36		s10.17				11.10				
Rochdale.....	45.27				10.42		10.24				11.17				
Webster Junc..	47.59				10.46		10.28				11.21				
Jamesville....	50.47				10.50		10.32				11.25				
Hammond St...	53.03								See schedule of train No. 26.						
Worcester.. ar. lv.	54.00	A.M. 10.05			s10.55 10.58		s10.37 10.42					s11.30 11.35			
Millbury Junc .	59.16	10.13					10.50					11.43			
North Grafton.	60.48	s10.16		11.07		10.52					11.45				
Westboro.....	66.41	s10.25		11.14		s11.00					11.52				
Southville.....	70.25	s10.31		11.19		11.06					11.57				
Cordaville.....	70.88	s10.34													
Ashland.....	74.12	s10.39		11.24		s11.12				12.02					
Framingham. ar. lv.	76.97	s10.45 10.47			11.28		s11.17 11.18		A.M. 11.35		12.06		P.M. 12.25		
Natick.....	80.69	s10.54			11.33		s11.25		s11.42		12.12		s12.32		
Wellesley.....	83.60	s11.02			11.37		s11.31		s11.48		12.16		s12.39		
Wellesley Hills.	84.83	s11.06					s11.34		s11.52				s12.42		
Wellesley Farms	85.75	s11.09	A.M.			A.M.	s11.37		s11.55	P.M.		P.M.	s12.45		
Riverside.....	87.43	s11.13	s11.19		11.42	s11.33	s11.41		s12.00	s12.04	12.21	s12.05	s12.49		
Auburndale...	88.04					s11.35	s11.44			s12.06			s12.52		
West Newton..	89.14					s11.38	s11.47			s12.09			s12.55		
Newtonville ...	90.19	11.18			11.46	s11.42	s11.50		12.04	s12.12	12.25		s12.58		
Newton.....	91.23		Via Highland Branch			s11.46	s11.54			s12.15		Via Highland Branch	s 1.01		
Faneuil.....	92.49					s11.49	s11.57			s12.18			s 1.04		
Brighton.....	93.27					s11.51	s12.00			s12.21			s 1.06		
Allston.....	94.03	11.23			11.51	s11.54	s12.03		12.09	s12.24	12.30		s 1.09		
Cottage Farm..	95.25														
Brookline Junc.	95.84	11.26	11.48		11.54	11.58	12.07		12.12	12.28	12.33	12.36	1.13		
Huntington Ave	96.98	s11.31	s11.51		s11.56	s12.01	s12.11		s12.16	s12.31	s12.36	s12.39	s 1.16		
Boston.... Ar.	98.33	s11.35	s11.55		s12.00	s12.05	s12.15		s12.20	s12.35	s12.40	s12.43	s 1.20		
		A.M.	A.M.		NOON	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.		

REFERENCES

- U Carries baggage on holidays only.
- B Does not carry baggage.
- s Stop.
- ⊕ Pullman passengers only.

NOTES

Nos. 90 and 92 run on track No. 2 east of Riverside.

Continued from page 30

FIRST-CLASS TRAINS

Continued on page 32

STATIONS	Miles Between Stations	282	6	192	76	94	334	290	292	50	460	194	96
		Highland	Boston Local	Newton	Fram. Local	Fram. Local	Newton	Highland	Highland	Boston Day Express	Millbury	Newton	Worcester Local
		Sunday only B	Daily ex. Sunday	Daily ex. Sunday B	Saturd'y only (See Note) H	Daily ex. Sat & Sun	Saturd'y only B H	Daily ex. Sunday B	Daily ex. Sunday B H	Daily (See Note)	Daily ex. Sunday ⊙ H	Daily ex. Sunday	Sunday only
			A.M.							NOON			
Springfield Lv.	0.00		10.30							12.00			
Athol Junction.	2.23		10.36							12.06			
Oak Street. . . .	3.55		10.41							12.11			
No. Wilbraham.	3.87		10.47							12.15			
Palmer. ar.	5.07		s10.54							s12.21			
lv.			10.57							12.23			
West Brimfield.	5.23		s11.05							12.30			
West Warren. . .	3.44		s11.12							12.35			
Warren	2.32		s11.17							12.39			
West Brookfield	3.02		s11.23							12.43			
Brookfield. . . .	2.61		s11.28							12.46			
East Brookfield.	3.21		s11.36							12.50			
South Spencer. .	1.88		s11.41							12.53			
Charlton.	4.37		s11.51							1.01			
Rochdale.	4.47		s12.00							1.07			
Webster Junc. . .	2.32		12.05							1.11			
Jamesville. . . .	2.88		12.09							1.15			
Hammond St. . .	2.56												
Worcester. . . . ar.	.97		s12.15							s 1.20	P.M.		P.M.
lv.			12.20							1.25	1.30		1.30
Millbury Junc. .	5.16		12.28							1.33	s 1.40		1.38
North Grafton . .	1.32		s12.31							1.35	P.M.		s 1.41
Westboro.	5.93		s12.40							1.42			s 1.50
Southville. . . .	3.84		12.46							1.47			s 1.56
Cordaville. . . .	.63												s 1.58
Ashland.	3.24		s12.52							1.52			s 2.03
Framingham. . . ar.	2.85		s12.57		P.M.	P.M.							s 2.08
lv.			1.00		1.05	1.05					1.56			2.10
Natick.	3.72		1.06		s 1.12	s 1.12				2.01			s 2.17
Wellesley.	2.91		1.10		s 1.18	s 1.18				2.05			s 2.23
Wellesley Hills. .	1.23				s 1.21	s 1.21							s 2.26
Wellesley Farms	.92	P.M.		P.M.	s 1.24	s 1.24	P.M.	P.M.	P.M.			P.M.	s 2.29
Riverside.	1.68	s12.54	1.15	s 1.10	s 1.28	s 1.28	s 1.34	s 1.29	s 1.49	2.10		s 2.15	s 2.33
Auburndale. . . .	.61			s 1.12		s 1.31	s 1.37					s 2.18	s 2.36
West Newton. . .	1.10			s 1.15		s 1.34	s 1.40					s 2.21	s 2.39
Newtonville . . .	1.05		1.19	s 1.18	1.33	s 1.37	s 1.43			s 2.14		s 2.25	s 2.42
Newton.	1.04	Via Highland Branch		s 1.21		s 1.40	s 1.46	Via Highland Branch	Via Highland Branch			s 2.29	s 2.46
Faneuil	1.26			s 1.24		s 1.43	s 1.49					s 2.32	s 2.49
Brighton. . . . .	.78			s 1.26		s 1.46	s 1.51					s 2.35	s 2.51
Allston. . . . .	.76		1.24	s 1.29	1.38	s 1.54	s 1.54			2.20		s 2.40	s 2.54
Cottage Farm . .	1.22												
Brookline Junc. .	.59	1.23	1.27	1.33	1.41	1.58	1.58	2.01	2.18	2.23		2.43	2.58
Huntington Ave	1.14	s 1.26	s 1.31	s 1.36	s 1.46	s 2.01	s 2.01	s 2.04	s 2.21	s 2.26		s 2.46	s 3.01
Boston. Ar. .	1.35	s 1.30	s 1.35	s 1.40	s 1.50	s 2.05	s 2.05	s 2.08	s 2.25	s 2.30		s 2.50	s 3.05
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.

REFERENCES

- B Does not carry baggage.
- s Stop.
- H Does not run holidays.
- ⊙ Does not carry passengers.

NOTES

- No. 50 runs on track No. 2 east of Framingham.
- No. 76 runs on track No. 2 east of Riverside.

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FIRST-CLASS TRAINS

Continued on page 33

STATIONS	Miles	10	294	98	42	196	296	44	418	100	198	298	
		Chicago Special	Highland	Fram. Local	Springfield Express	Newton	Highland	Boston Local	Milford Local	Fram. Local	Newton	Highland	
		Daily (See Note)	Sunday only B	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday B	Daily ex. Sunday BH	Sunday only	Daily ex. Sunday (See Note)	Sunday only	Daily ex. Sunday	Sunday only B	
Springfield .Lv.	0.00	P.M. 12.35			P.M. 12.40			P.M. 1.15					
Athol Junction..	2.23	12.41			12.46			1.21					
Oak Street.....	5.78	12.46			12.51			1.25					
No. Wilbraham.	9.65	12.52			12.57			1.30					
Palmer..... ar.	14.72				s 1.04			s 1.37					
lv.		12.59			1.05			1.38					
West Brimfield.	19.95	1.06		On holidays does not run east of Riverside, equipment proceeding to Boston as No. 196.	1.12			1.45					
West Warren...	23.39	1.11			1.17			s 1.51					
Warren.....	25.71	1.14			s 1.22			s 1.57					
West Brookfield	28.73	1.18			s 1.28			s 2.04					
Brookfield.....	31.34	1.21			1.32			2.08					
East Brookfield.	34.55	1.25			s 1.37			s 2.13					
South Spencer .	36.43	1.28			1.40			2.16					
Charlton.....	40.80	1.37			s 1.50			s 2.26					
Rochdale.....	45.27	1.43			s 1.58			s 2.34					
Webster Junc..	47.59	1.47			2.02			2.38					
Jamesville.....	50.47	1.51			2.06			2.42					
Hammond St. .	53.03												
Worcester .. ar.	54.00	s 1.56				s 2.11			s 2.48				
lv.		2.01				2.15			2.53				
Millbury Junc..	59.16	2.09				W 2.24			3.01				
North Grafton	60.48	2.11			s 2.27			s 3.04					
Westboro.....	66.41	2.19			s 2.36			s 3.13					
Southville.....	70.25	2.24			s 2.42			3.18					
Cordaville.....	70.88				s 2.44			s 3.20					
Ashland.....	74.12	2.29			s 2.49			s 3.25					
Framingham. ar.	76.97			P.M.	s 2.54			s 3.30	P.M.	P.M.			
lv.		2.34		2.30	2.55			3.31	3.35	3.45			
Natick.....	80.69	2.40		s 2.37	3.00			3.37	s 3.42	s 3.51			
Wellesley.....	83.60	2.44		s 2.44	3.04			3.41	s 3.52	s 3.57			
Wellesley Hills..	84.83			s 2.47					s 3.57	s 4.01			
Wellesley Farms	85.75		P.M.	s 2.50		P.M.	P.M.		s 4.00	s 4.04	P.M.	P.M.	
Riverside.....	87.43	2.49	s 2.38	s 2.54	3.09	s 3.05	s 3.07	3.46	s 4.05	s 4.08	s 4.10	s 4.09	
Auburndale...	88.04					s 3.07				s 4.11	s 4.13		
West Newton..	89.14					s 3.10				s 4.14	s 4.16		
Newtonville ...	90.19	2.53		2.58	3.13	s 3.13		3.50	4.11	s 4.17	s 4.19		
Newton.....	91.23		Via Highland Branch			s 3.17				s 4.20	s 4.22		
Faneuil.....	92.49						s 3.21				s 4.23	s 4.25	
Brighton.....	93.27						s 3.24				s 4.26	s 4.27	
Allston.....	94.03	2.58			3.04	3.20	s 3.27		3.55	4.18	s 4.29	s 4.31	
Cottage Farm .	95.25						3.29			4.21		4.35	
Brookline Jct ..	95.84	3.02	3.08	3.08	3.23	3.31	3.38	3.58	4.23	4.33	4.37	4.38	
Huntington Ave	96.98	s 3.06	s 3.11	s 3.11	s 3.26	s 3.36	s 3.41	s 4.01	s 4.26	s 4.36	s 4.40	s 4.41	
Boston.... Ar.	98.33	s 3.10	s 3.15	s 3.15	s 3.30	s 3.40	s 3.45	s 4.05	s 4.30	s 4.40	s 4.44	s 4.45	
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

On holidays does not run east of Riverside, equipment proceeding to Boston as No. 198.

REFERENCES

- H Does not run holidays.
- s Stop.
- B Does not carry baggage.
- W Stops daily except Sundays and holidays.

NOTES

Nos. 98 and 418 run on Track No. 2; Riverside to Tower 10.
 Nos. 10 (daily except Sunday) and 42 run on Track No. 4, Tower 10 to Tower 6.

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FIRST-CLASS TRAINS

Continued on page 34

STATIONS	Miles between Stations	300	54	104	304	106	306	202	108	466	204	308	444
		Highland	New York Boston Express	Fram. Local	Highland	Worcester Local	Highland	Newton	Fram. Local	Millbury	Newton	Highland	Light Engine
		Daily ex. Sunday	Daily (See Note)	Daily ex. Sunday	Daily ex. Sunday B H	Daily ex. Sunday (See Note)	Sunday only B	Daily ex. Sunday B	Sunday only	Daily ex. Sunday H ⊙	Daily ex. Sunday	Daily ex. Sunday B	Daily ex. Sunday H ⊙ see note
Springfield .Lv.	0.00		P.M.										
Athol Junction..	2.23		2.35										
Oak Street.....	3.55		2.41										
No. Wilbraham.	3.87		2.45										
Palmer..... ar.	5.07		s 2.55										
lv.			2.58										
West Brimfield	5.23		3.05										
West Warren...	3.44		3.10										
Warren	2.32		3.14										
West Brookfield	3.02		3.18										
Brookfield.....	2.61		3.21										
East Brookfield.	3.21		3.25										
South Spencer..	1.88		3.28										
Charlton.....	4.37		3.36										
Rochdale.....	4.47		3.42										
Webster Junc...	2.32		3.46										
Jamesville.....	2.88		3.50										
Hammond St...	2.56												
Worcester... ar.	.97		s 3.55			P.M.							
lv.			4.00			4.30				P.M.			
Millbury Junc..	5.16					W 4.39				s 5.08			
North Grafton .	1.32		4.09			s 4.43				5.11			
Westboro.....	5.93		4.16			s 4.52				5.20			
Southville.....	3.84		4.21			s 4.58				5.25			
Cordaville.....	.63					s 5.00							
Ashland.....	3.24		4.26			s 5.05				5.31			
Framingham ar.	2.85			P.M.		s 5.11			P.M.	s 5.36			
lv.			4.30	4.20		5.13			5.20	P.M.			P.M.
Natick.....	3.72		4.35	s 4.26		s 5.20			s 5.27				s 5.50
Wellesley.....	2.91		4.39	s 4.33		s 5.26			s 5.33				5.58
Wellesley Hills..	1.23			s 4.36		s 5.29			s 5.36				
Wellesley Farms	.92	P.M.		s 4.39	P.M.	s 5.32	P.M.	P.M.	s 5.39		P.M.	P.M.	
Riverside.....	1.68	s 4.06	4.44	s 4.43	s 5.02	s 5.36	s 5.24	s 5.40	s 5.43		s 6.04	s 6.00	s 6.10
Auburndale....	.61			s 4.46				s 5.42	s 5.46		s 6.07		P.M.
West Newton...	1.10			s 4.50				s 5.45	s 5.49		s 6.10		
Newtonville ...	1.05		s 4.49	s 4.54		5.40		s 5.48	s 5.53		s 6.13		
Newton.....	1.04	Via Highland Branch		s 4.57	Via Highland Branch			s 5.51	s 5.56		s 6.16	Via Highland Branch	
Faneuil.....	1.26			s 5.00				s 5.54	s 5.59		s 6.19		
Brighton.....	.78			s 5.02				s 5.57	s 6.02		s 6.21		
Allston.....	.76		4.55	s 5.05		5.45		s 6.00	s 6.05		s 6.24		
Cottage Farm..	1.22												
Brookline Junc.	.59	4.40	4.58	5.08	5.38	5.48	5.53	6.03	6.08		6.28	6.33	
Huntington Ave	1.14	s 4.43	s 5.01	s 5.11	s 5.41	s 5.51	s 5.56	s 6.06	s 6.11		s 6.31	s 6.36	
Boston..... Ar.	1.35	s 4.47	s 5.05	s 5.15	s 5.45	s 5.55	s 6.00	s 6.10	s 6.15		s 6.35	s 6.40	
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	

REFERENCES

- s Stop.
- B Does not carry baggage.
- H Does not run holidays.
- ⊙ Does not carry passengers.
- W Stops daily except Sundays and holidays.

NOTES

- No. 54 runs on track No. 2 east of Framingham.
- No. 106 runs on track No. 2 east of Riverside.
- No. 444 runs on track No. 2.

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FIRST-CLASS TRAINS

Continued on page 35

STATIONS	Miles	30	110	420	312	206	586	22	210	112	316	18	60
		Springfield Local	Worcester Local	Milford Local	Highland	Mail and Express	Athol	Lake Shore Limited	Newton	Fram. Local	Highland	Boston Afternoon Express	Twilight Express
		Daily ex. Sunday (See Note)	Sunday only	Daily ex. Sunday B (See Note)	Daily ex. Sunday H	Daily ex. Sunday O H	Daily ex. Sunday	Daily	Daily ex. Sunday BH	Daily	Daily	Daily	Daily (See Note)
		P.M.					P.M.	P.M.				P.M.	P.M.
Springfield .Lv.	0.00	3.15					4.25	4.57				6.15	6.35
Athol Junction.	2.23	3.21					4.31	5.03				6.21	6.41
Oak Street. . . .	5.78	s 3.26					P.M.	5.07				6.25	6.45
No. Wilbraham.	9.65	s 3.32						5.12				6.30	6.50
Palmer. ar.		s 3.40						s 5.19					
lv.	14.72	3.43						5.20				6.37	6.57
West Brimfield.	19.95	s 3.52						5.28				6.44	7.03
West Warren..	23.39	s 3.59						5.33				6.49	7.08
Warren.	25.71	s 4.06						5.37				6.52	7.11
West Brookfield	28.73	s 4.12						5.41				6.56	7.15
Brookfield. . . .	31.34	s 4.17						5.44				6.59	7.18
East Brookfield.	34.55	s 4.24						5.48				7.03	7.22
South Spencer..	36.43	s 4.29						5.51				7.06	7.25
Charlton.	40.80	s 4.40						6.00				7.15	7.34
Rochdale.	45.27	s 4.48						6.06				7.21	7.40
Webster Junc..	47.59	4.52						6.10				7.25	7.44
Jamesville. . . .	50.47	s 4.57						6.14				7.29	7.48
Hammond St. .	53.03	s 5.02											
Worcester. . . . ar.		s 5.05	P.M.					s 6.19				s 7.35	s 7.53
lv.	54.00	5.15	5.25					6.24				7.40	7.58
Millbury Junc..	59.16	5.24	5.33					6.32				7.48	8.06
North Grafton	60.48	s 5.27	s 5.36					6.34				7.50	8.08
Westboro.	66.41	s 5.36	s 5.45					6.41				7.57	8.15
Southville. . . .	70.25	s 5.42	s 5.51					6.46				8.02	8.20
Cordaville. . . .	70.88	s 5.45	s 5.53										
Ashland.	74.12	s 5.51	s 5.58					6.51				8.07	8.25
Framingham ar.		s 5.58	s 6.04	P.M.						P.M.		s 8.11	s 8.29
lv.	76.97	6.00	6.05	6.08				6.55		7.40		8.12	8.30
Natick.	80.69	s 6.07	s 6.11	s 6.15				7.01		s 7.46		8.17	8.36
Wellesley.	83.60	s 6.14	s 6.17	s 6.22				7.05		s 7.52		8.21	8.40
Wellesley Hills.	84.83	s 6.18	s 6.20	s 6.25						s 7.55			
Wellesley Farms	85.75	s 6.21	s 6.23	6.27	P.M.	P.M.			P.M.	s 7.58	P.M.		
Riverside.	87.43	s 6.25	s 6.28	s 6.35	s 6.34	s 6.38		7.10	s 7.07	s 8.02	s 8.04	8.26	8.45
Auburndale. . . .	88.04		s 6.31	s 6.37		s 6.41			s 7.10	s 8.05			
West Newton. . .	89.14		s 6.34	s 6.40		s 6.46			s 7.14	s 8.08			
Newtonville . . .	90.19	6.29	s 6.38	s 6.43		s 6.51		7.14	s 7.17	s 8.11		8.30	s 8.49
Newton.	91.23		s 6.41	s 6.46	Via Highland Branch	s 7.02			s 7.20	s 8.14	Via Highland Branch		
Faneuil.	92.49		s 6.44	s 6.49					s 7.23	s 8.17			
Brighton.	93.27		s 6.47	s 6.51					s 7.26	s 8.20			
Allston.	94.03	6.34	s 6.50	s 6.54		7.09		7.19	s 7.29	s 8.23		8.35	8.55
Cottage Farm .	95.25												
Brookline Junc.	95.84	6.37	6.53	6.58	7.03	7.12		7.22	7.33	8.26	8.33	8.38	8.58
Huntington Ave	96.98	s 6.41	s 6.56	s 7.01	s 7.06			s 7.26	s 7.36	s 8.31	s 8.36	s 8.41	s 9.01
Boston. Ar.	98.33	s 6.45	s 7.00	s 7.05	s 7.10	s 7.20		s 7.30	s 7.40	s 8.35	s 8.40	s 8.45	s 9.05
		P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

REFERENCES

- B Does not carry baggage.
- s Stop.
- o Does not carry passengers.
- H Does not run holidays.

NOTES

- No. 60 runs on track No. 2 east of Framingham.
- No. 420 does not carry passengers between Framingham and Riverside.
- No. 30 runs on track No. 2 east of Riverside.

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FIRST-CLASS TRAINS

STATIONS	Miles between Stations	114	116	320	38	212	322	40							
		Worcester Local	Worcester Local	Highland	Mail and Express	Newton	Highland	Boston Evening Express							
		Daily ex. Sunday	Sunday only B(See Note)	Daily ex. Sunday B	Daily ○	Sunday only B	Sunday only B	Daily (See Note)							
Springfield .Lv.	0.00				P.M. 7.05			P.M. 8.05							
Athol Junction	2.23				7.11			8.11							
Oak Street....	3.55				7.15			8.15							
No. Wilbraham	3.87				7.20			8.19							
Palmer.....ar.								s 8.26							
Palmer.....lv.	5.07				7.27			8.29							
West Brimfield	5.23				7.35			8.37							
West Warren ..	3.44				7.44			s 8.44							
Warren.....	2.32				7.49			s 8.49							
West Brookfield	3.02				7.53			s 8.55							
Brookfield....	2.61				7.56			s 9.00							
East Brookfield	3.21				8.00			s 9.06							
South Spencer .	1.88				8.03			9.09							
Charlton.....	4.37				8.14			9.16							
Rochdale.....	4.47				8.21			9.22							
Webster Junc..	2.32				8.25			9.26							
Jamesville....	2.88				8.29			9.30							
Hammond St. .	2.56														
Worcester ..ar.		P.M.	P.M.		s 8.35			s 9.35							
Worcester ..lv.	.97	8.15	8.30		9.05			9.40							
Millbury Junc .	5.16	8.23	8.38		9.14			9.48							
North Grafton.	1.32	s 8.26	s 8.41		9.16			9.50							
Westboro.....	5.93	s 8.35	s 8.50		9.24			s 9.58							
Southville....	3.84	s 8.41	s 8.56		9.29			10.03							
Cordaville....	.63	s 8.43	s 8.58												
Ashland.....	3.24	s 8.49	s 9.03		9.35			10.09							
Frammingham.ar.		s 8.55	s 9.08		s 9.39			s10.13							
Frammingham.lv.	2.85	8.56	9.09		9.42			10.15							
Natick.....	3.72	s 9.02	s 9.15		9.47			10.21							
Wellesley.....	2.91	s 9.08	s 9.21		9.51			10.25							
Wellesley Hills.	1.23	s 9.11	s 9.24												
Wellesley Farms	.92	s 9.14	s 9.27	P.M.		P.M.	P.M.								
Riverside.....	1.68	s 9.18	s 9.31	s 9.19	9.56	s 9.50	s 9.49	s10.31							
Auburndale....	.61	s 9.21				s 9.52									
West Newton..	1.10	s 9.24				s 9.55									
Newtonville...	1.05	s 9.27	9.35		10.00	s 9.58		s10.37							
Newton.....	1.04	s 9.30		Via Highland Branch		s10.01	Via Highland Branch								
Faneuil.....	1.26	s 9.33				s10.04									
Brighton.....	.78	s 9.36				s10.06									
Allston.....	.76	s 9.39	9.40		10.05	s10.09		10.43							
Cottage Farm..	1.22														
Brookline Jct..	.59	9.43	9.43	9.48	10.08	10.13	10.18	10.46							
Huntington Ave	1.14	s 9.46	s 9.46	s 9.51		s10.16	s10.21	s10.51							
Boston.....Ar.	1.35	s 9.50	s 9.50	s 9.55	s10.15	s10.20	s10.25	s10.55							
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.							

REFERENCES

- s Stop.
- B Does not carry baggage.
- Does not carry passengers.

NOTES

Nos. 40 and 116 run on track No. 2 east of Riverside.

FIRST-CLASS TRAINS

Continued on page 37

STATIONS	Miles From Boston	43	47	45	601	703	3	705	7	911	913	41	715
		New York State Express	Mail and Express	Mail and Express	North Adams	North Adams	Albany Local	North Adams	Albany Morning Express	Harlem	Harlem	Chicago Special	North Adams
		Daily	Daily ex. Monday	Daily ex. Monday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily	Daily ex. Sunday
		A.M.	A.M.	A.M.			A.M.		A.M.				P.M.
Springfield. Lv.	98.33	1.05	1.45	3.00			6.55		10.25				12.42
Tower 42.....	99.18	1.08	1.48	3.03			6.58		10.28				12.45
Tower 43.....	100.37	1.11	1.51	3.06			7.01		10.31				12.48
Mittineague...	100.83	1.12	1.52	3.07			s 7.03		s10.33				12.49
Agawam Junc .	102.36	1.14	1.54	3.09			7.05		10.35				12.51
Westfield. . . . ar.	107.90	s 1.22		s 3.20			s 7.13		s10.43				s12.59
lv.		1.25	2.02	3.25			7.20		10.46				1.00
Woronoco. . . .	112.87	1.32	2.09	3.34			s 7.29		s10.55				1.08
Russell.....	115.39	1.37	2.14	3.40			s 7.35		s11.01				1.13
Huntington....	119.25	1.44	2.21	3.48			s 7.44		s11.10				1.20
Chester.....	125.84	s 1.55	2.35	4.03			s 7.58		s11.24				1.32
Middlefield. . .	130.63	2.07	2.49	4.18			s 8.09		11.37				1.44
Becket.....	134.12	2.19	3.02	4.31			s 8.20		s11.49				1.56
Washington....	137.65	2.29	3.17	4.47			s 8.30		s12.00				2.05
Hinsdale.....	141.91	2.35	3.25	4.55			s 8.38		s12.09				2.11
Dalton.....	145.25	2.40	3.30	5.00			s 8.46		s12.18				2.16
No. Adams Junc	148.16	2.46	3.35	5.05	A.M.	A.M.		A.M.		P.M.	P.M.		P.M.
Gen. Elec. W'ks	149.28				s 5.42	s 6.42	8.51	s 9.15	12.23	s12.37	s 2.05	2.21	s 2.54
					x 5.46	x 6.46							
Pittsfield. . . . ar.	150.59	s 2.50	s 3.40	s 5.10	s 5.50	s 6.50	s 8.55	s 9.20	s12.27	s12.42	s 2.10	s 2.25	s 3.00
lv.		3.05	4.00	5.30	5.55	A.M.	9.05	A.M.	12.35	12.50	2.15	2.30	P.M.
West Pittsfield.	154.20	3.12	4.08	5.37	s 6.02		s 9.13		12.42	s12.57	2.22	2.37	
Richm'd Sum't	156.74				s 6.06		s 9.17			s 1.02			
Richmond.....	158.77	3.18	4.15	5.44	s 6.10		s 9.21		12.48	s 1.06	s 2.29	2.43	
Richm'd Furn'e	159.81				s 6.13		s 9.24			s 1.09			
State Line. . . .	161.78	3.22	4.20	5.48	s 6.17		s 9.28		s12.53	s 1.14	s 2.35	2.47	
Edwards Park..	163.59				s 6.21		s 9.32		s12.57				
Canaan.....	166.98	3.29	4.27	5.55	s 6.26		s 9.38		s 1.03	s 1.23	s 2.44	2.54	
East Chatham .	171.35	3.35	4.35	6.01	s 6.35		s 9.47		1.11	s 1.32	s 2.53	3.00	
Payn's.....	174.89	3.41	4.41	6.07	6.41		9.53		1.17	1.38	2.59	3.06	
Chatham. . . . ar.	177.17	s 3.45		s 6.11	s 6.45		s 9.57		s 1.21	s 1.42	s 3.05	s 3.10	
lv.		3.46	4.46	6.21	6.46		10.00		1.23	P.M.	P.M.	3.11	
Chatham Cent'r	182.06	3.54	4.54	6.29	s 6.56		s10.10		s 1.33			3.19	
Niverville....	184.72	s 3.59	4.58	6.33	s 7.01		s10.16		s 1.39			3.23	
Post Rd Cros'g.	187.41				s 7.06		s10.21						
Van Hoesen...	190.14	4.08	5.07	6.42	s 7.11		s10.26		s 1.48			3.31	
Brookview...	192.40	4.11	5.11	6.46	s 7.15		s10.31		s 1.53			3.35	
East Greenbush	195.41	4.14	5.15	6.50	s 7.21		s10.36		1.58			3.39	
Tower 72.....	199.21	4.19	5.20	6.59	7.28		10.43		2.04			3.44	
Rensselaer....	199.83	4.21	s 5.25	7.01	s 7.31		s10.46		2.06			3.46	
Albany. . . . Ar.	200.41	s 4.25	A.M.	s 7.05	s 7.35		s10.50		s 2.10			s 3.50	
		A.M.		A.M.	A.M.		A.M.		P.M.			P.M.	

REFERENCES

- ⊙ Does not carry passengers.
- § Stops on Sunday only.
- s Stop.
- x Stops daily except Holidays.

Time Table No. 107

WESTBOUND

Albany Division 37

Continued from page 36

FIRST-CLASS TRAINS

SECOND-CLASS TRAINS

STATIONS	Miles between Stations	25	917	31	27	11	13	21	49	35	37	BN1	
		20th Century Limited	Harlem	Albany Express	Berkshire Express	Sou'w'es'r'n Limited	The Wolverine	Cleveland Limited	Western Express	Fast Mail	Buffalo Express		
		Daily	Sunday only	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily		
		⊕		(See Note)		⊕(See Note)	⊕		⊕	(See Note)			
		P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Springfield .Lv.	0.00	2.55		3.00	4.25	4.37	5.45	6.17	8.52	10.00	10.35	3.56	
Tower 42	0.85	2.58		3.03	4.28	4.40	5.48	6.20	8.55	10.03	10.38	4.01	
Tower 43	1.19	3.01		3.06	4.31	4.43	5.51	6.23	8.58	10.06	10.41	5.00	
Mittineague . .	0.46	3.02		3.07	s 4.33	4.44	5.52	6.24	8.59	10.07	10.42	5.03	
Agawam Junc.	1.53	3.04		3.09	4.35	4.46	5.54	6.26	9.01	10.09	10.44	5.14	
Westfield ar.				s 3.17	s 4.43	s 4.54		s 6.34	s 9.09		s10.53		
Westfield lv.	5.54	3.12		3.21	4.45	4.55	6.02	6.35	9.10	10.17	10.54	5.28	
Woronoco	4.97	3.20		s 3.30	s 4.53	5.03	6.10	6.43	9 18	10.24	11.02	5.38	
Russell	2.52	3.24		s 3.36	s 4.59	5.07	6.14	6.47	9.23	10.29	κ11.07	5.44	
Huntington	3.86	3.30		s 3.45	s 5.07	5.13	6.20	6.53	9.30	10.35	κ11.14	5.53	
Chester	6.59	3.39		s 3.58	s 5.20	5.25	6.32	7.05	9.42	10.49	s11.29	6.11	
Middlefield	4.79	3.49		s 4.09	5.31	5.37	6.42	7.17	9.54	11.00	11.42	6.25	
Becket	3.49	3.59		s 4.19	s 5.41	5.48	6.52	7.28	10.06	11.10	κ11.54	6.39	
Washington	3.53	4.08		s 4.29	s 5.50	5.59	7.02	7.39	10.15	11.21	12.04	7.05	
Hinsdale	4.26	4.14		s 4.37	s 5.57	6.06	7.09	7.46	10.22	11.27	G12.11	7.14	
Dalton	3.34	4.19		s 4.45	s 6.04	6.11	7.14	7.51	10.27	11.32	12.16	7.25	
No. Adams Junc	2.91	4.23	P.M.	s 4.15	4.50	6.09	6.15	7.18	7.55	10.31	11.36	12.20	7.34
Gen. Elec. W'ks	1.12												8.09
Pittsfield ar.		s 4.27	s 4.20	s 4.55	s 6.15	s 6.20	s 7.25	s 8.00	s10.35	s11.40	s12.25		
Pittsfield lv.	1.31	4.30	4.35	5.00	P.M.	6.25	7.30	8.05	10.40	11.55	12.30	8.17	
West Pittsfield.	3.61	4.36	4.42	s 5.07		6.31	7.36	8.11	10.47	12.01	12.37	8.30	
Richm'd Sum't	2.54			s 5.11									
Richmond	2.03	4.42	s 4.49	s 5.15		6.37	7.42	8.17	10.53	12.07	12.43	8.40	
Richm'd Furn'e	1.04			s 5.18									
State Line	1.97	4.45	s 4.55	s 5.22		6.41	7.46	8.21	10.57	G12.11	12.47	8.48	
Edwards Park..	1.81			s 5.26									
Canaan	3.39	4.52	s 5.04	s 5.31		6.48	7.53	8.28	11.04	12.18	G12.55	9.00	
East Chatham .	4.37	4.53	s 5.13	s 5.40		6.54	7.59	8.34	11.10	12.24	1.02	9.10	
Payn's	3.54	5.04	5.19	5.46		7.00	8.05	8.40	11.16	12.30	1.08	9.18	
Chatham ar.			s 5.25	s 5.50				s 8.44				s 1.12	9.30
Chatham lv.	2.28	5.08	P.M.	5.52		7.04	8.09	8.45	11.21	G12.34	1.13	P.M.	
Chatham Cent'r	4.89	5.15		s 6.01		7.11	8.16	8.52	11.28	12.41	1.20		
Niverville	2.66	5.18		s 6.06		7.15	8.20	8.56	11.32	12.44	1.24		
Post Rd Cros'g.	2.69			s 6.11									
Van Hoesen	2.73	5.24		s 6.16		7.22	8.27	9.03	11.40	12.51	1.31		
Brookview	2.26	5.27		s 6.20		7.25	8.30	9.07	11.44	12.55	1.35		
East Greenbush	3.01	5.30		s 6.26		7.29	8.34	9.11	11.49	12.59	1.39		
Tower 72	3.80	5.34		6.32		7.34	8.39	9.16	11.54	1.04	1.44		
Rensselaer . . . . .	.62	5.36		s 6.35		7.36	8.41	9.18	11.56	1.06	1.46	
Albany Ar.	.58	s 5.40		s 6.40		s 7.40	s 8.45	s 9.22	s12.00	s 1.10	s 1.50		
		P.M.		P.M.		P.M.	P.M.	P.M.	NIGHT	A.M.	A.M.		

REFERENCES

- s Stop.
- G Stops Sunday morning only.
- K Stops Saturday only.
- ⊕ Pullman passengers only.

NOTES

No. 35 does not carry passengers, except on Saturdays only between Springfield and Albany.
 If No. 31 is passed by No. 11, conductor will arrange for transfer of passengers for west of Albany.

FIRST-CLASS TRAINS

Continued on page 39

STATIONS	Miles	34	32	24	46	702	6	26	12	708	10
		Buffalo Express	Mail and Express	Berkshire Express	Western Express	North Adams	Boston Local	20th Cent'ry Limited	South-western Limited	North Adams	Chicago Special
		Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Saturd'y & Sunday	Daily
		A.M.	A.M.		A.M.		A.M.	A.M.	A.M.		A.M.
Albany Lv.	0.00	12.45	2.30		5.00		5.55	6.45	7.00		9.25
Rensselaer . . . .	.58	12.48	2.34		5.03		s 5.58	6.48	7.03		9.28
Tower 72	1.20	12.50	2.36		5.05		6.00	6.50	7.05		9.30
East Greenbush	5.00						s 6.06				
Brookview	8.01	1.01	2.46		5.16		s 6.13	7.00	7.16		9.42
Van Hoesen	10.27	1.04	2.50		5.19		s 6.19	7.03	7.19		9.45
Post Rd Cros'g.	13.00						s 6.24				
Niverville	15.69	1.12	2.58		5.26		s 6.30	7.10	7.26		9.54
Chatham Cent'r	18.35	1.17	3.02		5.30		s 6.36	7.14	7.30		9.58
Chatham ar.	23.24	s 1.25					s 6.47				
Chatham lv.		1.28	3.11		5.38		6.57	7.21	7.38		10.06
Payn's	25.52	1.32	3.16		5.42		7.01	7.25	7.42		10.10
East Chatham .	29.06	1.39	3.24		5.49		s 7.11	7.31	7.49		10.16
Canaan	33.43	1.48	3.34		5.58		s 7.22	7.40	7.58		10.25
Edwards Park..	36.82						s 7.29				
State Line	38.63	1.57	3.44		6.07		s 7.35	7.49	8.07		10.34
Richm'd Furn'e	40.60				6.10		s 7.42				
Richmond	41.64	2.02	3.49		6.12		s 7.45	7.53	8.11		10.39
Richm'd Sum't.	43.67						s 7.50				
West Pittsfield.	46.21	2.12	3.58		6.22		s 7.55	8.01	8.19		10.48
Pittsfield ar.	49.82	s 2.18	s 4.04	A.M.	s 6.30	A.M.	s 8.02	s 8.07	s 8.26	A.M.	s 10.54
Pittsfield lv.		2.23	4.19	6.15	6.35	7.15	8.15	8.10	8.31	10.15	10.59
Gen. Elec. W'ks	51.13										
No. Adams Junc	52.25	2.27	4.24	6.19	6.39	s 7.20	8.19	8.13	8.36	s 10.20	11.03
Dalton	55.16	2.34	4.31	s 6.27	6.47	A.M.	s 8.27	8.19	8.42	A.M.	11.09
Hinsdale	58.50	2.44	4.42	s 6.36	6.57		s 8.36	8.27	8.50		11.18
Washington	62.76	2.50	4.52	s 6.42	7.03		s 8.43	8.33	8.56		11.24
Becket	66.29	2.56	4.58	s 6.48	7.09		s 8.50	8.39	9.02		11.30
Middlefield	69.78	3.02	5.04	s 6.55	7.15		s 9.00	8.44	9.08		11.36
Chester	74.57	3.09	5.11	s 7.03	7.22		s 9.19	8.51	9.16		11.43
Huntington	81.16	3.19	5.21	s 7.14	7.32		s 9.32	9.00	9.25		11.52
Russell	85.02	3.26	5.27	s 7.21	7.38		s 9.41	9.06	9.31		11.58
Woronoco	87.54	3.31	5.31	s 7.26	7.42		s 9.47	9.10	9.35		12.02
Westfield ar.	92.51			s 7.34	s 7.50		s 9.56				s 12.10
Westfield lv.		3.38	5.38	7.35	7.51		10.01	9.16	9.41		12.11
Agawam Junc .	98.05	3.46	5.46	7.42	7.59		10.08	9.23	9.49		12.19
Mittineague . .	99.58	3.48	5.48	s 7.45	8.01		s 10.13	9.25	9.51		12.21
Tower 43	100.04	3.49	5.49	7.46	8.02		10.14	9.26	9.52		12.22
Tower 42	101.23	3.52	5.52	7.49	8.05		10.17	9.29	9.55		12.25
Springfield .Ar.	102.08	s 3.55	s 5.55	s 7.52	s 8.08		s 10.20	s 9.32	s 9.58		s 12.28
		A.M.	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.		P.M.

See schedules of trains Nos. 26 and 12.

See schedule of train No. 6.

See schedule of train No. 6.

REFERENCES

- s Stop.
- ⊕ Pullman passengers only.
- Does not carry passengers.
- ‡ Stops on Sunday only.

Continued from page 38

FIRST-CLASS TRAINS

Continued on page 40

STATIONS	Miles between Stations	718	44	906	604	358	22		710	18	38		
		North Adams	Boston Local	Harlem	North Adams	Springfield Local	Lake Shore Limited		North Adams	Boston Afternoon Express	Mail and Express		
		Saturd'y only	Sunday only	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily		Daily ex. Sunday	Daily	Daily		
			A.M.		A.M.	P.M.	P.M.			P.M.	P.M.		
Albany Lv.	0.00		9.35		10.55	12.26	1.55			3.00	3.12		
Rensselaer . . . .	.58		9.38		s10.58	s12.29	1.58			3.03	3.15		
Tower 72 . . . . .	.62		9.40		11.00	12.31	2.00			3.05	3.17		
East Greenbush	3.80				s11.06	s12.37							
Brookview	3.01		s 9.52		s11.13	s12.43	2.10			3.17	3.29		
Van Hoesen	2.26		s 9.58		s11.20	s12.49	2.13			3.20	3.32		
Post Rd Cros'g.	2.73				s11.26	s12.54							
Niverville	2.69		s10.07		s11.32	s 1.00	2.21			3.28	3.41		
Chatham Cent'r	2.66		s10.12		s11.38	s 1.06	2.24			3.32	3.45		
Chatham ar.	4.89		s10.21	A.M.	s11.48	s 1.15				s 3.39	s 3.53		
lv.			10.22	11.35	11.50	1.17	2.32			3.40	3.57		
Payn's	2.28		10.26	11.39	11.54	1.21	2.36			3.44	4.01		
East Chatham . .	3.54		s10.33	s11.46	s12.01	s 1.28	2.42			3.51	4.09		
Canaan	4.37		s10.41	s11.55	s12.08	s 1.38	2.51			4.01	4.19		
Edwards Park . .	3.39				s12.14	s 1.44							
State Line	1.81		s10.51	s12.05	s12.20	s 1.50	3.00			4.11	4.28		
Richm'd Furn'e	1.97				s12.25	s 1.55							
Richmond	1.04		s10.58	s12.14	s12.28	s 1.59	3.05			4.16	4.33		
Richm'd Sum't.	2.03				s12.33	s 2.03							
West Pittsfield .	2.54		11.07	s12.23	s12.38	s 2.09	3.14			4.24	4.41		
Pittsfield ar.	3.61	A.M.	s11.13	s12.29	s12.44	s 2.15	s 3.20		P.M.	s 4.30	s 4.47		
lv.		11.15	11.25	12.32	12.50	2.20	3.25		4.10	4.35	4.59		
Gen. Elec. W'ks	1.31	x11.19							x 4.14				
No. Adams Jct.	1.12	s11.22	11.29	s12.37	s12.55	2.24	3.29		s 4.17	4.39	5.03		
Dalton	2.91	A.M.	s11.37	P.M.	P.M.	s 2.31	3.34		P.M.	4.46	5.09		
Hinsdale	3.34		s11.46			s 2.42	3.43			4.57	5.20		
Washington	4.26		s11.52			s 2.49	3.49			5.03	5.28		
Becket	3.53		s11.59			s 2.55	3.54			5.09	5.33		
Middlefield	3.49		s12.07			s 3.03	4.00			5.15	5.38		
Chester	4.79		s12.15			s 3.14	4.08			5.23	5.46		
Huntington	6.59		s12.26			s 3.25	4.17			5.33	5.56		
Russell	3.86		s12.33			s 3.32	4.23			5.39	6.02		
Woronoco	2.52		s12.38			s 3.39	4.27			5.43	6.06		
Westfield ar.	4.97		s12.46			s 3.47	s 4.33			s 5.50			
lv.			12.47			3.52	4.34			5.51	6.14		
Agawam Junc . . .	5.54		12.55			4.00	4.41			5.58	6.21		
Mittineague . . .	1.53		s12.58			s 4.08	4.43			6.00	6.23		
Tower 43 . . . . .	.46		12.59			4.09	4.44			6.01	6.24		
Tower 42	1.19		1.02			4.12	4.47			6.04	6.27		
Springfield . Ar.	.85		s 1.05			s 4.15	s 4.50			s 6.07	s 6.35		
			P.M.			P.M.	P.M.			P.M.	P.M.		

REFERENCES

- s Stop.
- o Does not carry passengers.
- x Stops daily except Holidays.

Continued from page 39

FIRST-CLASS TRAINS

STATIONS	Miles	914	14	40	916	36	28									
		Harlem	Springfield Local	Boston Evening Express	Harlem	Mail and Express	Express									
		Saturd'y only	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Saturd'y	Saturd'y only	Saturd'y only (See Note)								
			P.M.	P.M.			P.M.									
Albany Lv.	0.00		4.15	4.55			10.32									
Rensselaer . . . .	.58		s 4.19	4.58		9.45	10.35								
Tower 72	1.20		4.21	5.00		9.49	10.37									
East Greenbush	5.00		s 4.27													
Brookview	8.01		s 4.33	5.10		10.01	s10.48									
Van Hoesen	10.27		s 4.39	5.13		10.05	s10.54									
Post Rd Cros'g.	13.00		s 4.44													
Niverville	15.69		s 4.50	5.20		10.14	s11.04									
Chatham Cent'r	18.35		s 4.56	5.24		10.18	s11.10									
Chatham ar.		P.M.	s 5.05	s 5.31	P.M.		s11.19									
Chatham lv.	23.24	4.25	5.06	5.33	6.17	10.27	11.20									
Payn's	25.52	4.29	5.11	5.37	6.21	10.32	11.24									
East Chatham . .	29.06	s 4.36	s 5.19	5.43	s 6.28	10.40	s11.33									
Canaan	33.43	s 4.45	s 5.29	5.52	s 6.38	10.50	s11.42									
Edwards Park..	36.82		s 5.34	5.57			s11.48									
State Line	38.63	4.55	s 5.40	6.00	s 6.48	11.00	11.53									
Richm'd Furn'e	40.60	4.58	s 5.45													
Richmond	41.64	s 5.03	s 5.49	6.06	s 6.55	11.05	12.00									
Richm'd Sum't	43.67		s 5.53													
West Pittsfield..	46.21	5.13	s 5.59	6.15	s 7.04	11.14	12.09									
Pittsfield ar.		s 5.20	s 6.05	s 6.22	s 7.10	s11.20	s12.15									
Pittsfield lv.	49.82	5.25	6.10	6.27	7.15	11.30	12.25									
Gen. Elec. W'ks	51.13															
No. Adams Jct.	52.25	s 5.30	6.14	6.31	s 7.20	11.34	12.29									
Dalton	55.16	P.M.	s 6.22	6.38	P.M.	11.44	12.39									
Hinsdale	58.50		s 6.32	6.47		11.54	12.49									
Washington . . .	62.76		s 6.38	6.53		12.04	12.59									
Becket	66.29		s 6.44	6.58		12.10	1.05									
Middlefield . . .	69.78		s 6.51	7.03		12.15	1.10									
Chester	74.57		s 6.59	7.11		12.23	1.18									
Huntington . . .	81.16		s 7.10	7.20		12.32	1.27									
Russell	85.02		s 7.17	7.26		12.38	1.33									
Woronoco	87.54		7.21	7.30		12.42	1.37									
Westfield ar.			s 7.28	s 7.37												
Westfield lv.	92.51		7.33	7.38		12.49	1.44									
Agawam Junc . .	98.05		7.41	7.46		12.56	1.51									
Mittineague . .	99.58		7.43	7.48		12.58	1.53									
Tower 43	100.04		7.44	7.49		12.59	1.54									
Tower 42	101.23		7.47	7.52		1.02	1.57									
Springfield Ar.	102.08		s 7.50	s 7.55		s 1.05	s 2.00									
			P.M.	P.M.		A.M.	A.M.									

REFERENCES

- s Stop.
- o Does not carry passengers.

NOTES

No. 28 carries passengers between Albany and Pittsfield only.

STATIONS	Miles	USE OF MAIN TRACKS:
		DOUBLE TRACK — Tower 9 and Fitchburg Crossing.
		SINGLE TRACK — Fitchburg Crossing and L. & F. Junction.
		DOUBLE TRACK — L. & F. Junction and west end of diamond B. & M. Tower C.
		SINGLE TRACK — Over diamond, B. & M. Tower C.
		DOUBLE TRACK — East end of diamond B. & M. Tower C and west end of Mystic Drawbridge.
		SINGLE TRACK — Over Mystic Drawbridge.
		DOUBLE TRACK — East end of Mystic Drawbridge and East Boston.
		THE USE OF SINGLE TRACK IS GOVERNED AS FOLLOWS:
		Fitchburg Crossing and L. & F. Junction — signal indication.
		Across diamond B. & M. Tower C — signal indication.
		Across Mystic Drawbridge — flag protection must precede train to the end of single track to hold trains in the opposite direction.
		Trains entering the old yard at East Boston must stop at Porter Street Bridge and not proceed until signaled to do so by the switchman located there.
		NORMAL POSITION OF MAIN TRACK SWITCHES AT ENDS OF DOUBLE TRACK IS FOR WESTWARD TRAINS.
East BostonLv.	0.00	
Cary Cut	2.47	
Chelsea	3.04	
Everett (tower E-5) . . .	4.05	
East Somerville	5.81	
L. & F. Junction	6.44	
Fitchburg Crossing	6.72	
East Cambridge	7.32	
Massachusetts Ave. . . .	7.92	
Beacon ParkAr.	9.14	

HIGHWAY CROSSINGS

Except as provided below, no train, engine or hand car will be run over any street in Cambridge, Somerville or East Boston until the gates are lowered, and gates must not be raised until entire train has cleared crossing.

On the Grand Junction Branch, Rule 14, paragraph 1, of the Rules of the Operating Dept., will not apply EXCEPT at Cottage St., Chelsea. At all other crossings engineers must know that gates are lowered and the speed of train must be restricted to 6 miles per hour over the crossing. At crossings protected by gatemen, if gates are inoperative, trains will proceed over the crossing only on signal from gateman. In the absence of gatemen, train will not proceed until crossing is properly protected by train crew.

On week-days, except holidays, no movement may be made over any street in Cambridge between the hours of 5.30 A.M. and 6.00 A.M., and between 11.00 A.M. and 12.00 NOON except on authority of Superintendent, but between 11.00 A.M. and 12.00 NOON, movements over the crossings may be made with short trains, not to exceed twenty (20) cars, when absolutely necessary.

When trains stop on the Fitchburg crossing and cars extend to crossover switch at East Cambridge, conductors must make an opening at the crossover switches at the same time separations are made at Cambridge and Medford Streets to permit street travel to cross.

Drawbridges are located at:

Charles River bridge, Cottage Farm; Broad Canal, East Cambridge; Mystic River, Somerville; Chelsea Creek, Chelsea.

Mystic River: Trains must stop before passing over drawbridge.

Chelsea Creek: Eastward movements on both tracks over the drawbridge will be governed by gate located two hundred eighty (280) feet west of drawbridge. Westward movements on both tracks over the drawbridge will be governed by gate located one hundred (100) feet east of drawbridge. When gate is closed and across tracks by day, and, in addition, a red light displayed over each track by night it will indicate stop. All trains will stop five hundred (500) feet from drawbridge and may then proceed if stop signal is not displayed. Sand must not be used when passing over the drawbridge.

Yard Limits. See Rule No. 15, page 8.

Trains will not exceed a speed of 15 miles per hour on the main line of the Grand Junction Branch, and a speed of 6 miles per hour when crossing any street in Cambridge or Somerville, or Cottage Street, Chelsea; or over Cottage Farm drawbridge.

No train shall be run between Massachusetts Avenue and New Yard, East Boston, with cars ahead of the engine.

Dispatcher's Telephones. See Rule No. 26, page 10.

Placing of cars for North's and Squire's at East Cambridge. When placing cars at either the John P. Squire or North Packing & Provision Co.'s plants at East Cambridge, air hose must be coupled to the engine, brakes tried on all cars and test made to see that the cars are coupled; a brakeman must ride the leading car, and the movement must not be made until all are assured that the gates are lowered, and a signal indication received from the man handling the gates on the crossing. Crews will use back-up hose while pushing over crossing.

Hog cars, loaded or empty, will not be left on the hog track between Cambridge and Medford Streets, East Cambridge. Loaded cars which cannot be placed at unloading platforms at North's or Squire's may be set off at East Cambridge yard. Empties may be placed on siding near Binney Street, or taken direct to Beacon Park.

Chelsea Industrial track. No movement shall be made over the Chelsea industrial track at Marginal Street, unless preceded by a flagman. Speed is restricted to four (4) miles per hour. When crossing Central Avenue and on Marginal Street, conductors must see that the crossings are properly protected. No cars shall stand at either of the public streets except at the point of delivery of such cars, and then only between the hours of 5.00 A.M. and 5.00 P.M. Brakeman must not ride on top of cars at this point on account of insufficient clearance of overhead wires. The gate east of the switch leading to the Cabot track must normally be closed and locked with a switch lock.

National Dock. Trains having cars to place on National Dock track No. 3 at East Boston must use a reach.

Semaphore Signals at B. & M. R. B. Crossing, west of Mystic River Drawbridge.

Eastbound. A one-arm signal located on the right mast of a three-mast bracket post located on the right of the eastbound B. & A. track, 375 feet west of Mystic River Drawbridge, governs eastbound movements on eastbound track over B. & M. crossing.

A dwarf signal located between the B. & A. eastbound and westbound tracks, opposite above named bracket post, governs eastbound movements on the westbound track over the B. & M. crossing.

Eastbound trains must stop at stop post located just west of three-mast bracket post.

Westbound. The top arm of a two-arm signal on a single-mast bracket post, located to the left of the B. & A. single track, 25 feet east of switch at the end of double track at the west end of drawbridge, governs westbound movements on westbound track over the B. & M. crossing.

The bottom arm governs westbound movements on eastbound track over the B. & M. crossing, or movements to the tracks of the Boston Elevated Railway.

Westbound trains must stop at stop post located just east of Mystic River drawbridge.

Semaphore Signals at L. & F. Jet., East Somerville.

A single signal pole holding seven semaphore blades.

The blades on the right-hand side of the pole, as viewed from an approaching train, control traffic in that direction.

All trains must stop clear of the stop posts placed between the tracks, which indicate the fouling point clearance.

At night, yellow lights are displayed on these posts.

Eastbound. Top Signal (B. & A. trains only)—Governs movement of through trains and from main line to B. & A. sidings.

Middle Signal—Governs movements from Fitchburg Division to B. & A. main line and sidings.

Bottom Signal—Governs movements from Southern Division to Fitchburg Division or B. & A.

Westbound. Top Signal (B. & A. trains only)—Governs movement of through trains.

Second Signal—Governs movements from Fitchburg Division to Southern Division or B. & A.

Third Signal (B. & M. trains only)—Governs movements off B. & A. side-tracks, and from B. & M. belt and dump tracks.

Small Bottom Signal—Governs B. & A. switching movements and movements of westbound B. & A. trains pulling off side-tracks and off eastbound main track.

Westbound

FIRST-CLASS TRAINS

STATIONS	Miles	251	255	257	259	261	267	269	271	273	275	277	279	
		Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
		⊙	■	■	■	■	■	■	⊙ H see note	■	■	■	★	H O B
Boston Lv.	0.00	A.M. 3.15	A.M. 5.10	A.M. 6.20	A.M. 7.05	A.M. 7.15	A.M. 7.35	A.M. 7.50	A.M. 8.45	A.M. 9.05	A.M. 9.55	A.M. 10.50	A.M. 11.15	
Trinity Place . . .	1.25		s 5.14	s 6.24	s 7.09	s 7.19	s 7.39		s 8.49	s 9.09	s 9.59	s10.54	s11.19	
Brookline Junc.	2.49	.21	.17	.27	.12	.22	.42	8.00	.52	.12	10.02	.57	.22	
Longwood	3.16	.22	s .19	s .29	s .17	s .24	s .44	s .02	s .54	s .14	s .04	s .59	s .24	
Brookline	3.89	.23	s .21	s .31	s .20	s .26	s .46	s .21	s .56	s .16	s .06	s11.01	s .26	
Brookline Hills.	4.43	.24	s .23	s .33	s .23	s .28	s .48	s .23	s .58	s .18	s .08	s .03	s .28	
Beaconsfield . . .	5.20	.26	s .26	s .35	s .27	s .31	s .51	s .26	s 9.01	s .21	s .11	s .06	s .31	
Reservoir	5.62	.27	s .28	s .37	s .29	s .33	s .53	s .28	s .03	s .23	s .13	s .08	s .33	
Chestnut Hill . . .	6.65	s .35	s .32	s .40	s .33	s .37	s .57	s .31	s .07	s .27	s .17	s .11	s .36	
Newton Centre	8.11	s .40	s .37	s .44	s .37	s .41	s 8.01	s .34	s .11	s .31	s .21	s .15	s .39	
Newton H'lds . . .	8.94	s .45	s .42	s .47	s .41	s .44	s .04	s .47	s .14	s .34	s .24	s .19	s .42	
Cook Street	9.25	.46	.43	.48	.42	.45	.05	.48	.15	.35	.25	.20	.43	
Eliot	9.70	s .48	s .44	s .51	s .43	s .46	s .07	s .49	s .16	s .36	s .26	s .22	s .45	
Waban	10.54	s .52	s .46	s .55	s .45	s .48	s .09	s .51	s .18	s .38	s .28	s .25	s .48	
Woodland	11.56	.55	s .49	s .59	s .48	s .51	s .12	s .54	s .21	s .41	s .31	s .28	s .51	
Riverside . . . Ar.	12.25	s 3.57	s 5.52	s 7.02	s 7.50	s 7.53	s 8.14	s 8.56	s 9.23	s 9.43	s10.33	s11.30	s11.54	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

STATIONS	Miles between Stations	281	333	283	285	289	291	293	295	297	299	301	303	
		Sunday only	Satur'd'y only	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sat & Sun
		B	BH	B	Y	BH	BH	BH	BH	B	BH	B	B	BH
Boston Lv.	0.00	A.M. 11.35	P.M. 12.10	P.M. 12.25	P.M. 1.30	P.M. 2.25	P.M. 3.05	P.M. 3.30	P.M. 3.55	P.M. 4.15	P.M. 4.18	P.M. 4.20	P.M. 4.35	
Trinity Place . . .	1.25	s11.39	s12.14	s12.29	s 1.34	s 2.29	s 3.09	s 3.34	s 3.59	s 4.19		s 4.24		
Brookline Junc.	1.24	.42	.17	.32	.37	.32	.12	.37	4.02	.22	.25	.27	.42	
Longwood . . . . .	.67	s .44	.18	s .35	s .39	s .34	s .14	s .39	s .05	s .24	s .26	s .32	s .43
Brookline . . . . .	.73	s .46	.19	s .38	s .42	s .36	s .16	s .41	s .07	s .26	.27	s .35	.44
Brookline Hills.	.54	s .48	.20	s .41	s .44	s .38	s .18	s .43	s .09	s .28	.28	s .37	.45	
Beaconsfield . . .	.77	s .51	.21	s .44	s .47	s .41	s .21	s .46	s .12	s .31	.29	s .40	.46
Reservoir . . . . .	.42	s .53	.22	s .46	s .49	s .43	s .23	s .48	s .15	s .33	.30	s .42	.47
Chestnut Hill . . .	1.03	s .57	s .25	s .50	s .53	s .47	s .27	s .52	s .19	s .37	s .33	s .46	s .50	
Newton Centre	1.46	s12.01	s .29	s .54	s .58	s .51	s .32	s .56	s .23	s .41	s .37	s .50	s .54	
Newton H'lds . . .	.83	s .04	s .32	s .57	s 2.01	s .54	s .35	s .59	s .26	s .44	s .40	s .53	s .57
Cook Street . . . .	.31	.05	.33	.58	.02	.55	.36	4.00	.27	.45	.41	.54	.58
Eliot . . . . .	.45	s .06	s .34	s .59	s .03	s .56	s .37	s .01	s .28	s .46	s .42	s .55	s .59
Waban . . . . .	.84	s .08	s .36	s 1.01	s .05	s .58	s .39	s .03	s .31	s .48	s .44	s .57	s 5.01
Woodland	1.02	s .11	s .39	s .04	s .08	s 3.01	s .42	s .06	s .34	s .51	s .47	s 5.00	s .04	
Riverside . . . Ar.	.69	s12.13	s12.41	s 1.06	s 2.10	s 3.03	s 3.44	s 4.08	s 4.37	s 4.53	s 4.52	s 5.03	s 5.06	
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

STATIONS	Miles	305	307	309	313	315	317	321	323	325	327
		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday
		BH	BH	■	⊙ H See Note	B	B	B	B	B	B
Boston Lv.	0.00	P.M. 4.36	P.M. 4.55	P.M. 5.15	P.M. 5.20	P.M. 6.25	P.M. 7.00	P.M. 8.10	P.M. 9.10	P.M. 9.50	P.M. 10.30
Trinity Place . . .	1.25	s 4.41	s 4.59	s 5.19		s 6.29	s 7.04	s 8.14	s 9.14	s 9.54	s10.34
Brookline Junc.	2.49	.44	5.02	.22	.35	.32	.07	.17	.17	.57	.37
Longwood	3.16	s .47	s .05	s .25	.38	s .34	s .09	s .19	s .19	s .59	s .39
Brookline	3.89	s .50	s .08	s .28	s .57	s .36	s .11	s .22	s .21	s10.01	s .41
Brookline Hills.	4.43	s .52	s .10	s .30	.59	s .38	s .13	s .24	s .23	s .03	s .43
Beaconsfield . . .	5.20	s .55	s .13	s .33	6.01	s .41	s .16	s .27	s .26	s .06	s .46
Reservoir	5.62	s .57	s .15	s .35	.02	s .43	s .18	s .29	s .28	s .08	s .48
Chestnut Hill . . .	6.65	s 5.00	s .19	s .39	s .05	s .46	s .22	s .33	s .32	s .12	s .51
Newton Centre	8.11	s .03	s .23	s .42	s .10	s .50	s .26	s .37	s .35	s .16	s .55
Newton H'lds . . .	8.94	s .06	s .26	s .45	s .23	s .53	s .29	s .40	s .38	s .19	s .58
Cook Street	9.25	.07	.27	.46	.24	.54	.30	.41	.39	.20	.59
Eliot	9.70	s .08	s .28	s .47	.25	s .55	s .31	s .42	s .40	s .21	s11.00
Waban	10.54	s .10	s .30	s .49	s .27	s .57	s .33	s .44	s .42	s .23	s .02
Woodland	11.56	s .13	s .33	s .52	.30	s 7.00	s .36	s .47	s .45	s .26	s .05
Riverside . . . Ar.	12.25	s 5.15	s 5.37	s 5.55	s 6.34	s 7.02	s 7.38	s 8.49	s 9.47	s10.28	s11.07
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Eastbound

FIRST-CLASS TRAINS

STATIONS	Miles	254	258	260	262	264	268	270	272	274	280	276	278	
		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday
		B H Z	B H	A B H	B H	A B H	A B	B H	B H	B H	B H Z	Z	B Z	H Z
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
Riverside...Lv.	0.00	s 4.54	s 5.48	6.15	s 6.32	6.35	6.50	s 7.07	s 7.30	s 8.02	s 8.19	s 8.34	s 9.59	
Woodland.....	.69	s .56	s .50	s .18	s .35	s .50	s .56	s .15	s .32	s .05	s .21	s .36	s10.01	
Waban.....	1.71	s .59	s .53	s .21	s .38	s .54	s .59	s .18	s .35	s .08	s .24	s .39	s .04	
Eliot.....	2.55	s 5.01	s .55	s .24	s .41	s .57	s 7.02	s .21	s .37	s .10	s .26	s .41	s .06	
Cook Street....	3.00	.02	.56	.25	.42	.58	.03	.22	.38	.11	.27	.42	.07	
Newton H'lds..	3.31	s .04	s .58	s .27	s .44	s 7.00	s .05	s .24	s .40	s .13	s .29	s .44	s .09	
Newton Centre	4.14	s .07	s 6.01	s .30	s .48	s .04	s .09	s .28	s .43	s .16	s .32	s .47	s .12	
Chestnut Hill..	5.60	s .10	s .04	s .33	s .52	s .08	s .13	s .32	s .48	s .19	s .35	s .50	s .15	
Reservoir.....	6.63	s .13	s .07	s .36	s .55	.10	s .16	.34	s .51	s .22	s .38	s .53	s .18	
Beaconsfield..	7.05	s .15	s .09	s .38	s .57	.11	s .18	.35	s .53	s .24	s .40	s .55	s .20	
Brookline Hills.	7.82	s .17	s .11	s .41	s .59	.13	s .20	.37	s .55	s .26	s .42	s .57	s .22	
Brookline.....	8.36	s .19	s .13	s .43	s 7.01	.14	s .23	s .39	s .57	s .28	s .44	s .59	s .24	
Longwood.....	9.09	s .21	s .15	s .45	s .04	.15	s .25	.41	s .59	s .30	s .46	s 9.01	s .26	
Brookline Junc.	9.76	.23	.18	.48	.07	.17	.28	.43	8.01	.33	.48	.03	.28	
Huntington Ave	10.90	s 5.26	s 6.21	s 6.51	s 7.10	s 7.20	s 7.31	s 7.46	s 8.04	s 8.36	s 8.51	s 9.06	s10.31	
Boston.....Ar.	12.25	s 5.30	s 6.25	s 6.55	s 7.14	s 7.24	s 7.35	s 7.50	s 8.08	s 8.40	s 8.55	s 9.10	s10.35	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

STATIONS	Miles between Stations	286	288	282	290	292	294	296	298	300	304	306	308
		Daily	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday
		U Z	B Z	B Z	B Z	B H Z	B Z	B H Z	B Z	Z	B H	B	B Z
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Riverside...Lv.	0.00	s11.19	s12.05	s12.54	s 1.29	s 1.49	s 2.38	s 3.07	s 4.09	s 4.06	s 5.02	s 5.24	s 6.00
Woodland.....	.69	s .21	s .08	s .56	s .32	s .51	s .40	s .10	s .11	s .10	s .09	s .26	s .03
Waban.....	1.02	s .24	s .11	s .59	s .35	s .54	s .43	s .13	s .14	s .13	s .12	s .29	s .07
Eliot.....	.84	s .26	s .13	s 1.01	s .38	s .56	s .45	s .15	s .16	s .15	s .14	s .31	s .10
Cook Street....	.45	.27	.14	.02	.39	.57	.46	.16	.17	.16	.15	.32	.11
Newton H'lds..	.31	s .29	s .16	s .04	s .41	s .59	s .48	s .18	s .19	s .18	s .17	s .34	s .13
Newton Centre	.83	s .32	s .19	s .07	s .44	s 2.02	s .51	s .21	s .22	s .21	s .20	s .37	s .16
Chestnut Hill..	1.46	s .35	s .23	s .10	s .48	s .05	s .54	s .24	s .25	s .25	s .24	s .40	s .20
Reservoir.....	1.03	s .38	s .26	s .13	s .51	s .08	s .57	s .27	s .28	s .28	s .27	s .43	s .23
Beaconsfield..	.42	s .40	s .28	s .15	s .53	s .10	s .59	s .29	s .30	s .30	s .29	s .45	s .25
Brookline Hills.	.77	s .42	s .30	s .17	s .55	s .12	s 3.01	s .31	s .32	s .33	s .32	s .47	s .27
Brookline.....	.54	s .44	s .32	s .19	s .57	s .14	s .03	s .33	s .34	s .36	s .34	s .49	s .29
Longwood.....	.73	s .46	s .34	s .21	s .59	s .16	s .05	s .35	s .36	s .38	s .36	s .51	s .31
Brookline Junc.	.67	.48	.36	.23	2.01	.18	.08	.38	.38	.40	.38	.53	.33
Huntington Ave	1.14	s11.51	s12.39	s 1.26	s 2.04	s 2.21	s 3.11	s 3.41	s 4.41	s 4.43	s 5.41	s 5.56	s 6.36
Boston.....Ar.	1.35	s11.55	s12.43	s 1.30	s 2.08	s 2.25	s 3.15	s 3.45	s 4.45	s 4.47	s 5.45	s 6.00	s 6.40
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

STATIONS	Miles between Stations	312	316	320	322
		Daily ex. Sunday	Daily	Daily ex. Sunday	Sunday only
		H Z	Z B	B Z	B Z
		P.M.	P.M.	P.M.	P.M.
Riverside...Lv.	0.00	s 6.34	s 8.04	s 9.19	s 9.49
Woodland.....	.69	s .36	s .06	s .21	s .51
Waban.....	1.02	s .39	s .09	s .24	s .54
Eliot.....	.84	s .41	s .11	s .26	s .56
Cook Street....	.45	.42	.12	.27	.57
Newton H'lds..	.31	s .44	s .14	s .29	s .59
Newton Centre	.83	s .47	s .17	s .32	s10.02
Chestnut Hill..	1.46	s .50	s .20	s .35	s .05
Reservoir.....	1.03	s .53	s .23	s .38	s .08
Beaconsfield..	.42	s .55	s .25	s .40	s .10
Brookline Hills.	.77	s .57	s .27	s .42	s .12
Brookline.....	.54	s .59	s .29	s .44	s .14
Longwood.....	.73	s 7.01	s .31	s .46	s .16
Brookline Junc.	.67	.03	.33	.48	.18
Huntington Ave	1.14	s 7.06	s 8.36	s 9.51	s10.21
Boston.....Ar.	1.35	s 7.10	s 8.40	s 9.55	s10.25
		P.M.	P.M.	P.M.	P.M.

REFERENCES

A Leaves from Woodland end of Riverside yard. ■ On week-days connects at Newton Highlands for N. Y., N. H. & H. trains westbound, or from N. Y., N. H. & H. trains eastbound.

B Does not carry baggage. ⊙ Does not carry passengers

H Does not run holidays. □ Daily except Saturday and Sunday connects at Newton Highlands for N. Y., N. H. & H. R. R.

Z Will wait 5 minutes, if necessary, for main line connections. s Stop.

★ Saturday only connects at Newton Highlands for N. Y., N. H. & H. R. R. Y Does not carry baggage on Sunday.

U Carries baggage on holidays only.

NOTES

No. 269 leaves express car in Newton Centre freight yard.

No. 313 picks up cars in Exeter Street yard and picks up express car in Newton Centre freight yard.

Whenever a westbound train is at Eliot Station, eastbound trains will hold outside of the station platform limits until the westbound train has cleared the station platform limits.

A marker board, indicating "STOP" is located at the point where eastbound trains are required to stop under these conditions.

Eastbound trains will make station stop at Eliot with rear car east of crosswalk opposite ticket office.

Train crews are required to see that passengers leave and board their trains on the station side.

Northbound		FIRST-CLASS TRAINS														
STATIONS	Miles	04	06	08	010	012	014	016	022	024	026	028	030	032	034	036
		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
N. L. Falls.....Lv.	0.00	A.M. 5.47	A.M. 6.33	A.M. 7.08	A.M. 8.22	A.M. 9.45	A.M. 11.48	P.M. 1.03	P.M. 2.40	P.M. 4.03	P.M. 5.12	P.M. 6.13	P.M. 7.45	P.M. 8.53	P.M. 9.08	P.M. 10.20
Pine Grove.....	.43	f .49	f .35	f .10	f .24	f .47	f .50	f .05	f .42	f .05	f .14	f .15	f .47	f .55	f .10	f .22
Riverside.....Ar.	1.16	s 5.52	s 6.38	s 7.13	s 8.27	s 9.50	s 11.53	s 1.08	s 2.45	s 4.08	s 5.17	s 6.18	s 7.50	s 8.58	s 9.13	s 10.25
		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.	P.M.	P.M.

Southbound		FIRST-CLASS TRAINS														
STATIONS	Miles	03	05	07	09	011	013	015	019	021	025	027	029	031	033	035
		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
Riverside.....Lv.	0.00	A.M. 6.02	A.M. 6.45	A.M. 8.05	A.M. 8.29	A.M. 10.41	A.M. 12.42	P.M. 1.32	P.M. 3.31	P.M. 4.53	P.M. 5.20	P.M. 6.38	P.M. 7.53	P.M. 9.01	P.M. 9.53	P.M. 10.58
Pine Grove.....	.73	f .05	f .48	f .08	f .32	f .44	f .45	f .35	f .34	f .56	f .23	f .41	f .56	f .04	f .56	f 11.01
N. L. Falls.....Ar.	1.16	s 6.07	s 6.50	s 8.10	s 8.34	s 10.46	s 12.47	s 1.37	s 3.36	s 4.58	s 5.25	s 6.43	s 7.58	s 9.06	s 9.58	s 11.03
		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.	P.M.	P.M.

No trains will be run over the branch with cars ahead of the engine.
 Trains will not exceed 10 miles per hour over bridge, N. L. F. 0.40. Except in emergency, brake will not be used while passing over this bridge.
 Trains will not exceed six miles per hour over Pine Grove crossing.
 All trains must stop at Concord Street and at road to Recreation Grounds before passing over the crossing.
 The Electric car used on the branch will stand at night on the siding in front of Newton Lower Falls station.

MILFORD BRANCH

Southbound		FIRST-CLASS TRAINS									
STATIONS	Telegraph Calls	Miles	401	403	407	411	413	415	419		
			Daily ex. Sunday	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	
			H	T	T	JT	B				
Framingham.....N Lv.	FK	0.00	A.M. 4.55	A.M. 6.47	A.M. 11.20	P.M. 1.50	P.M. 4.10	P.M. 4.45	P.M. 5.25		
Whitneys.....		2.58	f 5.01	s 6.53	s 11.26	s 1.56	s 4.16	s 4.51	s 5.31		
E. Holliston.....		4.20	s 5.05	s 6.57	s 11.30	s 2.00	s 4.20	s 4.55	s 5.35		
Holliston.....D	HO	5.44	s 5.16	s 7.02	s 11.33	s 2.03	s 4.23	s 4.58	s 5.38		
Metcalfs.....		7.15	s 5.21	s 7.07	s 11.37	s 2.07	s 4.27	s 5.02	s 5.42		
Braggville.....		9.28	s 5.26	s 7.12	s 11.42	s 2.12	s 4.32	s 5.07	s 5.47		
Rocky Hill.....		10.24	f 5.29	f 7.15	f 11.45	f 2.15	s 4.35	s 5.10	5.50		
Milford.....D Ar.	MQ	11.98	s 5.35	s 7.20	s 11.50	s 2.20	s 4.40	s 5.15	s 5.55		
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		

Northbound		FIRST-CLASS TRAINS								
STATIONS	Miles bet. Sta.	402	404	408	410	414	418	420		
		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	
		J	T	TBH	T	T	T			
Milford.....Lv.	0.00	A.M. 5.00	A.M. 5.58	A.M. 6.45	A.M. 8.05	P.M. 12.15	P.M. 3.00	P.M. 5.18		
Rocky Hill.....	1.74	f 5.04	f 6.02	f 6.49	f 8.09	f 12.19	f 3.04	5.22		
Braggville.....	0.96	s 5.07	s 6.05	s 6.52	s 8.12	s 12.22	s 3.07	s 5.25		
Metcalfs.....	2.13	s 5.11	s 6.09	s 6.57	s 8.16	s 12.26	s 3.11	s 5.29		
Holliston.....	1.71	s 5.16	s 6.13	s 7.02	s 8.21	s 12.31	s 3.16	s 5.38		
E. Holliston.....	1.24	s 5.19	s 6.16	s 7.05	s 8.24	s 12.34	s 3.19	s 5.42		
Whitneys.....	1.62	s 5.23	s 6.20	s 7.09	s 8.28	s 12.38	s 3.23	s 5.46		
Framingham.....Ar.	2.58	s 5.30	s 6.25	s 7.15	s 8.35	s 12.45	s 3.30	s 5.51		
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		

On single track, northbound trains are superior to southbound trains of the same class, unless otherwise specified.

REFERENCES

B Does not carry baggage. D Day telegraph office. s Stop.
 f Stops on signal to take or leave passengers.
 N Day and night telegraph office. H Does not run holidays.
 J Does not run holidays; except that it will run on Bunker Hill Day (June 17th).
 T Through train to or from Boston.

NOTES

No. 403 is superior to No. 410.
 No. 407 is superior to No. 414.
 No. 411 is superior to No. 418.
 Nos. 415 and 419 are superior to No. 420.

Northbound				FIRST-CLASS TRAINS				Southbound					
STATIONS	Miles bet. Sta.	443	107	STATIONS	Tel'g Calls	Miles	66	444	STATIONS	Tel'g Calls	Miles	66	444
		Daily ex. Sun H ⊙	Daily ex. Sun H				Daily ex. Sun H ⊙	Daily ex. Sun H					
Natick N. Lv.	0.00	A.M.	P.M.	Saxonville D. . . . Lv.	SX	0.00	A.M.	P.M.	Worcester Street . . .		2.29	s6.04	
Worcester Street . . .	1.53	5.20	5.08	Cochituate		1.36	s6.01	5.35	Natick N. Ar.	AK	3.82	s6.10	s5.50
Cochituate . . . . .	.93		s5.14	Worcester Street . . .		2.29	s6.04					A.M.	P.M.
Saxonville D. . . . Ar.	1.36	s5.35	s5.25	Natick N. Ar.	AK	3.82	s6.10	s5.50				A.M.	P.M.
		A.M.	P.M.				A.M.	P.M.					

On single track northbound trains are superior to southbound trains of the same class unless otherwise specified.

REFERENCES

- D Day telegraph office.
- N Day and night telegraph office.
- H Does not run holidays.
- ⊙ Does not carry passengers.
- s Stop.
- f Stops on signal to take or leave passengers.

The cars of train 66 stand on main track in front of Saxonville station.

MILLBURY BRANCH

Southbound				FIRST-CLASS TRAINS				Northbound			
STATIONS	Miles	457	459	461	STATIONS	Tel'g Calls	Miles	456	462	464	466
		Daily ex. Sunday H ⊙	Daily ex. Sunday H	Daily ex. Sunday H				Daily ex. Sunday H	Daily ex. Sunday H	Daily ex. Sunday H ⊙	
Millbury Jct. . . . Lv.	0.00	P.M.	P.M.	P.M.	Millbury D. . . . Lv.	MY	0.00	A.M.	P.M.	P.M.	P.M.
Millbury D. . . . Ar.	3.19	1.45	2.27	4.40	Millbury Jct. . . . Ar.		3.19	s6.45	s2.20	s4.30	s5.02
		s1.55	s2.37	s4.50				A.M.	P.M.	P.M.	P.M.
		P.M.	P.M.	P.M.							

REFERENCES

- H Does not run holidays.
- D Day telegraph office.
- ⊙ Does not carry passengers.
- s Stop.

WEBSTER BRANCH

Southbound				FIRST-CLASS TRAINS				Northbound			
STATIONS	Miles			STATIONS	Miles bet. Sta.						
Worcester N. Lv.	0.00			Webster D. Lv.	0.00						
Jamesville N.	3.53			Webster Mills.	1.17						
				Glenwood.	1.57						
Webster Jct. N.	6.41			West Oxford.	1.16						
West Auburn.	6.94			Howarths. . . . .	.86					
Texas.	8.88			N. Oxford Mills	2.88						
N. Oxford Mills	9.73			Texas. . . . .	.85					
Howarths.	12.61			West Auburn.	1.94						
West Oxford.	13.47			Webster Jct. N. . . . .	.53					
Glenwood.	14.63										
Webster Mills.	16.20			Jamesville N.	2.88						
Webster D. Ar.	17.37			Worcester N. . . . Ar.	3.53						

On single track southbound trains are superior to northbound trains of the same class unless otherwise specified.

REFERENCES

- D Day telegraph office.
- N Day and night telegraph office.

46 Time Table No. 107

SPENCER BRANCH

Boston Division

Southbound

FIRST-CLASS TRAINS

STATIONS	Tel'g Calls	Miles	504	506	508	512	514	516	518
			Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
Spencer D Lv.	SP	0.00	A.M. 5.45	A.M. 6.45	A.M. 7.35	A.M. 11.25	P.M. 2.50	P.M. 4.15	P.M. 5.35
South Spencer . D Ar.	NC	2.10	s 5.52	s 6.52	s 7.42	s 11.32	s 2.57	s 4.22	s 5.42
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

Northbound

FIRST-CLASS TRAINS

STATIONS	Miles	503	505	507	511	513	515	517
		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
South Spencer . D Lv	0.00	A.M. 6.07	A.M. 7.00	A.M. 8.15	A.M. 11.52	P.M. 3.18	P.M. 4.33	P.M. 5.50
Spencer D Ar.	2.10	s 6.15	s 7.08	s 8.23	s 12.00	s 3.25	s 4.40	s 5.57
		A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.

NORTH BROOKFIELD BRANCH

Boston Division

Southbound

FIRST-CLASS TRAINS

STATIONS	Tel'g Calls	Miles	534	536	538	540	542	544	546	548
			Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
North Brookfield . . . D Lv.	NB	0.00	A.M. 5.34	A.M. 6.33	A.M. 9.42	A.M. 11.15	P.M. 1.22	P.M. 2.55	P.M. 4.05	P.M. 5.35
East Brookfield . . . D Ar.	BK	4.02	s 5.47	s 6.46	s 9.55	s 11.28	s 1.35	s 3.08	s 4.18	s 5.48
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

Northbound

FIRST-CLASS TRAINS

STATIONS	Miles	533	535	537	539	541	543	545	547
		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.
East Brookfield . . . D Lv.	0.00	A.M. 5.55	A.M. 8.20	A.M. 10.00	A.M. 11.37	P.M. 1.47	P.M. 3.20	P.M. 4.27	P.M. 5.54
North Brookfield . . . D Lv.	4.02	s 6.08	s 8.33	s 10.13	s 11.50	s 2.00	s 3.33	s 4.40	s 6.07
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

WARE RIVER BRANCH

Boston Division

Northbound

FIRST-CLASS TRAINS

STATIONS	Tel'g Calls	Miles	561	563
			Daily ex. Sun.	Daily ex. Sun.
Palmer N Lv.	BM	0.00	A.M. 6.47	P.M. 3.15
Thorndike		3.42	s 6.55	s 3.23
Whipples		5.51	s 6.59	s 3.27
Ware D	WR	11.71	s 7.13	s 3.41
Gilbertville D	G	15.72	s 7.21	s 3.49
Creamery		18.39	s 7.28	s 3.56
Old Furnace		20.72	s 7.36	s 4.02
Barre Plains D	B	23.79	s 7.43	s 4.09
South Barre		24.79	s 7.46	s 4.12
Barre		25.50	s 7.49	s 4.15
Coldbrook D	C	27.05	s 7.53	s 4.19
Harwoods		30.12	s 8.00	s 4.26
Williamsville		33.14	s 8.07	s 4.34
Phillipston		37.09	s 8.16	s 4.43
Templeton D	N	39.07	s 8.22	s 4.49
Baldwinville N	WB	42.76	s 8.31	s 4.59
Waterville D	2	47.56	s 8.43	s 5.11
Winchendon . N Ar.	JR	49.36	s 8.49	s 5.17
			A.M.	P.M.

Southbound

FIRST-CLASS TRAINS

STATIONS	Miles bet. Sta.	564	566
		Daily ex. Sun.	Daily ex. Sun.
Winchendon Lv	0.00	A.M. 6.23	P.M. 12.13
Waterville	1.80	s 6.29	s 12.19
Baldwinville	4.80	s 6.40	s 12.30
Templeton	3.69	s 6.49	s 12.39
Phillipston	1.98	s 6.54	s 12.44
Williamsville	3.95	s 7.03	s 12.53
Harwoods	3.02	s 7.10	s 1.00
Coldbrook	3.07	s 7.17	s 1.07
Barre	1.55	s 7.22	s 1.12
South Barre . . . . .	.71	s 7.25	s 1.15
Barre Plains	1.00	s 7.29	s 1.19
Old Furnace	3.07	s 7.36	s 1.26
Creamery	2.33	s 7.41	s 1.31
Gilbertville	2.67	s 7.48	s 1.38
Ware	4.01	s 7.56	s 1.46
Whipples	6.20	s 8.10	s 2.00
Thorndike	2.09	s 8.15	s 2.05
Palmer Ar.	3.42	s 8.24	s 2.14
		A.M.	P.M.

On single track, southbound trains are superior to northbound trains of the same class, unless otherwise specified.

REFERENCES

D Day telegraph office.
 N Day and night telegraph office. s Stop.

Northbound

Southbound

FIRST-CLASS TRAINS

STATIONS	Tel'g Calls	Miles	582	584	586
			Daily ex. Sunday	Sunday only	Daily ex. Sunday
			(See Note)		
			A.M.	A.M.	P.M.
Springfield. . N Lv.	SI	0.00	6.40	7.35	4.25
Athol Junction. . N	AJ	2.23	6.46	7.41	4.31
Fiberloid.		5.48	s 6.53	s 7.48	s 4.38
Ind. Orchard . . . D	D	6.40	s 7.00	s 7.51	s 4.41
Ludlow D	K	7.59	s 7.05	s 7.56	s 4.45
Collins.		10.46	s 7.12	s 8.02	s 4.53
Red Bridge.		12.41	s 7.17	s 8.07	s 4.59
Three Rivers . . . D	H	15.46	s 7.24	s 8.15	s 5.06
Barrett's Junction D	BR	16.93	s 7.28	s 8.20	s 5.10
Bondsville. D	BN	18.39	s 7.32	s 8.24	s 5.14
West Ware.		22.56	s 7.41	s 8.34	s 5.24
Enfield. D	F	26.80	s 7.55	s 8.44	s 5.36
Smith's.		27.73	s 7.58	s 8.47	s 5.39
Greenwich Lake. . .		29.04	s 8.02	s 8.51	s 5.43
Greenwich.		29.88	s 8.05	s 8.54	s 5.46
Greenwich Village. .		31.70	s 8.10	s 8.59	s 5.51
Morgan Crossing . .		34.64	s 8.16	s 9.05	s 5.57
Soapstone.		35.67	f 8.19	f 9.08	f 6.00
North Dana. D	ND	36.99	s 8.23	s 9.12	s 6.04
New Salem. D	NS	39.35	s 8.28	s 9.18	s 6.11
South Athol.		42.54	s 8.35	s 9.25	s 6.18
Athol. N Ar.	SK	47.56	s 8.45	s 9.35	s 6.30
			A.M.	A.M.	P.M.

FIRST-CLASS TRAINS

STATIONS	Miles bet. Sta.	581	583
		Daily ex. Sunday	Daily
		(See Note)	
		A.M.	P.M.
Athol. Lv.	0.00	7.00	2.00
South Athol.	5.02	s 7.10	s 2.11
New Salem.	3.19	s 7.17	s 2.18
North Dana	2.36	s 7.22	s 2.24
Soapstone.	1.32	f 7.26	f 2.28
Morgan Crossing	1.03	s 7.29	s 2.31
Greenwich Village	2.94	s 7.35	s 2.37
Greenwich.	1.82	s 7.42	s 2.42
Greenwich Lake. . .	.84	s 7.45	s 2.45
Smith's.	1.31	s 7.49	s 2.49
Enfield. . . . .	.93	s 7.55	s 2.52
West Ware.	4.24	s 8.04	s 3.01
Bondsville.	4.17	s 8.13	s 3.10
Barrett's Junction	1.46	s 8.17	s 3.14
Three Rivers.	1.47	s 8.21	s 3.18
Red Bridge.	3.05	s 8.28	s 3.25
Collins.	1.95	s 8.33	s 3.30
Ludlow.	2.87	s 8.39	s 3.36
Indian Orchard. . .	1.19	s 8.43	s 3.44
Fiberloid. . . . .	.92	s 8.46	s 3.47
Athol Junction. . .	3.25	8.55	3.57
Springfield . . Ar.	2.23	s 9.00	s 4.03
		A.M.	P.M.

On single track, southbound trains are superior to northbound trains of the same class unless otherwise specified.

REFERENCES

f Stops on signal to take or leave passengers. s Stop.
 D Day telegraph office.
 N Day and night telegraph office.

NOTES

No. 581 will take siding at Enfield for No. 582.

HUDSON BRANCH

Albany Division

Northbound

Southbound

FIRST-CLASS TRAINS

STATIONS	Tel'g Calls	Miles between Stations	642	644	646	648
			Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
			(See Note)			
			A.M.	A.M.	P.M.	P.M.
Hudson N Lv	US	0.00	5.48	8.58	12.23	3.48
Hudson Upper . D	H	1.20	s 5.55	s 9.05	s 12.30	s 3.55
A. & H. Junction. .		.57	5.56	9.06	12.31	3.56
Claverack. D	CV	2.44	s 6.03	s 9.13	s 12.38	s 4.03
Country Club. . . .		2.42	s 6.08	s 9.18	s 12.43	s 4.08
Mellenville. . . . D	MX	2.05	s 6.15	s 9.25	s 12.50	s 4.15
Pulvers.		2.17	s 6.20	s 9.30	s 12.55	s 4.20
Ghent. D	GH	3.68	s 6.28	s 9.38	s 1.03	s 4.28
Chatham. . . . N Ar.	CH	2.66	s 6.35	s 9.45	s 1.10	s 4.35
			A.M.	A.M.	P.M.	P.M.

FIRST-CLASS TRAINS

STATIONS	Miles	641	643	645	647
		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
		(See Note)			
		A.M.	A.M.	P.M.	P.M.
Chatham . N Lv.	0.00	7.00	10.05	1.25	5.10
Ghent. D	2.66	s 7.07	s 10.12	s 1.32	s 5.17
Pulvers.	6.34	s 7.15	s 10.20	s 1.40	s 5.25
Mellenville . . D	8.51	s 7.20	s 10.25	s 1.45	s 5.30
Country Club. . .	10.56	s 7.27	s 10.32	s 1.52	s 5.37
Claverack . . . D	12.98	s 7.32	s 10.37	s 1.57	s 5.42
A. & H. Junction	15.42	7.39	10.44	2.04	5.49
Hudson Upper D	15.99	s 7.41	s 10.46	s 2.06	s 5.51
Hudson. . . N Ar.	17.19	s 7.47	s 10.52	s 2.12	s 5.57
		A.M.	A.M.	P.M.	P.M.

On single track, northbound trains are superior to southbound trains of the same class, unless otherwise specified.

All trains using track between Chatham and Ghent will be governed by the time-tables, rules and regulations of Harlem Division of N. Y. C. R.R.

REFERENCES

D Day telegraph office.
 N Day and night telegraph office. s Stop.

In order not to obstruct view on highway crossing just south of Ghent, cars must not be left less than 200 feet from crossing.

Southbound

FIRST-CLASS TRAINS

SECOND-CLASS TRAINS

STATIONS	Tel'g Calls	Miles between Stations	601	703	705	911	913	715	917	721	725
			Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Sunday only	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
No. Adams NLv.	JD	0.00	4.55	5.55	8.30	11.55	1.25	2.00	3.35	8.05	3.00
Zylonite.	D Z	3.22	s 5.01	s 6.02	s 8.36	s 12.01	1.30	s 2.07	3.40	8.14	3.09
Renfrew.	D RD	1.08	s 5.04	s 6.05	s 8.39	s 12.04	s 1.33	s 2.10	s 3.43	8.39	3.12
Adams.	D SA	1.11	s 5.11	s 6.10	s 8.44	s 12.08	s 1.37	s 2.17	s 3.47	9.30	3.16
Maple Grove. D	MG	1.07	s 5.15	s 6.14	s 8.48	12.11	1.40	s 2.21	3.50	9.35	3.25
Cheshire Harbor		1.23	f 5.18								
Cheshire.	D CF	2.58	s 5.23	s 6.23	s 8.56	s 12.19	s 1.48	s 2.33	s 3.58	9.50	3.38
Farnams.		2.03	s 5.28	s 6.28	s 9.01	12.23	1.52	s 2.38	4.02	10.34	3.44
Berkshire.	D BK	2.14	s 5.33	s 6.33	s 9.06	12.27	1.56	s 2.44	4.06	10.41	3.50
Coltsville.		2.97	s 5.39	s 6.39	s 9.12	s 12.34	s 2.02	s 2.50	s 4.12	10.50	3.58
N. Adams Jct N	JU	1.05	s 5.42	s 6.42	s 9.15	s 12.37	s 2.05	s 2.54	s 4.15	10.55	4.02
Pittsfield .NAr.	Q	2.43	s 5.50	s 6.50	s 9.20	s 12.42	s 2.10	s 3.00	s 4.20		
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.

Northbound

FIRST-CLASS TRAINS

SECOND-CLASS TRAINS

STATIONS	Miles	702	708	718	906	604	710	914	916	722	724
		Daily ex. Sunday	Daily ex. Sat.&Sun	Saturd'y only (See Note)	Sunday only	Daily ex. Sunday	Daily ex. Sunday (See Note)	Saturd'y only	Daily ex. Sunday	Daily ex. Sunday (See Note)	Daily ex. Sunday (See Note)
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
Pittsfield..NLv.	0.00	7.15	10.15	11.15	12.32	12.50	4.10	5.25	7.15		
N. Adams Jct N	2.43	s 7.20	s 10.20	s 11.22	s 12.37	s 12.55	s 4.17	s 5.30	s 7.20	5.45	8.15
Coltsville.	3.48	s 7.23	s 10.23	s 11.25	c 12.39	s 12.58	s 4.20	c 5.32	c 7.22	5.50	8.20
Berkshire.	D 6.45	s 7.29	s 10.29	s 11.31	c 12.44	s 1.04	s 4.26	c 5.37	c 7.27	6.00	8.30
Farnams.	8.59	s 7.34	s 10.34	s 11.36	c 12.48	s 1.09	s 4.31	c 5.41	c 7.31	6.10	8.40
Cheshire.	D 10.62	s 7.39	s 10.39	s 11.41	s 12.53	s 1.14	s 4.36	s 5.46	s 7.36	6.23	8.56
Cheshire Harbor	13.20				c		f 4.41	c	c		
Maple Grove. D	14.43	s 7.46	s 10.46	s 11.48	c 1.00	s 1.21	s 4.44	c 5.54	c 7.44	6.38	9.08
Adams.	D 15.50	s 7.52	s 10.52	s 11.54	s 1.04	s 1.27	s 4.53	s 5.58	s 7.48	6.55	9.30
Renfrew.	D 16.61	s 7.55	s 10.55	s 11.57	c 1.07	s 1.30	s 4.58	c 6.01	c 7.51	6.58	9.45
Zylonite.	D 17.69	s 7.58	s 10.58	s 12.01	c 1.09	s 1.33	s 5.02	c 6.03	c 7.53	7.02	9.55
No. Adams NAr.	20.91	s 8.04	s 11.05	s 12.08	s 1.15	s 1.40	s 5.10	s 6.10	s 8.00	7.10	10.05
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.

On single track, southbound trains are superior to northbound trains of the same class, unless otherwise specified.

REFERENCES

- D Day telegraph office.
- C Stops on signal to discharge passengers who take the train at its regular stops, including stops on the Harlem Division.
- N Day and night telegraph office.
- s Stop.
- f Stops on signal to take or leave passengers.

NOTES.

No. 722 is superior to No. 721.
 No. 724 is superior to No. 725.
 Nos. 601, 703, 718 and 710 except holidays will stop at the General Electric Works between Pittsfield and North Adams Junction.
 Nos. 601, 718 and 710 except holidays will stop at Merrill's Crossing between North Adams Junction and Coltsville.
 Southbound trains will stop with engine north of crossing, and northbound trains with rear car north of crossing.

SELKIRK BRANCH

Westbound

Eastbound

STATIONS	Miles	STATIONS	Miles between Stations
Niverville	0.00	Selkirk Yard	0.00
Post Road Crossing	2.69	Schodack Junction	3.07
Schodack Junction	7.00	Post Road Crossing	4.31
Selkirk Yard	10.07	Niverville	2.69

33. GENERAL INSTRUCTIONS TO EMPLOYEES.

Highway Crossings. Wherever the approach to a station is by a highway crossing at grade, the crossing must not be blocked by trains or switching movements on or near the time of passenger trains scheduled to stop at such station.

Enginemen will observe indication of the automatic flagman and crossing bells at highway crossings and in case of failure, wire a report to the Superintendent from the first station at which the train stops.

Supplementing Rule 14 of the Book of Operating and Signal Department Rules—Engine and Motor Whistle Signals—paragraph (1)—two long and two short blasts of the whistle for public highway crossings at grade:

At Packman's Crossing, west of Tower 70, Niverville, and on the Hudson, North Adams, Athol, Ware River, Spencer, North Brookfield, Webster, Millbury, Milford, Saxonville and Newton Lower Falls branches, after sounding the whistle as required by rule at the points designated by whistling posts, the engineer must again repeat the crossing signal before passing over the highway crossing.

Brighton. An emergency crossing over the Brighton bulk delivery yard has been established to permit fire apparatus to get into the stock yards from Everett Street. Crews leaving cars at this point must see that this crossing is left clear.

Saxonville Branch. Trains must come to a full stop before passing over School Street and Concord Street crossings and must not move over same until crossing is properly protected by flag.

Extra trains must come to a full stop before passing over Cochituate crossing.

Framingham. Westbound trains must stop at Framingham so that the rear car will clear Concord Street crossing.

Trains must not start from Framingham station, eastbound, until Proceed signal is given from tower 20.

Freight trains held for signal at tower 20 on track 2, must stand west of the station until the signal is set clear for movements.

Eastbound freight trains with Framingham cars will call Tower 22 on the telephone before crossing over, stating the number of cars to leave and the number of through cars ahead of the Framinghams.

Milford Branch. Before passing over Washington Street crossing, East Holliston, extra trains must stop at stop posts and must be preceded by flagman. Scheduled southbound trains will not exceed 10 miles per hour over this crossing.

Millbury Branch. Before passing over Grafton Road Crossing, all trains must stop at stop posts and speed over crossing must not exceed five miles per hour. Train must be preceded by flagman.

Spencer Branch. Southbound trains will make full stop 40 feet north of, and northbound trains will not exceed a speed of 10 miles per hour over Chestnut Street crossing.

North Brookfield Branch. Before passing over Main Street (Twin Crossing), East Brookfield, all trains must stop at stop post. Speed over the crossing must not exceed 5 miles per hour, and all trains must be preceded by flagman with proper signals, who will direct the movement of the train.

Thorndike. Before passing over Main St. crossing, all trains must stop at stop posts and speed over crossing must not exceed 5 miles per hour.

Enfield. North bound trains will stop before passing over Main Street Crossing (south of station). All trains will not exceed 6 miles per hour over this crossing.

Engines Headed in Reverse Direction. When there are two engines on a train headed in different directions or when the road engine has been replaced by an emergency engine headed in the opposite direction, engineers and trainmen must have a thorough understanding as to the signals which are to be given for the movement of the train.

Fusees. Five-minute fusees will be used in automatic block signal territory; ten-minute fusees in non-automatic block signal territory. This means that ten-minute fusees will be used on the Hudson, North Adams, Athol, Ware River, North Brookfield, Spencer, Webster, Millbury, Milford, Saxonville, Newton Lower Falls and Grand Junction Branches.

When using fusees, employes should hold them five seconds after lighting before throwing to the ground; otherwise they are liable to go out on striking the ground. Conductors will report to the Superintendent all failures of fusees, and defective ones should be turned in to the yardmaster at terminal point for forwarding to the Superintendent.

Referring to Rule No. 11 of the Book of Operating Rules, relative to fusee indication:

To safeguard the movement of Explosives and Inflammables, the following instructions will govern the use of fusees.

1. Fusees must not be placed or dropped between the rails of any track except as provided in item 3.

2. When necessary to place or drop a fusee, it will be placed or dropped outside of the end of the tie of the outside rail. The practice of placing the fusee in a vertical position is to be discontinued, and the fusee should lay flat on the roadbed. This means that the fusee indication will be to the right of the engineer's rail under normal operation.

3. To avoid confusion of fusee indication on track No. 3—Tower 4 to Tower 20 and Tower 70 to Post Road—when a fusee is used it is to be placed or dropped flat between the rails of track No. 3. This means that fusees in the 6-foot between tracks 2 and 3 will be a fusee indication for track No. 2.

4. In dropping or placing a fusee between main tracks and sidings, care should be taken not to place or drop the fusee near any oil tanks or other cars marked INFLAMMABLE or EXPLOSIVE, or in any case within 50 feet of an automatic signal.

5. It is not the desire of the management to discourage the necessary use of fusees, but it is expected that employes will exercise judgment so that there may not be an unnecessary use of fusees.

Calling in flagman at Palmer. During the daytime when westbound trains are backed off in Palmer yard hand signal should be given to flagman to come in without calling him in by whistle, except in foggy weather.

Trespassing by Employes. Trespassing upon the tracks of the main line, yards, or sidings, by employes who are not in the performance of their duty, is prohibited; and those in authority will know that employes under them understand this notice. Any violations must be reported to Superintendent.

Removing Trespassers. It is not part of the duty of a brakeman to order off or remove persons from trains or cars or from the grounds of the railroad, unless expressly directed at the time by the yardmaster or conductor to do so.

Public Service Commission of the State of New York shall have power through its members, or responsible engineers or inspectors, duly authorized by it, to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad company, including the right for such inspection purposes to ride upon any passenger or freight engine, or train, while in service on presentation of proper transportation.

Safety Appliance Laws. Couplers, grab irons, sill steps, hand brakes, ladders, running boards and all other safety appliances must be maintained in good condition.

If possible, parts becoming defective must be repaired, or missing parts replaced, at point where defect is discovered. If not possible to make repairs at such place, cars may be hauled to nearest available repair point, but not beyond such repair point, as shown below:

Boston Division

East Boston,
Allston shop,
Framingham,
Worcester.

Albany Division

West Springfield shop,
North Adams Junction,
Rensselaer Yard,
West Albany,
Selkirk.

Defective cars must not be handled by means of chains, instead of couplers, in revenue trains, or in association with other cars that are used in commercial service, unless such defective cars contain live stock or perishable freight.

A "chained" car containing live stock or perishable freight may be taken through to terminal, but other "chained" cars must be left at nearest repair point as shown above.

Terminal Air Brake Tests. With reference to Air Brake Rules 12, 13 and 14, pages 143 and 144, Book of Operating Rules.

In freight service, in making the so-called terminal test at the originating point of the train, freight train crews must make the test in accordance with Rules 12, 13 and 14.

As soon as engine is coupled to train, conductor and rear brakeman will take opposite sides at the head end and proceed to the rear, stopping such leaks in the train line as may be found. Signal to apply brakes will then be given and engineer will act in accordance with Rule 12. Conductor and rear brakeman will then ascertain whether each brake is applied. Signal to release will then be given and engineer advised by the conductor as to the number of cars in train and the number of operative brakes. Train may then proceed, and as it passes the conductor and rear man will note if all brakes have released.

During the test the head brakeman will remain at the head end of the train.

In passenger service, where the terminal test at originating point is made by passenger train crews, it must be in accordance with Rules 12, 13 and 14.

In passenger service, where the terminal test is made by inspectors, it must be in accordance with Rules 12, 13 and 14.

In connection with back-up movement of passenger equipment the air brake test shall be made as follows:

The signal to apply brakes must be given from the forward car of train, or by requesting the engineman to apply brakes.

When brakes are applied trainmen will note the piston on each car to ascertain whether the brakes are applied, and then signal the engineman to release brakes.

After the brakes are released trainmen will give engineman one whistle and apply brake from back-up pipe or hose, and enginemen must note if reduction is made and signal trainmen accordingly.

Beacon Park and West Springfield Air Brake Test Plants. Attention is called to Rule 56, page 152, Rules of the Operating Department. After locomotive is coupled to train, application and release test must be made from the locomotive. Trainmen will note that rear brakes of train apply and then signal for release, noting that rear brakes release. Eastbound trains arriving on fill at West Springfield will be left with air brakes fully applied.

Cars in Rear of Caboose. When necessary to handle freight cars at the rear of the caboose, such cars must be chained as well as coupled to the caboose, unless the air brake is operative on the entire train, including the cars in the rear of the caboose. Care must be taken that there is no part of the equipment of such cars that can drop to the track while in transit.

Defective Equipment. Defective air and steam hose should be tagged and forwarded by passenger train to the following:

Boston Division: S. H. Seloy, General Foreman, Car Department, Allston.

Albany Division: S. Russell, Division Master Mechanic West Springfield.

On the tag show the date, train number, place removed and the number and initials of car, using special tag provided for that purpose. Whenever new hose, knuckles or other material are applied to equipment, report on Form 1285 should be sent to Mr. F. A. Butler, Superintendent of Motive Power & Rolling Stock, Boston, by train mail.

In addition to the above, conductors and others making reports will indicate disposition of defective hose on Form 111-A.

In removing brake rigging or other broken parts from a car, state at what point same is left and, if possible, give the make of the beam.

When cars with hot boxes are set out at other than car inspection points, conductors must include in their telegraphic report to Superintendent the size of the journals of such cars.

Steam and Air Brake Hose. Steam and air brake hose on cars must be hung up at the time the cars are uncoupled.

34. GENERAL INSTRUCTIONS TO ENGINE CREWS.

Air Brake Tests. In addition to running air brake tests provided by Rule 1307 of the Book of Operating Rules, running tests must be made on passenger trains after leaving Framingham, Worcester, Charlton, Palmer, Springfield, Westfield, Washington (eastbound), Hinsdale (westbound), Pittsfield and Chatham (westbound).

Electric Headlights. When rules require the headlight to be displayed, electric headlights on engines will be dimmed: (a) In yards where yard engines are employed. (b) At meeting points. (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers. (d) When standing. (e) On two or more tracks when approaching trains running in the opposite direction. (f) And further, when in the judgment of the engineman, life and property may be endangered by the glare of the full light.

Use of Whistle and Bell.

Referring to Rule 14-M, page 27, Book of Operating Rules:

When approaching stations the station whistle is only to be used by the engineman when and where in his judgment it is necessary.

Boston District. Care should be exercised by enginemen in the use of the blower, the bell and the whistle in the vicinity of Towers 9 and 10. Freight trains stopping west of Allston station for signals to enter Beacon Park yard must not sound the whistle calling for signal, but if necessary shall send a flagman to the tower to notify the signalman of the intended movement. This will also apply to trains held by signal at the easterly end of the Charles River drawbridge at Cottage Farm. If the signal is not given promptly, the telephone located at that point shall be used to communicate with the signalman. If the telephone is out of order, a brakeman must be sent to the tower to notify the signalman. Enginemen of engines standing at Riverside will not allow their engines to blow off steam and will avoid using the blower or doing any unnecessary whistling while waiting at that point.

Beacon Park. Unnecessary use of steam whistle in Beacon Park yard is prohibited.

In addition to above, enginemen must avoid slipping of engines so far as possible, and must keep the steam pressure down so that the pop valve will not open.

Springfield. Passenger engines running backward between Springfield and West Springfield, at night, or during foggy weather will be very particular to ring the bell while passing through the freight yard and over the bridge for protection of employes who may be at work along the line.

Westfield. Engineers will see that there is no unnecessary use of the whistle while near station and "viaduct."

Pittsfield. A board just east of the General Electric Co., near the Gas House indicates where enginemen of eastbound freight trains should sound whistle for number 4 track.

Adams. Enginemen running through Adams will avoid all unnecessary use of the whistle.

Black Smoke. Firemen and hostlers will use every effort to avoid black smoke in congested districts, particularly on the Newton and Highland Circuit and Grand Junction Branch, and while passing through Wellesley, Framingham, Worcester, Palmer, Springfield, West Springfield, Westfield, Pittsfield and Chatham.

Where the emission of smoke is regulated by law or by local ordinance, firemen will comply with such laws or ordinances.

At Pittsfield, yard engine crews will use extreme care in firing engines and road engine crews will not fire between Merriam Street and American House bridges.

Engines under Bridges. When possible, trains must stop so that the smokestack of the engine is clear of overhead bridges. Engines should not be stopped under bridges unless absolutely necessary.

Slides of Ash Pans. It has been found that a large number of fires along the right-of-way have been due to enginemen opening the slides of the ash pans and leaving them open. This practice must be discontinued.

Freight traffic on the main line and branches, in both directions, includes a large number of tank cars containing inflammable liquids, and to eliminate any possible chance of risk engineers and firemen must strictly observe Rule 1306 of the Book of Operating Rules.

Whenever it becomes necessary to clean fire, ash-pan, or throw off clinkers, either at the designated points or outside of the limits of the designated points, it is the responsibility of the engineer and fireman to see that the ashes are leveled, wet down, and fire completely put out. When necessary to throw off clinkers, they must be wet down and fire completely extinguished before being thrown off.

Engineers and firemen must appreciate that leaving fire between the rails or along the right-of-way is a dangerous practice and must be stopped.

Following are the places where (in cases of emergency only) ash pans may be dumped. Limits are shown by Cinder Boards.

BOSTON DIVISION

Westbound

Framingham, Track 3, opposite water column.
Westboro, Track 3, opposite water column.
Webster Junction, Track 3, east of home signal.
Palmer, Track 3, opposite water column.

Eastbound

Palmer, Track 4, opposite water column.
West Brookfield, Track 4, opposite water column.
Charlton, Track 4, opposite water column.
Framingham, Track 4, opposite water column.

ALBANY DIVISION

Westbound

Chester, Track 1 and passing siding, opposite water column at west end.
Washington, Track 3 and 5, opposite water column.

Eastbound

Niverville, Track 4, opposite water column.
East Chatham, Tracks 2 and 4, opposite water column.
West Pittsfield, Track 4, west of signal.
North Adams Junction, Tracks 2 and 4, opposite water column.

Washington, Track 4, opposite water column.

Engines Coupled. When three or more engines are coupled together the air hose must be coupled.

Use of Sand. Sand must not be used in stopping at Trinity Place and Huntington Ave. stations, except in cases of absolute necessity.

Enginemen must not use sand on Charles River drawbridge at Cottage Farm.

Switches Freezing Up. Enginemen should not allow their engines to stand over switches during freezing weather if possible to avoid it.

35. GENERAL INSTRUCTIONS TO PASSENGER TRAIN CREWS.

Stalled Trains. When trains become stalled between tower 5 and Boston Terminal station, the conductor of train must immediately arrange with the signalman to have the following train or light engine pass semaphore signal and couple onto stalled train and assist in pushing it into the station.

Unloading Baggage. Trains stopping at stations to unload mail, newspapers, baggage or express which has to be carried across the opposite main track, will not be started from such stations until the opposite track is clear of this mail, newspapers, baggage or express.

Cutting out Steel Coaches. During cold weather, whenever it is necessary to cut out steel coaches at any point where inspectors are not located, the following instructions should be followed to prevent freezing of water left in pipes, tanks, etc.

Open three plug-cocks inside car just above floor—one in each toilet under wash-bowl, one under seat end at electric light locker, and one on water tank outside of car (the latter opens by an "L" shaped handle near the right-hand end of tank on the side nearest center of car).

Vestibule Curtains. Before trains start from their initial station, or after cars are taken on or left, it shall be the duty of passenger trainmen to see that the vestibule curtains are properly buttoned between coaches, dining cars and other cars. It is the duty of Pullman porters to see that these curtains are properly buttoned between their cars. It is also the duty of above employes to see that vestibule curtains are unbuttoned when necessary to take on or leave cars and when leaving trains at terminals at end of runs of trains.

At stations where trains are switched, yardmen will know that the vestibule curtains are unbuttoned before making the switch.

Reporting for Duty. Local passenger train crews starting from Boston and Riverside will report twenty minutes before schedule leaving time of train. Spare passenger conductors assigned to assistant conductors' work will report ten (10) minutes before the schedule leaving time of the initial train.

Delivery of Telegrams. When a telegraph messenger is unable to locate a passenger on a through train for whom he has a telegram, he will deliver the telegram to the conductor, who will canvass the train. If the person to whom the telegram is addressed is not on the train the conductor will endorse on the envelope "unable to deliver," adding his signature, number of train and date, and at the next station of the following—Boston, Worcester, Springfield, Pittsfield or Albany, he will hand message to the operator, who shall promptly telegraph originating office of the Telegraph Company, over whose lines it was sent, of the non-delivery.

When trains are run in two sections the conductor of the first section will canvass the train thoroughly and failing to find the passenger on his section will leave the message at the first station at which both sections stop, to be handed over at that point to the conductor of the second section, who will also canvass his train to locate passenger. The conductor of the last section will follow instructions outlined above.

Smoking in Mail Cars. Regulations of Post Office Dept., forbid smoking or carrying of lighted pipes, cigars or cigarettes in storage mail cars while being loaded or unloaded, or while in transit. This regulation must be strictly complied with.

Railroad Mail. Railroad mail from inbound local trains at Boston must be deposited by the train baggagemen personally in the boxes provided for that purpose at the head of tracks 1 and 8 in the South Station. These boxes are to be used only for inbound Boston & Albany Railroad mail.

Lost Articles. Passenger trainmen will search their trains on arrival at the South Station for articles left by passengers. All such articles found by them must be immediately turned in at the Lost Article Office.

Character of Work Performed by Train. On leaving terminals conductors must know that their enginemen, trainmen and also Pullman conductors and porters understand the character of the work to be performed by the train, so there will be no misunderstanding relative to the taking or leaving of passengers.

Windows in Passenger Cars. The slide window in forward door and ventilators on forward end of head car must be closed on outward local trains which stop at Cottage Farm station until after passing beyond Commonwealth Avenue bridge.

Makeup of Trains. All main line passenger carrying trains will have only all-steel or steel underframe equipment. On all branches wooden underframe equipment may be used, but if there are all-steel cars on the same train, they must be together and on the head of the train.

Cars Open for Service. In local or suburban service all cars must be open for service in trains of three cars or less.

Lighting of Cars. During daylight hours all cars are to be sufficiently lighted between Huntington Ave. and the Terminal station and Trinity Place.

When backing trains of passenger equipment on main tracks two trainmen must be stationed on the forward platform of head car, one in charge of back-up hose and the other to communicate signals with him.

On empty suburban drafts backing between the Terminal station and Exeter Street yard in either direction, the back-up pipe must be controlled by the baggageman except when the draft is in charge of a pilot.

Form SCS 51. Passenger Conductors running on trains moving into Albany and Rensselaer must keep supplied with Form SCS 51, filling out same on all runs into Rensselaer or Albany, leaving report with Station Master at Albany on arrival. This is necessary for record of car interchange.

36. GENERAL INSTRUCTIONS TO FREIGHT TRAIN CREWS.

Conductors will inspect their trains as often as opportunity offers while en route, observing particularly brake beams and arch bar trucks. At Charlton, eastbound, all freight train crews will inspect trains before leaving. When starting, enginemen will regulate speed so that trainmen can inspect train and board caboose.

Freight trains will not leave the following named repair points with any air brake cut out on any car in the train:

1. Eastbound from Rensselaer and Selkirk.
2. Eastbound or westbound from North Adams Junction.
3. Eastbound or westbound from West Springfield.
4. Eastbound or westbound from Worcester.
5. Westbound from Beacon Park.

If it is necessary to cut out the air brake on any car in a train between the repair points indicated above, conductor will make report on form RS-211 and leave it with the inspector at the first repair point, where the car must be repaired in the train or set out for repairs.

At junction points inspectors will decline to accept cars from connecting roads with the air brake cut out.

At junction points where inspectors are not employed conductors will not accept cars from connecting roads with the air brake cut out.

LOCATION OF BRAKEMEN. Freight conductors will arrange to have a man on the steps of the caboose, if possible, passing all towers and telegraph offices west of tower 10, ready to accept any message or order which may be offered to them by the operator or signalman on duty.

Clearances at Riverside. Freight conductors and brakemen must exercise great care when riding high cars not to strike trolley wires placed at a height of 21 feet from top of rail over Newton Lower Falls branch track, and over track 4 between the Newton Lower Falls branch and Riverside station.

Work Train with Laborers. When necessary to move a work train from one place to another the work coach must accompany locomotive, regardless of length of train. Workmen must ride in coach while train is moving and foremen and conductor are required to see that they do so. Should it be necessary to make a short move while men are actually working in cars distributing material, foremen will see that men are in safe position before giving signal to move train.

Work train caboose must not be handled ahead of engine except when absolutely necessary.

Live Stock Shipments. Live stock will not be accepted unless it is clearly shown on waybill or running slip when fed, watered and loaded, and whether restricted to twenty-eight (28) or thirty-six (36) hour limit.

When there is a man in charge it must be shown on waybill or running slip if there is feed and water in car. If not shown, stock must be protected.

Slushing Hogs. On the appearance of the first warm weather, the hogs must be drenched or sprinkled at every available point between sunrise and sunset while in transit, and two or three times during the night when the weather is warm, except that hogs should never be slushed if they have been allowed to stand any length of time in the hot sun and have become heated. Under such conditions they should be sprinkled with a small amount of water until they are brought to a normal condition, after which they should be slushed copiously. A stream of water such as is delivered by a modern drencher on the heads of the animals in heated condition is liable to kill them, but when the hogs are kept moving, or wet as soon as the train stops, is of great benefit. Water troughs in the cars should be kept filled with water at all times.

Freight conductors will show on the back of Form SCS-26, in the space headed "Remarks," the points at which hogs were drenched or troughs were filled with water while in their charge.

Great care should be used not to slush carloads of any kind of stock except hogs, as to do so may seriously injure them.

Ventilated or Refrigerator Cars. When cars traveling under ventilation or refrigeration are cut out at intermediate points, the conductor should include in his report of setting out the car, the position of the doors, vents and plugs, and the approximate distance in inches from the top of the ice in the bunkers to the top of the bunker opening.

Banana Cars. Freight conductors having banana cars in their trains must give particular attention to the vents in those cars, and keep careful watch for tramps. Vents are adjusted to meet the weather conditions before cars leave Boston, and any tampering with them might result in considerable damage to the freight.

Running Slips. Freight conductors must take record of car numbers in their books from the cars, and after receiving the revenue bills or slips from the cars must personally check them with their records. All discrepancies must be called to the attention of the Yardmaster and rectified before the train leaves.

Changes must not be made on running slips or revenue bills without authority and whenever a car slip or revenue bill is changed in any way the person making the change must show the date, with his signature, on the back of the slip or revenue bill.

When bad order cars are set out of trains, conductors must correct wheel report so as to show point where car is left, wiring Superintendent's office in accordance with Rule 1263 of the Rules of the Operating Department and sending copy to Superintendent of Car Service.

Loaded Cars Moving on Empty Slips. Agents, yardmasters and local freight conductors who make slip bills for empty cars must know that the car is empty. Particular care should be exercised in receiving empties from connecting lines, so that loaded cars astray will be discovered before going off the B. & A. R. R.

Slip Box. North Wilbraham. Conductors leaving cars on the westward passing siding, will place slips in slip box at the west end of this siding.

Slip Boxes. Ludlow Jet. There are three boxes for slip-bills locked with B. & A. switch locks. Box painted red is for slips of eastbound cars; box painted white is for slips of cars destined to the mills; box painted blue is for slips of westbound cars. All slip-bills for cars left at Ludlow Junction must be endorsed by the conductors showing the train leaving the cars and the time such cars are left. In addition to leaving slips for cars, conductors will leave switch list, Form 21, which should be filled out showing conductor's name, date and time cars are left there, and initials and numbers of cars, separating the loads from the empties.

Hinsdale. Conductors turning at Hinsdale, having to leave their train on more than one track for any reason, will advise the towerman with whom they leave their slips, on just what tracks they leave their cars. Crews leaving cars at Hinsdale will be particular to see that Form 21 is made out properly and left with the slips in every case.

Overages and Shortages. When there are any overages or shortages of perishable freight, wire the facts to the Superintendent in order that he may have any overages returned to proper destination immediately, and trace any shortages which may be reported.

Stoves in Caboose. Conductors and flagmen will be held responsible for the condition of stoves and fires in cabooses.

Seals on Cars. Conductors will report by wire to Superintendent loaded cars with seals broken or missing. Freight con-

ductors leaving trains or cars at Rensselaer will see that seals on all cars are examined; if any are found broken they will make notation on their car record, examine contents of car, arrange to reseal car and wire report immediately to Superintendent, giving full information.

When cars are left for delivery on public or private track where it is not practicable for station or yard employes to take seal record, conductor will make record and send it to agent in charge of this track.

Freight Conductors on Passenger Trains. Whenever a freight conductor is called upon to perform service as conductor on a passenger train, and is not familiar with making out proper reports, he will call upon the Auditor of Passenger Accounts, where the necessary reports will be made out for him. If unable to call, he must send by American Railway Express to the Auditor of Passenger Accounts all collections made on the train, with letter explaining details of the movement.

Freight conductors must not turn over transportation to regular passenger train conductors.

Cars for Grafton & Upton Railroad. When leaving cars at North Grafton, destined to points on the G. & U. R.R., freight conductors must be particular to show on the slips the following information: Date, Time of leaving cars, Train, and Name of Conductor.

Cars for delivery on the tracks of the Grafton & Upton R.R. at North Grafton that are consigned to "ORDER and NOTIFY" should be left in North Grafton yard and not placed on the G. & U. receiving track.

"34" Report. Westbound freight trains will leave "34" report at Jamesville, for forwarding to the yardmaster at West Springfield.

Eastbound freight trains starting from Worcester will leave "34" report at North Grafton.

Eastbound freight trains will leave "34" report at Washington for forwarding to yardmaster at West Springfield.

At Outlying Points where cars of ice, sand, etc., are handled, conductors will send a memorandum to the agent who has charge of the billing or delivery of such cars, giving the numbers and initials of cars, the number of train and conductor's name, the time and date of placing or of picking up, and the destination. Unless absolutely necessary, foreign cars must not be used in such service.

Dead Locomotives in Freight Trains. In handling dead locomotives in freight trains, the brakes should be operated on both engine and tender, care being taken to close cut-out cocks in brake pipe under engineer's brake valve. Engines equipped with Westinghouse E. T. or New York L. T. equipment, should have cut-out cock in dead engine fixture opened in addition, to having cut-out cock closed in brake pipe under engineer's brake valve. The air brake should also be operated on electric locomotives. When a locomotive is placed in a through freight train, it should be placed at least five cars from the locomotive hauling the train, and if there are any other dead locomotives to be hauled in the same train, they should be placed at least five cars apart.

Air-Dump Cars. To avoid any possibility of air-dump cars, in the 2800 series, dumping when made up in train or while moving to point at which cars are to be unloaded, crews must not make coupling to the air lines, on the dumping side, until cars are ready to be unloaded.

Hoppers Open. Whenever hoppers of coal cars open accidentally, conductors will show on Form 111-A the point at which car was loaded and name of shipper.

Coupling on Engine. When making up train in yard conductor will not permit road engine to couple onto train until he knows that crew has finished coupling air hose.

When Setting Cars with a Reach, back-up hose must be used.

37. GENERAL INSTRUCTIONS TO STATION EMPLOYEES.

Passenger stations, freight houses, yard offices, towers, etc., must be kept in an orderly and clean condition.

Toilets to be kept clean and in a sanitary condition.

Agents and other employes about the passenger station must wear the regulation cap while on duty at the station.

Smoking is absolutely prohibited in or about the passenger station.

Stations must be open for the accommodation of the public at the proper time for all trains stopping at the station, except as otherwise provided.

Agents will be held responsible for these conditions and the work of other employes at the station, and it must be emphasized with them that courteous treatment by the agent and other employes to the traveling public will be insisted upon.

HANDLING EXPLOSIVES AND DANGEROUS ARTICLES

All concerned must be familiar and comply with the provisions of Circular 2700, issued jointly by the General Superintendent and General Freight Agent, effective January 1, 1923, which is "The Interstate Commerce Commission Regulation for the Safe Transportation of Explosives and Other Dangerous Articles"; also the following Bureau of Explosives Pamphlets of Condensed Instructions arranged according to occupation:

- 20-A Assistant Agent, Chief Clerk, Bill Clerks.
- 20-B Cashier, Delivery Clerks.
- 20-C Foremen.
- 20-D Receiving Clerks.
- 20-E Truckers, Stowers.
- 20-F Trainmasters, Yardmasters, Yard Clerks.
- 20-G Yard Crews.
- 20-H Train and Engine Crews.
- 20-I Wreck Crews.
- 20-J Mechanical Dept., Car Inspectors.

Additional copies may be obtained from your superior officer.

Following are important points to be observed by employes connected with Train Crews, Yard Crews or Wrecking Trains:

Handle carefully all shipments of explosives and other dangerous articles and cars bearing "EXPLOSIVE," "ACID" and "INFLAMMABLE" placards.

"Explosive" placarded cars must be placed as near the middle of trains as possible and not less than 15 cars from engine and 10 cars from caboose when length of train will permit. They must not be next to cars bearing "Inflammable" or "Acid" placards, or next to carloads of lumber, iron, pipe or other articles liable to break through and damage explosives.

Rules 1135 and 1255 of the Book of Operating Rules are amended as follows:

All tank cars (regardless of whether placarded or not) must not be less than 5 cars from engine and 5 cars from caboose and 5 cars from cars loaded with cinders when length of train permits. In short trains place near middle of train. Do not place next to cars placarded "Explosives."

Cars containing explosives must **never** be cut off while in motion. They must not be coupled to engine if possible to avoid. Cars must not be cut off and allowed to strike a car of explosives. They must be placed in safe place in yards where all unnecessary handling will be eliminated.

When switching, all tank cars must have hand brakes tested before cut is made, and car ridden by brakeman, under control until car is stopped. When setting tank cars on private or public delivery tracks, cars must be pushed in and not cut off until set at their final location.

Have cars containing explosives or inflammables inspected at every opportunity to guard against hot boxes or other defects. When set out short of destination, notice must be given and all precautions taken to guard against accidents. Burning waste must be removed from journal box or boxes, fire extinguished, and waste covered with earth. Waste taken from journal boxes of **any** car must not be left so as to create a hazard to a car containing explosives or inflammables.

Whenever a tank car is cut out short of destination and has a leaky valve, agents and conductors will wire the Superintendent. Also, agent at destination receiving tank cars with leaky valves will report the fact at once to Superintendent and after the car has been made empty it must be held for inspection to determine cause of leakage, and facts reported to Superintendent.

Do not transport leaking tank cars unnecessarily. Safety in short movements may be secured by attaching a vessel under small leaks. Cover tracks with fresh earth in rear to prevent fire overtaking car. Allow no smoking and keep engines away. If traffic is not obstructed, contents of leaking tank cars should be transferred.

Keep lights away from an empty or partially empty tank car.

When oil catches fire it should be smothered if possible by the use of earth, steam or wet blankets, as water will not quench an oil fire.

Leaks at unloading valves may possibly be stopped by removing the dome cover on top of tank and by moving the valve-rod handle in the dome back and forth a few times.

Do not remove dome covers of tank cars containing inflammable liquids until satisfied that no pressure exists in tank by lifting safety valve.

Guards should be placed to keep trespassers at a safe distance.

When the "blowing" of safety valves of a tank car is noted, spray with water or use any possible means to cool shell of tank.

Cars bearing "INFLAMMABLE" or "EXPLOSIVE" placards and cars adjacent to them must be watched with extra care to discover hot journals and every possible precaution taken to avoid igniting vapors when leakage is discovered.

Do not move empty tank cars unless outlet valve caps and dome covers are securely placed in proper position.

In unloading tank cars, caution signs must be placed on the track or car so as to give necessary warning and left up until after car is unloaded and disconnected. Signs must be at least 12 by 15 inches in size and bear the words, "STOP-Tank Car Connected," or "STOP-Men at Work," the word "STOP" being in letters at least 4 inches high and the other words in letters at least 2 inches high. The letters must be white on a blue background. If siding is open at both ends, signs must be placed at each end.

On account of frequent passage in both directions on Main Line and Branches of tank cars loaded with inflammable liquids, section gangs and others must not burn old ties or light other fires of any kind within 50 feet of any track, and not in any case when the wind is blowing from the fire toward the track.

IN CASE OF WRECK

The most important point in handling wrecks is to prevent fires, especially if explosives or inflammables are involved.

Remove all explosives, including broken packages, to a safe place, before beginning to clear a wreck.

Use every precaution to prevent sparks when using tools, crane or locomotive to clear wreck.

It is assumed that wrecks always contain leaking and damaged packages, and **lighted lanterns** or other flames should not be taken into or near cars containing inflammable freight.

Have all cars containing inflammable freight opened for ventilation and remove to a safe place all packages protected by red labels and all cylinders of compressed gases.

When acids are spilled in cars, cover with dry earth, sweep car floors and flush car with water.

Good judgment is necessary to avoid fires and useless sacrifice of property.

Dispense with all naked lights or fires possible when oil cars are leaking. Handle wrecked oil cars during daylight hours or use electric incandescent lights or electric flashlights.

When handling leaking tank cars having "Inflammable" placards, keep lanterns used for signaling on side from which wind is blowing and as high in air as possible, and keep lighted pipes, cigars and cigarettes away. The ash pan and firebox of a locomotive or steam derrick is also a source of danger.

Prevent the spread of oil by collecting it in any available vessels or draining it into a hole at a safe distance from track. Do not drain into sewers or streams of water. A stream of oil on the ground should be dammed and dry earth be thrown on the liquid as it collects.

Wrecked tank cars should be carefully jacked into position and should not be moved by dragging except as a last resort, and all shocks and jars that might produce sparks or friction should be avoided.

EQUIPMENT WEIGHT AND CLEARANCE RESTRICTIONS

(SEE GENERAL SPEED RESTRICTIONS ON PAGES 6 AND 7)

Locomotives and steam wrecking cranes of the class indicated and freight cars with lading (the maximum permissible gross weight of car and contents in pounds being indicated) are permitted on the main line and the various branches as follows:

Main Line	Highland Branch	Grand Junction Branch	Newton Lower Falls Branch	Saxonville Branch	Milford, Millbury, Spencer & North Brookfield Branches	Webster Branch	Ware River Branch	Athol Branch	No. Adams Hudson and Selkirk Branches
A-1-a	B-10-e	B-10-e	B-30	B-10-e	A-1-a	B-10-e	B-10-e	A-1-a	A-1-a
B-10-e	B-10-i	B-10-i	C-36-b	B-10-i	B-10-e	B-10-i	B-10-i	B-10-e	B-10-e
B-10-i	B-10-m	B-10-m	C-37	B-10-o	B-10-i	B-10-m	B-10-m	B-10-i	B-10-i
B-10-m	B-10-o	B-10-o	C-38	B-10-s	B-10-m	B-10-o	B-10-o	B-10-m	B-10-m
B-10-o	B-10-s	B-10-s	G-32-a	B-11-1	B-10-o	B-10-s	B-10-s	B-10-o	B-10-o
B-10-s	B-11-1	B-11-1		B-11-o	B-10-s	B-11-1	B-11-1	B-10-s	B-10-s
B-11-1	B-11-o	B-11-o		B-30	B-11-1	B-11-o	B-11-o	B-11-1	B-11-1
B-11-o	B-30	B-30		C-36-b	B-11-o	B-30	B-30	B-11-o	B-11-o
B-30	C-36-b	C-36-b		C-37	B-30	C-36-b	C-36-b	B-30	B-30
C-36-b	C-37	C-37		C-38	C-36-b	C-37	C-37	C-36-b	C-36-b
C-37	C-38	C-38		F-2-f	C-37	C-38	C-38	C-37	C-37
C-38	F-2-f	F-2-f		F-12-c	C-38	F-2-f	F-2-f	C-38	C-38
F-2-f	F-12-c	F-12-c		G-16-q	F-2-f	F-12-c	F-12-c	C-38	C-38
F-12-c	G-5-w	G-5-w		G-32-a	F-12-c	G-32-a	G-32-a	F-12-c	F-12-c
G-5-w	G-16-q	G-6-e		K-a	G-5-w	G-34-a	G-34-a	F-12-c	F-12-c
G-6-e	G-32-a	G-6-h		K-d	G-6-e	K-1-a	G-34-a	G-5-w	G-5-w
G-6-h	G-34-a	G-16-q		K-e	G-6-h	K-2-1	K-1-a	G-6-e	G-6-e
G-16-q	K-1-a	G-32-a		K-g	K-2-1	K-3-p	K-2-1	G-6-h	G-6-h
G-32-a	K-14-g	G-34-a		K-j	G-16-q	K-6-a	K-3-p	G-16-q	G-16-q
G-34-a	K-14-h	H-5-g		L-1	G-32-a	K-14-g	K-6-a	G-32-a	G-32-a
H-5-g	K-a	H-5-j		L-2	G-34-a	K-14-h	K-14-g	G-34-a	G-34-a
H-5-j	K-c	K-1-a		U-33	H-5-g	K-a	K-14-h	H-5-g	H-5-g
K-1-a	K-d	K-1-a			H-5-j	K-c	K-a	H-5-j	H-5-j
K-2-1	K-e	K-14-g			K-1-a	K-c	K-1-a	K-1-a	K-1-a
K-3-p	K-g	K-14-h			K-2-1	K-d	K-2-1	K-2-1	K-2-1
K-6-a	K-j	K-a			K-3-p	K-e	K-3-p	K-3-p	K-3-p
K-14-g	K-1	K-c			K-6-a	K-g	K-6-a	K-6-a	K-6-a
K-14-h	L-1	K-d			K-14-g	K-j	K-14-g	K-14-g	K-14-g
K-a	L-2	K-e			K-14-h	K-1	K-14-h	K-14-h	K-14-h
K-c	U-2-j	K-g			K-a	K-m	K-1	K-a	K-a
K-d	U-2-k	K-j			K-c	L-1	K-m	K-c	K-c
K-e	U-2-1	K-1			K-d	L-2	L-1	K-d	K-d
K-g	U-33	K-m			K-e	N-2-b	L-2	K-e	K-e
K-j		L-1			K-g	NE-2-c	N-2-b	K-g	K-g
K-1		L-2			K-j	NE-2-e	NE-2-c	K-j	K-j
K-m		N-2-b			K-1		NE-2-e	K-1	K-1
L-1		NE-2-c			K-m			K-m	K-m
L-2		NE-2-e			L-1			L-1	L-1
N-2-b		U-2-j			L-2			L-2	L-2
NE-2-c		U-2-k			N-2-b			N-2-b	N-2-b
NE-2-e		U-2-1			NE-2-c			NE-2-c	NE-2-c
U-2-j		U-33			NE-2-e			NE-2-e	NE-2-e
U-2-k					U-2-j			U-2-j	U-2-j
U-2-1					U-2-k			U-2-k	U-2-k
U-3-b					U-2-1			U-2-1	U-2-1
U-33					U-3-b			U-3-b	U-3-b
Z-1					U-33			U-33	U-33
					Z-1			Z-1	Z-1
X-1652	X-1652	X-1652	X-1652	X-1652	X-1652	X-1652	X-1652	X-1652	X-1652
X-1653	X-1654	X-1653		X-1654	X-1653	X-1653	X-1653	X-1653	X-1653
X-1654	X-1656	X-1654			X-1654	X-1654	X-1654	X-1654	X-1654
X-1655		X-1655			X-1655	X-1655	X-1655	X-1655	X-1655
X-1656		X-1656			X-1656	X-1656	X-1656	X-1656	X-1656
Wrecking cranes	X-16	53, X-1654	X-1655 and	X-1656 must	have smoke	stacks re-	moved while	in transit.	
FREIGHT CAR AND LADING									
210,000	210,000	210,000	150,000	210,000	210,000	210,000	210,000	210,000	210,000

References on page 55 (opposite).

EQUIPMENT WEIGHT AND CLEARANCE RESTRICTIONS REFERENCES

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|---|--|
| <ul style="list-style-type: none"> ① Engine No. 43 cannot operate. ② Cannot operate east of Natick. ③ Cannot operate north of Enfield. ④ Cannot operate east of Springfield. ⑤ Cannot operate east of Beacon Park. ⑥ Cannot operate east of Beacon Park. Speed must not exceed 25 miles per hour. ⑦ Cannot operate on Hudson Branch. ⑧ Cannot be turned on branch turntables. Speed must not exceed 25 miles per hour. ⑨ Cannot be turned on branch turntables. Speed must not exceed 30 miles per hour. | <ul style="list-style-type: none"> ⑩ Cannot be turned on turntable at Palmer. ⑪ Cannot be turned on branch turntables. ⑫ Speed must not exceed 30 miles per hour. ⑬ Must not exceed a speed of 10 miles per hour when passing under Bridge N.H. 3.26 (just west of Reservoir), and between Brookline Hills and the east end of intertrack fence at Brookline. ⑭ Cannot be turned on branch turntable; speed must not exceed 20 miles per hour. ⑮ Cannot be turned at Palmer. Speed must not exceed 30 miles per hour. ⑯ Permissible for weight only. For clearances see clearance diagrams. |
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Locomotives may be coupled together under the following restrictions:

Main Line. Two locomotives may be coupled together pilot to tender, except that two of Classes N-2-b, NE-2-c, NE-2-e, A-1-a or Z-1 must not pass over Bridge 98.79 without at least three intervening cars. In case of emergency two locomotives (except Classes Z-1 and A-1-a) may be coupled together pilot to pilot, except that they must not pass over Bridge 98.79 without at least three intervening cars.

Branches. Any two locomotives within the same column on page 54 may be coupled together pilot to tender on all except the Grand Junction and Newton Lower Falls Branches. In case of emergency any two locomotives within the same column on page 54 (except Class Z-1 and A-1-a) may be coupled together pilot to pilot on all except these two branches.

FIRST AID KITS

FIRST AID KITS have been installed at the following points:

ALBANY DIVISION

Train Starter's Lobby, Rensselaer.
 Tower 72, Rensselaer.
 Tower 65, Chatham.
 Baggage Room, Pittsfield.
 Freight House, North Adams.
 Yardmaster's office, North Adams Jct.
 Inspector's Lobby, Washington.
 Telegraph office, Chester.
 General Yardmaster's office, West Springfield.
 Yardmaster's office, East End, West Springfield.
 Station Master's office, Springfield.
 Yardmaster's office, Freight Yard, Springfield.

BOSTON DIVISION

Tower 35, Palmer.
 Freight House, Worcester.
 General Yardmaster's office, Worcester.
 Yardmaster's office, Framingham.
 General Yardmaster's office, Beacon Park.
 East End Yard Office, Beacon Park.
 Yardmaster's office, East Boston.
 Yardmaster's office, East Cambridge.
 Tower 4, Kneeland Street Yard.
 Freight House, Kneeland Street.

In addition, **FIRST AID KITS** are installed in all combination, baggage and caboose cars regularly operated by the Boston & Albany Railroad.

Any use of equipment from the **FIRST AID KITS** that requires replacement will be reported promptly to the Trainmaster, who will make requisition on Form SD-5 on the General Storekeeper at West Springfield, direct, sending a copy of the requisition to the Superintendent. In case of emergency, the Trainmaster can make requisition on the General Storekeeper by wire.

(List of Railroad Surgeons and Hospitals on Page 56)

LIST OF RAILROAD SURGEONS AND HOSPITALS

Boston:

- Dr. Harold M. Frost, 374 Marlborough St., Tel. Back Bay 2970, and 95 Milk St., Tel. Main 6720. Residence, 42 Tyler Terrace, Newton Centre, Tel. Centre Newton 3184. (Chief Surgeon.)
- Dr. Francis T. Jantzen, Office, 520 Commonwealth Ave., Tel. Back Bay 10200. Residence, 15 Kilsyth Road, Brookline, Tel. Aspinwall 9771. (Surgeon.)
- Dr. Edwin Parker Hayden, Office, 270 Commonwealth Ave., Tel. Back Bay 10100. Residence, 246 Commonwealth Ave., Tel. Back Bay 7018. (Assistant.)
- Dr. Ernest T. Saeger, Office, 270 Commonwealth Ave., Tel. Back Bay 10100. Residence, Hotel Wadsworth, 10 Kenmore St., Tel. Kenmore 2770 (Assistant.)
- Dr. Francis M. Findlay, Office, 475 Commonwealth Ave., Tel. Kenmore 2025. Residence, the same (Assistant.)

Allston and Vicinity:

- Dr. Frederick W. Rice, Brighton, 16 Elko St., Tel. Brighton 0057. (Surgeon.)

Newton to Westboro (Including Saxonville and Milford Branches):

- Dr. M. James Shaughnessy, Framingham, 188 Concord St., Tel. 1304. (Surgeon.)
- Dr. Ernest L. Hill, Framingham, 25 Lincoln St., Tel. 1185. (Assistant.)
- Dr. James E. Vance, Natick, 17 Walnut St., Tel. 1. (Surgeon.)
- Dr. H. W. Godfrey, Auburndale, 14 Hancock St., Tel. West Newton 300. (Surgeon.)

North Grafton to Charlton (Including Millbury and Webster Branches):

- Dr. Benj. F. Andrews, Worcester. Office, 36 Pleasant St., Tel. Park 6528-W. Residence, 25 Kenilworth Road, Tel. Park 6528-R. (Surgeon.)
- Dr. Donald S. Adams, Office, 36 Pleasant St., Tel. Park 7373-W. Also located at Memorial Hospital, 119 Belmont St., Tel. Park 7373-R. (Assistant.)
- Dr. Morton H. Langill, Office, 36 Pleasant St., Tel. Park 7441-W. Residence, 120 Elm St., Tel. Park 7441-R. (Assistant.)

So. Spencer to No. Wilbraham (Including the Spencer, No. Brookfield and Ware River Branches):

- Dr. J. P. Schneider, Palmer, 12 Pleasant St., Tel. 271. (Surgeon.)
- Dr. S. O. Miller, Three Rivers, 75 High St., Tel. Palmer 8-11. (Assistant.)
- Dr. William F. Hayward, E. Brookfield, Tel. E. Brookfield 134-5. (Surgeon.)

North Wilbraham to Mittineague:

- Dr. Allen G. Rice, Springfield, 33 School St., Tel. River 235. (Surgeon.)
- Dr. Frederick S. Hopkins, Springfield, 146 Chestnut St., Tel. River 468; residence, 110 Mill St., Tel. Walnut 487-R. (Assistant.)
- Dr. Roswell G. Mace, Springfield, 146 Chestnut St., Tel. Walnut 8679. Residence, West Springfield, 306 Westfield St., Tel. Walnut 7345. (Assistant.)

Trap Rock Siding to Russell:

- Dr. J. B. Atwater, Westfield Mass., Office, Columbus Building, Tel. 164-W. Residence, 82 Broad Street, Tel. 164-R. (Surgeon.)
- Dr. E. S. Smith, Westfield, Mass., Office, Columbus Building, Tel. 14-R. Residence, 17 Day Ave., Tel. 14-W. (Assistant.)

Russell to State Line:

- Dr. Henry Colt, Pittsfield, Mass., Office, 7 North St., Tel. 129-2. Residence, 193 South St., Tel. 620. (Surgeon.)
- Dr. Brace W. Paddock, Pittsfield, Mass., Office, 7 North St., Tel. 129-2. Residence, 93 East St., Tel. 822 (Assistant.)
- Dr. Albert C. England, 124 North St., Pittsfield, Tel. 336-W. (Assistant.)
- Dr. W. L. Tucker, Hinsdale, Mass., Tel. 21. (Assistant.)

State Line to Niverville:

- Dr. W. R. Starks, Chatham, N. Y., Tel. 19-J. (Surgeon.)
- Dr. C. L. Mosher, Chatham, N. Y. (Assistant.) Office, Tel. 7-J. Residence, Tel. 58-W.

Niverville to Albany:

- Dr. Arthur W. Elting, Albany, 119 Washington Ave., Tel. Main 1388. (Surgeon.)
- Dr. Arthur H. Stein, Albany, 371 State St., Tel. West 2015. (Assistant.)
- Dr. Earle W. Wilkins, Rensselaer, 1483 Third St., Tel. East 321. (Assistant.)

Hospitals

When an employe is injured so that he is unquestionably in need of hospital assistance and it is not convenient to wait for attendance by the railroad surgeon, he should be sent to the proper hospital and the surgeon in that locality notified.

The Hospitals are:

Massachusetts General Hospital,	Boston, Mass.
St. Elizabeth's Hospital,	Allston, Mass.
Memorial Hospital,	Worcester, Mass.
Springfield Hospital,	Springfield, Mass.
House of Mercy,	Pittsfield, Mass.
Hudson City Hospital,	Hudson, N. Y.
Albany Hospital,	Albany, N. Y.

Cases may also be sent to the Framingham Hospital or the Newton Hospital in special instances, but preference should be given to the hospitals at Worcester, Allston, and Boston.

At Allston and West Springfield First Aid rooms are available for injured employes.

Company Oculist

Dr. O. M. Deems, 20 Maple St., Springfield, Tel. River 1079, Res. River 5893

GENERAL INSTRUCTIONS

All station agents, trainmen or other employes, having occasion to call a physician or surgeon to attend a passenger, employe or other person injured or taken suddenly ill in the trains or on the premises of this railroad, will act promptly to notify the railroad's surgeon or his assistant. If not available, and a local surgeon must be called, this railroad will be responsible only for such primary treatment or professional attendance as may be temporarily required, or necessary for the proper transportation of the 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 this 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, the case should be turned over to the Overseers of the Poor in Massachusetts, calling their attention, if necessary, to General Laws of Massachusetts, Chapter 117, Section 14, and to the Overseers of the Poor or Town Supervisor in New York, calling their attention, if necessary, to the "Poor Law," Chapter 42 of the Consolidated Laws, Article III, Sections 20-30 and Article VII, Section 90.

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

(Location of First Aid Kits on Page 55)

Location and numbers of Automatic Block and Slotted Interlocked Signals, and Telegraph Office calls.
(See Book of Operating Rules governing the use of Interlocking, Block and Special Signals.)

TRACK 1	TRACK 2	TRACK 3	TRACK 4	TRACK 1	TRACK 2	TRACK 3	TRACK 4	TRACK 1	TRACK 2	TRACK 3	TRACK 4
BOSTON (Dispatcher—SU) (Message—F) Slot				CORDAVILLE 27.7				WEST WARREN (RN) 75.81 *75.62 76.91 76.72 78.01 77.82			
TOWER 4 Slot				28.9 28.6 29.9 29.8 *31.1 31.0				WEST BRIMFIELD (BF) 78.81 78.82 80.01 79.72 80.91 80.72 81.91 82.32 82.81 83.52 Slot Slot			
Slot	TOWER 5 Slot			WESTBORO (WO) 32.1 *32.4 33.3 33.4 34.5 34.4 35.5 35.6 *37.01 36.82				TOWER 35 (BM) Slot 84.41 84.42 85.31 85.32 86.21 86.22 *87.41 87.42 88.41 88.72			
1.31 Slot	TOWER 6 (US) Slot			NORTH GRAFTON (GN) 38.11 37.92 38.91 *39.12				NORTH WILBRAHAM (HA) 89.31 *89.72 90.21 91.11 91.12 91.91 92.52			
Slot	TOWER 7 (RA) Slot			MILLBURY JUNCTION 40.11 40.22 41.31 41.12 42.31 42.12 Slot				OAK STREET (UN) 92.91 93.32 93.91 94.22 95.21 95.12 Slot			
Slot	TOWER 8 (JN) Slot			TOWER 26 (AD) Slot				TOWER 38 (AJ) Slot			
2.41 Slot	2.62 2.93 3.22 Slot			43.71 43.72 43.73 43.74				97.01 97.02 97.03 97.04 97.91 97.92 97.93 97.94 Slot			
Slot	TOWER 9 (CF) Slot			WORCESTER YARD (K) Slot				SPRINGFIELD (Dispatcher—SD) (Station—SI) 98.71			
3.31 Slot	4.02 3.33 3.74 Slot			WORCESTER STATION (DX) Slot				CONNECTICUT RIVER BRIDGE Slot			
BEACON PARK YARD (BP) Slot				TOWER 28 (GW) Slot				TOWER 42 Slot			
4.31 Slot	5.22 5.23 5.24 Slot			45.01 45.02 45.91 45.72 46.71 46.42 47.22				99.81 99.82 Slot 99.84			
5.21 Slot	6.02 6.53 6.74 Slot			JAMESVILLE (JM) Slot				WEST SPRINGFIELD YARD (WS) Slot			
6.51 Slot	6.72 6.74 Slot			48.81 48.12 48.83 49.71 50.12 49.73 Slot				TOWER 43 (WY) Slot			
Slot	NEWTON Slot			TOWER 31 (WJ) Slot				MITTINEAGUE (AX) 101.01 101.62 101.71 102.31			
Slot	TOWER 12 (MX) Slot			51.41 51.32 51.32 *52.31 52.32				AGAWAM JUNCTION 103.31 102.92 104.21 104.22 105.01 105.12 106.11 106.12 107.31 107.22 Slot			
8.31 Slot	8.32 8.33 8.54 Slot			ROCHDALE (RH) *53.32				WESTFIELD (Station WX) (Tower 45—WO) Slot			
9.61 Slot	9.62 9.63 9.64 Slot			53.31 53.32 54.11 55.11 55.41 55.32 55.91 56.71 56.52 Slot				108.41 108.62 109.81 109.82 110.71 110.72 111.71 111.72 *112.51 112.52			
10.41 Slot	10.52 10.43 10.54 Slot			CHARLTON TOWER (HN) Slot				WORONOCO (FD) 113.31 113.32 114.41 *114.42 *115.21 115.22			
Slot	TOWER 15 (JS) Slot			58.31 58.22 58.24 59.81 59.52 59.54 61.11 60.72 60.74 61.71 61.82 61.84				RUSSELL (RU) 115.91 *116.02 117.01 117.02 118.01 118.02 *118.81 118.82			
11.81 Slot	11.82 11.83 11.84 Slot			SOUTH SPENCER (NC) 62.61 62.42 62.44 63.41 63.32 63.34							
13.01 Slot	WELLESLEY FARMS 13.02 13.03 13.04 Slot			EAST BROOKFIELD (BK) Slot							
14.21 Slot	WELLESLEY HILLS 14.22 14.23 14.24 Slot			TOWER 33 (RD) Slot							
15.31 Slot	15.12 15.33 15.14 Slot			64.81 65.02 66.02 66.31							
16.31 Slot	15.92 16.33 15.94 Slot			BROOKFIELD (BD) 67.41 67.52 *68.51 68.82 69.41							
Slot	16.6 16.8 17.44 Slot			WEST BROOKFIELD (HY) 70.21 *70.22 71.31 71.02 72.21 72.22							
17.61 Slot	TOWER 19 (AK) Slot			WARREN (WE) 73.41 73.32 *74.51 74.52							
18.1 Slot	17.63 17.63 Slot										
19.01 Slot	18.2 18.3 18.4 Slot										
19.91 Slot	18.2 19.3 18.4 Slot										
20.5 Slot	19.2 20.7 19.4 Slot										
Slot	20.6 20.8 Slot										
Slot	TOWER 20 (M) Slot										
Slot	TOWER 21 (FK) Slot										
Slot	TOWER 22 (PC) Slot										
22.31 Slot	22.52 22.54 Slot										
23.3 Slot	23.22 23.24 Slot										
Slot	TOWER 23 (RS) Slot										
24.7 Slot	25.2 25.2 Slot										
26.3 Slot	26.6 26.6 Slot										

*Has distant indication for train order signal.

58 Time Table No. 107

TRACK 1	TRACK 2	TRACK 4	TRACK 1	TRACK 2	TRACK 4	HIGHLAND BRANCH TRACK 1	HIGHLAND BRANCH TRACK 2	NEWTON LOWER FALLS BRANCH
HUNTINGTON (N)			RICHMOND FURNACE (RF)			TOWER 8		NORTHBOUND
119.61	119.62			159.92	159.94		Slot	NEWTON LOWER FALLS
120.91	*120.92		160.91	160.52	160.54	H-2.91	H-3.02	PINE GROVE
121.71	121.72			161.22	161.24			RIVERSIDE
122.61	122.62		TOWER 60 (WR)			LONGWOOD		SOUTHBOUND
123.61	123.62		Slot	Slot	Slot	H-3.61	H-3.42	SAXONVILLE
124.11		125.14	162.51	162.62	162.64	BROOKLINE		S-0.70
124.71	124.62		163.41	163.52	163.54	H-4.11	H-4.12	NATICK
*125.61	125.92		EDWARDS PARK			BROOKLINE HILLS		
CHESTER (H)			164.41	164.42	164.44	H-4.61	H-4.82	MILFORD BRANCH
Slot	Slot		STATE LINE TUNNEL			BEACONSFIELD		SOUTHBOUND
126.71	126.72		165.41	165.12	165.14	H-5.51	H-5.52	FRAMINGHAM
127.21	127.52		166.31	166.32	166.34	RESERVOIR		| Semaphore
127.81			CANAAN (CN)			CHESTNUT HILL		WEBSTER BRANCH
128.51	128.32		167.91	167.22	167.24	H-6.11	H-6.22	SOUTHBOUND
129.11	129.02		169.51	168.62	168.64	NEWTON CENTRE		NORTHBOUND
129.71	129.82		171.11	169.22	169.24	H-6.91	H-6.82	WEBSTER JUNCTION
130.31			171.11	170.42	170.44	H-7.61	H-7.62	| Slot
MIDDLEFIELD (FM)			171.11	171.12	171.14	NEWTON HIGHLDS		WEST AUBURN
131.11	130.82		EAST CHATHAM (MS)			Slot		WEBSTER
131.91	*131.92		171.91	171.72	171.74	COOK STREET		
132.71	132.72		173.01	172.32	172.34	ELIOT		
133.31	133.32		173.01	173.02	173.04	H-9.81	H-9.82	THORNDIKE
134.11			*174.11	173.62	173.64	H-10.51		BALDWINVILLE
BECKET			174.11	174.32	174.34	WABAN		Semaphore | Semaphore
(Crossing—X)			TOWER 64 (BC)			WOODLAND		WATERVILLE
(Station—DI)			175.01	Slot		H-11.31	H-10.62	Ball Signal | Ball Signal
134.71	134.42		176.01	175.82		GRAND JUNCTION BRANCH		(See Page 8)
135.51	135.52		Slot	176.62		TRACK 1	TRACK 2	WINCHENDON
136.31	136.32		CHATHAM			ATHOL BRANCH		
136.91	136.92		(Station—CH)			NORTHBOUND		ATHOL JUNCTION
Slot			(Tower 65 HK)			SOUTHBOUND		Slot
WASHINGTON (J)			177.21	Slot		ATHOL JUNCTION		A-0.81
	Slot	Slot	Slot	Slot		ATHOL JUNCTION		Semaphore
138.41	138.42	138.44	TOWER 66			FIBERLOID		
139.41	139.42	139.44	178.31	178.52		BARRETT'S JUNCTION		Semaphore | Semaphore
140.61	140.62	140.64	179.21	179.32		BONDSVILLE		
141.21	141.32	141.34	*180.61	180.32		ATHOL		
141.21	141.32	141.34	181.91	181.32		NORTH ADAMS BRANCH		
Slot	Slot	Slot	CHATHAM CENTER (CR)			SOUTHBOUND		NORTH ADAMS
HINSDALE (D)			183.11	182.12		NORTH ADAMS		COLTSVILLE
142.61	142.62	142.64	184.21	*183.12		NORTH ADAMS		N-0.69
143.21	143.22	143.24	NIVERVILLE (K)			NORTH ADAMS		Slot
144.01	144.02	144.04	Track 1	Track 2	Track 3	NORTH ADAMS		JUNCTION
144.81	144.82	144.84	Slot	Slot	Slot	NORTH ADAMS		
DALTON			186.01	186.02	186.03	HUDSON BRANCH		
(Freight House—GI)			186.81	186.82	186.83	NORTHBOUND		HUDSON
(Station—G)			187.71	187.72		SOUTHBOUND		Slot
145.51	145.52	145.54	POST ROAD CROSSING			HUDSON		Semaphore | Semaphore
146.41	146.42	146.44	188.61	188.82		HUDSON		Semaphore | Semaphore
147.41	147.42	147.44	189.41	189.72		HUDSON UPPER		
Slot			190.01			PULVERS		
TOWER 55 (JU)			VAN HOESEN (VN)			HUDSON		
148.91	Slot	Slot	*191.11	190.32		HUDSON		
149.51	149.52		192.31	191.42		HUDSON		
150.11	150.32		BROOKVIEW (CK)			HUDSON		
Slot	Slot		193.41	192.52		HUDSON		
PITTSFIELD			194.51	*193.42		HUDSON		
(Tower 57—EG)			195.51	194.32		HUDSON		
(Station—Q)			197.01	195.02		HUDSON		
Slot	Slot		EAST GREENBUSH			HUDSON		
150.91			198.31	197.02		HUDSON		
151.71	151.52		Slot	197.52		HUDSON		
152.11	152.32		199.51	198.32		HUDSON		
152.81			TOWER 72 (BX)			HUDSON		
*153.51	153.32		Slot	Slot		HUDSON		
WEST PITTSFIELD (WP)			EAST GREENBUSH			HUDSON		
154.21	154.32	154.34	195.51	195.92		HUDSON		
155.51	*155.52	155.54	197.01	197.02		HUDSON		
156.31			198.31	197.52		HUDSON		
RICHMOND SUMMIT			Slot	198.32		HUDSON		
156.91	156.72	156.74	TOWER 72 (BX)			HUDSON		
157.71	157.72	157.74	199.51	Slot		HUDSON		
158.01	158.62	158.64	Slot	199.52		HUDSON		
RICHMOND (SY)			EAST GREENBUSH			HUDSON		
159.41	159.32	159.34	195.51	195.92		HUDSON		

*Has distant indication for train order signal.

Telegraph office calls on branches shown in Time Tables.

BETWEEN Boston—Springfield	Dis- tance	A	C	D	E	F	G	H	I	J	K
		15 miles per hour	20 miles per hour	25 miles per hour	30 miles per hour	35 miles per hour	40 miles per hour	45 miles per hour	50 miles per hour	55 miles per hour	60 miles per hour
		Minutes	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.
Boston and Trinity Place.....	1.25	5	3: 45	3: 00	2: 30	2: 09	1: 53	1: 40	1: 30	1: 22	1: 15
Trinity Place and Cottage Farm...	1.83	7½	5: 29	4: 24	3: 40	3: 08	2: 45	2: 26	2: 12	2: 00	1: 50
Cottage Farm and Allston.....	1.22	5	3: 40	2: 56	2: 26	2: 05	1: 50	1: 38	1: 28	1: 20	1: 13
Allston and Brighton.....	.76	3	2: 17	1: 49	1: 31	1: 18	1: 08	1: 01	: 55	: 50	: 46
Brighton and Faneuil.....	.78	3	2: 20	1: 52	1: 34	1: 20	1: 10	1: 02	: 56	: 51	: 47
Faneuil and Newton.....	1.26	5	3: 47	3: 01	2: 31	2: 10	1: 53	1: 41	1: 31	1: 22	1: 16
Newton and Newtonville.....	1.04	4	3: 07	2: 30	2: 05	1: 47	1: 34	1: 23	1: 15	1: 08	1: 02
Newtonville and West Newton...	1.05	4	3: 09	2: 31	2: 06	1: 48	1: 35	1: 24	1: 16	1: 09	1: 03
West Newton and Auburndale...	1.10	4½	3: 18	2: 38	2: 12	1: 53	1: 39	1: 28	1: 19	1: 12	1: 06
Auburndale and Riverside.....	.61	2½	1: 50	1: 28	1: 13	1: 03	: 55	: 49	: 44	: 40	: 37
Riverside and Wellesley Farms...	1.68	6½	5: 02	4: 02	3: 21	2: 53	2: 31	2: 14	2: 01	1: 50	1: 41
Wellesley Frms and Wellesley Hills	.92	3½	2: 46	2: 12	1: 50	1: 34	1: 23	1: 14	1: 06	1: 00	: 55
Wellesley Hills and Wellesley....	1.23	5	3: 41	2: 57	2: 28	2: 06	1: 51	1: 38	1: 28	1: 21	1: 14
Wellesley and Natick.....	2.91	11½	8: 44	6: 59	5: 49	4: 59	4: 22	3: 53	3: 29	3: 10	2: 55
Natick and Framingham.....	3.72	15	11: 10	8: 56	7: 26	6: 22	5: 35	4: 58	4: 28	4: 03	3: 43
Framingham and Ashland.....	2.85	11½	8: 33	6: 50	5: 42	4: 53	4: 16	3: 48	3: 25	3: 07	2: 51
Ashland and Cordaville.....	3.24	13	9: 43	7: 45	6: 29	5: 33	4: 51	4: 19	3: 52	3: 32	3: 15
Cordaville and Southville.....	.63	2½	1: 53	1: 31	1: 16	1: 05	: 57	: 51	: 45	: 41	: 38
Southville and Westboro.....	3.84	15½	11: 31	9: 13	7: 41	6: 34	5: 45	5: 07	4: 36	4: 11	3: 51
Westboro and North Grafton....	5.93	23½	17: 47	14: 14	11: 52	10: 10	8: 54	7: 54	7: 07	6: 28	5: 56
North Grafton and Worcester...	6.48	26	19: 26	15: 33	12: 58	11: 07	9: 43	8: 38	7: 47	7: 04	6: 29
Worcester and Jamesville.....	3.53	14	10: 35	8: 28	7: 05	6: 03	5: 18	4: 43	4: 14	3: 51	3: 32
Jamesville and Rochdale.....	5.20	21	15: 36	12: 29	10: 24	8: 55	7: 48	6: 56	6: 14	5: 40	5: 12
Rochdale and Charlton.....	4.47	18	13: 25	10: 44	8: 56	7: 40	6: 42	5: 58	5: 22	4: 52	4: 28
Charlton and South Spencer...	4.37	17½	13: 07	10: 29	8: 44	7: 29	6: 33	5: 50	5: 14	4: 46	4: 22
South Spencer and East Brookfield	1.88	7½	5: 38	4: 31	3: 46	3: 13	2: 49	2: 30	2: 15	2: 03	1: 53
East Brookfield and Brookfield...	3.21	13	9: 40	7: 42	6: 25	5: 30	4: 49	4: 17	3: 52	3: 30	3: 13
Brookfield and West Brookfield...	2.61	10½	7: 50	6: 16	5: 13	4: 28	3: 55	3: 29	3: 08	2: 51	2: 37
West Brookfield and Warren...	3.02	12	9: 04	7: 15	6: 02	5: 11	4: 32	4: 02	3: 37	3: 18	3: 01
Warren and West Warren.....	2.32	9½	6: 58	5: 34	4: 38	3: 59	3: 29	3: 06	2: 47	2: 32	2: 19
West Warren and West Brimfield .	3.44	14	10: 19	8: 15	6: 53	5: 54	5: 10	4: 35	4: 07	3: 45	3: 27
West Brimfield and Palmer.....	5.23	21	15: 41	12: 33	10: 28	8: 58	7: 51	6: 58	6: 16	5: 43	5: 14
Palmer and North Wilbraham...	5.07	20½	15: 13	12: 10	10: 08	8: 41	7: 36	6: 46	6: 05	5: 32	5: 04
North Wilbraham and Athol Jct..	7.42	29½	22: 16	17: 48	14: 50	12: 43	11: 08	9: 54	8: 54	8: 06	7: 25
Athol Junction and Springfield...	2.23	9	6: 41	5: 21	4: 28	3: 49	3: 21	2: 58	2: 40	2: 26	2: 14

BETWEEN Springfield—Rensselaer	Dis- tance	A	C	D	E	F	G	H	I	J	K
		15 miles per hour	20 miles per hour	25 miles per hour	30 miles per hour	35 miles per hour	40 miles per hour	45 miles per hour	50 miles per hour	55 miles per hour	60 miles per hour
		Minutes	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.	Min. Sec.
Springfield and Mittineague.....	2.58	10½	7: 44	6: 12	5: 10	4: 25	3: 52	3: 26	3: 06	2: 49	2: 35
Mittineague and Westfield.....	6.99	28	20: 58	16: 47	13: 59	11: 59	10: 29	9: 19	8: 23	7: 38	7: 00
Westfield and Russell.....	7.49	30	22: 28	17: 59	14: 59	12: 50	11: 14	9: 59	8: 59	8: 10	7: 30
Russell and Huntington.....	3.86	15½	11: 35	9: 16	7: 43	6: 37	5: 47	5: 09	4: 38	4: 13	3: 52
Huntington and Chester.....	6.59	26½	19: 46	15: 49	13: 11	11: 18	9: 53	8: 47	7: 55	7: 11	6: 36
Chester and Middlefield.....	4.79	19	14: 22	11: 30	9: 35	8: 13	7: 11	6: 23	5: 44	5: 14	4: 48
Middlefield and Becket.....	3.49	14	10: 28	8: 23	6: 59	5: 59	5: 14	4: 39	4: 11	3: 48	3: 30
Becket and Washington.....	3.53	14	10: 35	8: 28	7: 04	6: 03	5: 18	4: 42	4: 14	3: 51	3: 32
Washington and Hinsdale.....	4.26	17	12: 47	10: 13	8: 31	7: 18	6: 23	5: 41	5: 07	4: 39	4: 16
Hinsdale and Dalton.....	3.34	13½	10: 01	8: 01	6: 41	5: 44	5: 01	4: 27	4: 05	3: 38	3: 21
Dalton and North Adams Junction	2.91	12	8: 44	6: 59	5: 49	4: 59	4: 22	3: 53	3: 30	3: 10	2: 55
North Adams Jct. and Pittsfield .	2.43	9½	7: 17	5: 50	4: 52	4: 10	3: 39	3: 14	2: 35	2: 39	2: 26
Pittsfield and West Pittsfield .	3.61	14½	10: 50	8: 40	7: 13	6: 11	5: 25	4: 49	4: 19	3: 56	3: 37
West Pittsfield and Richmond...	4.57	18½	13: 43	10: 58	9: 08	7: 50	6: 51	6: 06	5: 29	4: 59	4: 34
Richmond and State Line.....	3.01	12	9: 02	7: 13	6: 01	5: 10	4: 31	4: 01	3: 37	3: 17	3: 01
State Line and Canaan.....	5.20	21	15: 36	12: 29	10: 24	8: 55	7: 48	6: 56	6: 14	5: 40	5: 12
Canaan and East Chatham.....	4.37	17½	13: 07	10: 29	8: 44	7: 29	6: 33	5: 50	5: 14	4: 46	4: 22
East Chatham and Chatham....	5.82	23½	17: 28	13: 58	11: 38	9: 59	8: 44	7: 46	7: 00	6: 21	5: 49
Chatham and Chatham Centre...	4.89	19½	14: 40	11: 44	9: 47	8: 23	7: 20	6: 31	5: 53	5: 20	4: 54
Chatham Centre and Niverville .	2.66	10½	7: 59	6: 23	5: 19	4: 34	3: 59	3: 33	3: 11	2: 54	2: 40
Niverville and Brookview.....	7.66	31	23: 02	18: 26	15: 22	13: 10	11: 31	10: 14	9: 13	8: 23	7: 40
Brookview and Rensselaer.....	7.43	30	22: 17	17: 50	14: 52	12: 44	11: 00	9: 54	8: 55	8: 07	7: 26

60 Time Table No. 107

TRACK ASSIGNMENT AT BOSTON—OUTWARD TRAINS

No.	WEEK-DAY TRAINS	Time	Track	No.	WEEK-DAY TRAINS	Time	Track	No.	SUNDAY TRAINS	Time	Track
3	Albany Local	A.M.		13	The Wolverine	P.M.		17	Newspapers	A.M.	
61	Worcester Local	3.15	1	101	Express	3.15	12	251	Newspapers	1.50	27
255	Highland	3.25	2	183	Newton	H 3.20	45	261	Highland	3.15	26
63	Framingham Local	5.10	3	293	Highland	H 3.25	4	71	Worcester Local	7.15	5
5	Springfield Local	6.00	5	21	Cleveland Limited	H 3.30	5	51	New York Day Express	8.00	6
153	Newton	BH 6.05	6	187	Newton	BH 3.40	14	273	Highland	8.15	8
257	Highland	B 6.20	3	415	Milford Local	H 3.45	3	41	Chicago Special	9.05	7
65	Framingham Local	H 6.35	7	295	Highland	BH 3.50	5	53	Boston-New York Express	10.00	12
155	Newton	H 6.55	5	29	Springfield Local	H 3.55	4	79	Worcester Local	11.25	6
259	Highland	BH 7.05	6	811	Marlboro and Fitchburg	H 4.02	1	281	Highland	11.35	5
157	Newton	BH 7.20	7	189	Newton (except Saturday)	BH 4.05	6	31	Albany Express	P.M.	
7	Albany Morning Express	7.30	4	341	Newton (Sat. and Hol. only)	B 4.05	6	25	20th Century Limited	12.00	2
267	Highland	B 7.35	6	103	Worcester Local (except Saturday)	BH 4.10	3	85	Framingham Local	1.15	3
67	Framingham Local	H 7.40	1	99	Framingham Local (Saturday and Holidays only)	B 4.10	3	285	Highland	1.30	6
269	Express	H 7.50	38	105	Framingham Local (except Saturday)	BH 4.15	4	91	Southwestern Limited	2.00	12
51	New York Day Express	8.15	8	299	Highland	BH 4.18	5	59	Framingham Local	2.30	5
271	Highland	H 8.45	6	301	Highland	B 4.20	7	13	Twilight Express	3.00	13
73	Worcester Local	9.05	7	1191	Newton (except Saturday)	BH 4.22	2	93	The Wolverine	3.15	12
275	Highland	B 9.55	7	2191	Newton	BH 4.25	1	21	Framingham Local	3.20	7
41	Chicago Special	10.00	12	193	Newton	BH 4.26	3	33	Cleveland Limited	3.40	14
163	Newton	B 10.05	5	107	Saxonville Local	H 4.30	6	33	Springfield Local	4.00	5
407	Milford Local	10.20	4	303	Highland (except Saturday)	BH 4.35	4	297	Highland	4.15	6
277	Highland	10.50	7	305	Highland	BH 4.36	5	199	Newton	4.45	6
53	Boston-New York Express	11.00	12	1195	Newton (except Saturday)	BH 4.40	2	111	Framingham Local	5.35	5
279	Highland	BH 11.15	7	39	Springfield Express	B 4.45	1	49	Western Express	6.10	14
171	Newton	B 11.20	5	2195	Newton	B 4.50	4	131	Worcester Local	6.15	2
81	Framingham (except Saturday)	11.35	6	307	Highland	BH 4.55	3	317	Highland	7.00	6
77	Worcester Local (Sat. only)	BH 11.35	6	109	Framingham Local	BH 5.00	7	119	Framingham Local	7.20	5
331	Newton (Saturday only)	BH 11.55	7	197	Newton	BH 5.05	5	37	Buffalo Express	7.35	14
		P.M.		309	Highland	5.15	2	121	Worcester Local	8.40	1
31	Albany Express	12.00	2	113	Mail and Express	H 5.20	6	209	Newton	9.00	7
173	Newton	BH 12.05	3	113	Worcester Local	5.25	1	323	Highland	9.10	5
333	Highland (Saturday only)	BH 12.10	6	201	Newton	H 6.00	7	43	New York State Express	10.00	3
83	Framingham Local (Sat. only)	H 12.15	5	49	Western Express	H 6.10	14	127	Framingham Local	10.25	5
335	Newton (Saturday only)	BH 12.20	3	315	Highland	B 6.25	5	69	New York Express	11.00	12
335	Highland (Saturday only)	B 12.25	5	115	Framingham Local	6.30	4				
283	Highland	B 12.30	4	35	Fast Mail	7.05	47				
25	20th Century Limited	12.30	4	119	Framingham Local	7.20	4				
175	Newton	B 12.50	5	37	Buffalo Express	7.35	12				
89	Framingham Local (Saturday only)	1.05	2	321	Highland	B 8.10	6				
27	Berkshire Express	1.10	2	207	Newton	B 8.20	4				
337	Newton (Saturday only)	BH 1.15	7	121	Worcester Local	8.40	2				
87	Framingham Local (except Sat.)	1.20	4	211	Newton	B 9.20	5				
285	Highland	1.30	3	325	Highland	B 9.50	6				
179	Newton	BH 1.45	6	43	New York State Express	10.00	12				
11	Southwestern Limited	2.00	12	125	Framingham Local	10.05	7				
97	Framingham Loc. (Sat. only)	BH 2.05	4	47	Mail and Express	10.08	47				
289	Highland	BH 2.25	7	127	Framingham Local	B 10.25	6				
91	Framingham Local	2.30	5	327	Highland	B 10.30	4				
181	Newton	BH 2.50	4	69	New York Express	11.00	3				
59	Twilight Express	3.00	13	45	Mail & Express	11.05	46				
291	Highland	BH 3.05	5								
95	Worcester Local	3.10	1								

REFERENCES

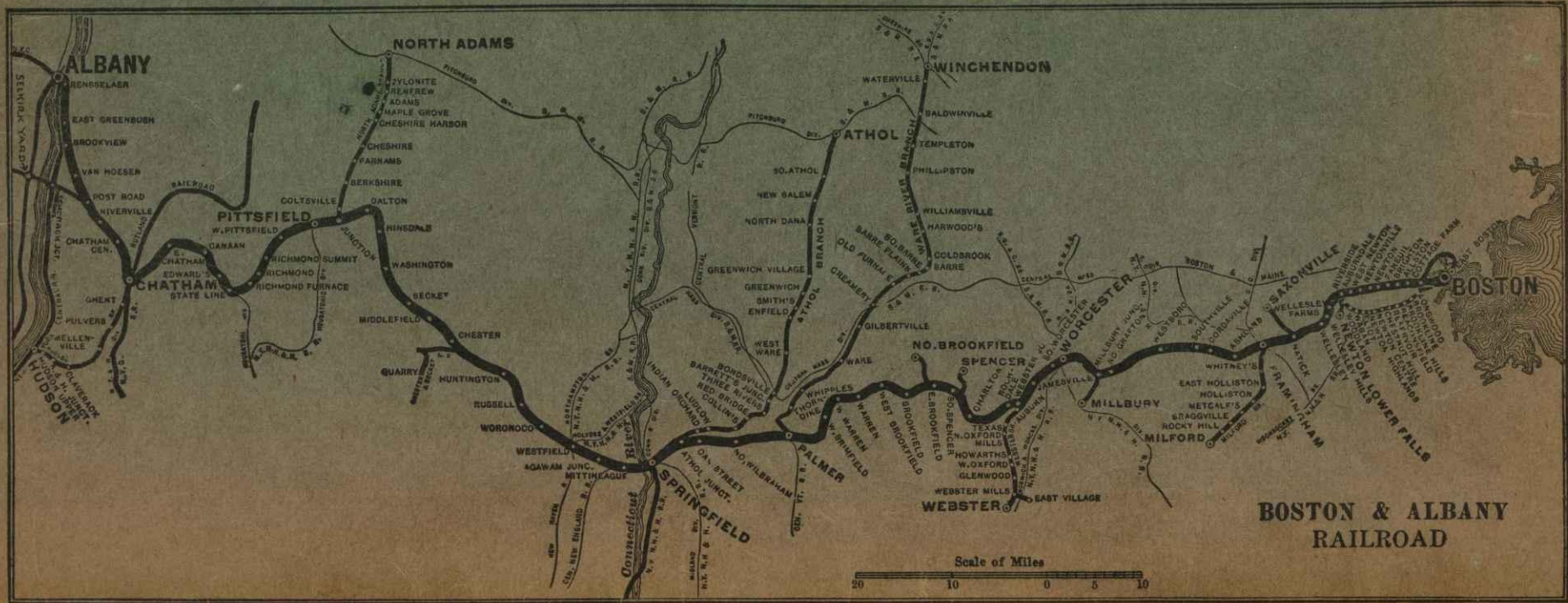
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TRACK ASSIGNMENT AT BOSTON—INWARD TRAINS

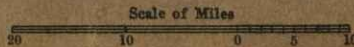
No.	WEEK-DAY TRAINS	Time	Track	No.	WEEK-DAY TRAINS	Time	Track	No.	SUNDAY TRAINS	Time	Track
36	Mail and Express	○ 4.45	2	26	20th Century Limited	⊕ 12.00	13	70	Boston Express	A.M.	
62	Framingham Local	5.25	7	184	Newton	12.05	7	34	Buffalo Express	6.05	2
254	Highland	BH 5.30	3	92	Framingham Local	12.20	1	78	Worcester Local	6.40	13
152	Newton	BH 6.00	7	188	Newton	B 12.35	5	280	Highland	8.50	4
70	Boston Express	6.05	2	12	Southwestern Limited	12.40	14	4	Worcester Express	9.10	1
64	Worcester Local	H 6.20	5	288	Highland	B 12.43	1	84	Framingham Local	9.40	3
258	Highland	BH 6.25	3	6	Boston Local	1.35	1	32	Mail and Express	⊕ 9.45	1
154	Newton	H 6.35	6	192	Newton	B 1.40	7	46	Western Express	10.55	14
34	Buffalo Express	6.40	14	76	Framingham Local (Saturday only)	H 1.50	2	286	Highland	11.55	7
156	Newton	BH 6.45	7	334	Newton (Saturday only)	BH 2.05	7	26	20th Century Limited	P.M.	
66	Saxonville Local	H 6.48	2	94	Framingham Local (except Saturday)	2.05	1	52	Springfield Local	12.00	13
260	Highland	BH 6.55	6	290	Highland	B 2.08	6	26	Southwestern Limited	12.15	1
150	Newton	B 7.05	7	292	Highland	BH 2.25	4	12	Framingham Local	12.40	14
168	Newton	BH 7.10	2	50	Boston Day Express	2.30	3	102	Highland	1.30	3
262	Highland	BH 7.14	5	194	Newton	2.50	7	282	Boston Day Express	2.30	4
404	Milford Local	H 7.17	2	10	Chicago Special	3.10	13	50	Worcester Local	3.05	1
162	Newton	BH 7.20	6	98	Framingham Local	H 3.15	7	96	Chicago Special	3.10	13
294	Highland	BH 7.24	3	42	Springfield Express	3.30	1	10	Highland	B 3.15	6
72	Worcester Local	BH 7.27	2	196	Newton	B 3.40	7	294	Boston Local	4.05	1
1164	Newton	BH 7.30	5	296	Highland	BH 3.45	6	100	Framingham Local	4.40	1
268	Highland	B 7.35	4	418	Milford Local	H 4.30	7	298	Highland	4.45	7
2164	Newton	BH 7.38	2	198	Newton	4.44	2	54	New York-Boston Express	5.05	12
1166	Newton	BH 7.41	7	300	Highland	4.47	5	306	Highland	6.00	6
74	Framingham Local	BH 7.44	3	54	New York-Boston Express	5.05	12	108	Framingham Local	6.15	4
2166	Newton	BH 7.47	6	104	Framingham Local	5.15	5	110	Worcester Local	7.00	2
270	Highland	BH 7.50	2	304	Highland	BH 5.45	7	22	Lake Shore Limited	7.30	12
408	Milford Express	BH 7.53	1	106	Worcester Local	5.55	3	112	Framingham Local	8.35	5
20	Springfield Local	H 7.56	4	202	Newton	B 6.10	3	316	Highland	8.40	9
168	Newton	B 8.00	2	204	Newton	6.35	4	18	Boston Afternoon Express	8.45	8
272	Highland	BH 8.08	6	308	Highland	B 6.40	7	60	Twilight Express	9.05	13
170	Framingham Local	BH 8.20	2	30	Springfield Local	B 6.45	3	116	Worcester Local	9.50	5
180	Newton	B 8.35	2	420	Milford Local	B 7.05	3	38	Mail and Express	10.15	1
274	Highland	BH 8.40	5	312	Highland	H 7.10	8	212	Newton	10.20	4
48	Springfield Express	B 8.45	2	206	Mail and Express	H 7.20	3	322	Highland	10.25	8
804	Marlboro Express	B 8.55	1	22	Lake Shore Limited	H 7.30	13	40	Boston Evening Express	10.55	10
174	Newton	B 9.00	2	110	Newton	BH 7.40	4				
276	Highland	B 9.10	2	210	Framingham Local	BH 8.35	1				
82	Worcester Express	H 9.15	1	316	Highland	B 8.40	4				
178	Express	H 9.40	5	18	Boston Afternoon Express	8.45	8				
32	Mail and Express	○ 9.45	1	60	Twilight Express	9.05	13				
86	Framingham Local	H 9.50	3	114	Worcester Local	9.50	1				
88	Framingham Local	H 10.30	7	320	Highland	B 9.55	4				
278	Highland	H 10.35	1	38	Mail and Express	○ 10.15	12				
24	Berkshire Express	10.40	2	40	Boston Evening Express	10.55	10				
46	Western Express	⊕ 10.55	14								
182	Newton	BH 11.30	7								
90	Worcester Local	11.35	1								
286	Highland	U 11.55	5								

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