# THERE IS ALWAYS TIME FOR COURTESY

PAGE
Surgeons, Oculists and Hospitals
Inside Front Cover
Special Instructions 1–17
Boston to Springfield
Springfield to Albany
Albany to Springfield
Springfield to Boston
Highland Branch 32
Newton Lower Falls Branch
Milford Branch
Ware River Branch
North Adams Branch
Grand Junction Branch 34
Saxonville Branch
Millbury Branch
Webster Branch
Spencer Branch
North Brookfield Branch 35
Athol Branch
Hudson Branch
Selkirk Branch
Stations, Office Calls, Signals and Telephones
Minimum Permissible Running Time 49
Speed TableInside Back Cover
MapOutside Back Cover



# **Boston & Albany**

## Railroad

The N. Y. C. R. R. Co., Lessee

# Time-Table No.159

For Employes only

#### **EFFECTIVE**

2.00 A. M., Eastern Standard Time

SUNDAY, SEPTEMBER 25, 1949

S. H. KEYES,

Superintendent.

#### COMPANY SURGEONS

#### Boston and Vicinity:

Dr. Francis T. Jantzen, Office, 520 Commonwealth Ave., Tel. COmmonwealth 6-2010. Residence, 15 Kilsyth Road, Brookline, Tel.

Dr. Edwin Parker Hayden, Office, 270 Commonwealth Ave., Tel. KEnmore 6-8100. Day or night.

Dr. Charles A. Lamb, 47 Bay State Road, Tel. KEnmore 6-3517. Residence, 292 Prince St., West Newton, Tel.

Dr. Alphonse C. Kallan, Office, 17 Bay State Road, Tel. Commonwealth 6-0694. Residence, 962 Center St., Newton Centre, Tel. BIgelow 4-5686.

#### Newton to Westboro:

Dr. Eugene A. Gaston, Framingham, 190 Concord St., Tel. 3646. If no answer call Framingham 8514.

Dr. James E. Vance, Natick, 38 Walnut St., Tel. 1.

Dr. H. W. Godfrey, Auburndale, 14 Hancock St., Tel-LAsell 7-1100.

#### North Grafton to Charlton:

Dr. Earl E. Fipphen, Worcester, 21 West St., Tel. 4-1167. Residence, 130 June St., Tel. 4-8643.

#### So. Spencer to Palmer:

Dr. William F. Hayward, E. Brookfield, Tel. N. Brookfield

Boston: Dr. Joseph J. Lo-Presti, 34½ Beacon St., Boston, Tel. LAfayette 3-3378. Residence 48 Clark Street, Belmont, Tel. BElmont 5-4124.

#### Springfield:

Dr. Harold F. Owens, 292 Worthington St., Springfield-Tel. 6-3600 and 6-3609, Residence, 146 Leyfred Ter., Tel. 6-3455.

#### Palmer to Westfield:

Dr. Roswell G. Mace, Springfield, Office 146 Chestnut Street. Telephone 7-2956. Day or Night.

Dr. James L. Smead, Springfield, Office

Telephone 3-0244. Day or Night. Dr. E. S. Smith, Westfield. 15 Noble Ave., Tel. 14.

#### Westfield to State Line:

Dr. Albert C. England, Pittsfield. Office, 7 North St., Tel. 6534. Day or night.

Dr. George S. Reynolds, Pittsfield. Office 100 North Street Tel. 5525. Day or Night Dr. John A. Huffmire, Main St., Huntington, Tel. Huntington 390.

#### State Line to Niverville:

Dr. Oscar Wilcox, Jr., Woodbridge Rd., Chatham, N.Y. Telephone 66.

#### Niverville to Albany:

Dr. A. M. Dickinson, Albany, 302 State St., Tel. Office and Residence 3-8422.

Dr. Nicholas P. Teresi, Albany, 4 Ten Eyck Ave., Tel. Office and Residence 3-3978.

Dr. Thomas I. Tyrrell, Albany, 375 State St., Tel. Office and Residence 3-1832.

Dr. Burton W. Wilcke, Rensselaer, 212 Washington Ave.,

Tel. 3-7271 Residence, 203 Washington Ave., Tel.3-0412.

#### Hudson:

Dr. John L. Edwards, 555 Union St., Tel. Office and Residence 309.

#### Selkirk:

Dr. Robert McDowell, Delmar, 455 Kenwood Ave., Tel. Office and Residence 9-1176.

### CHIEF SURGEON

Dr. Harold M. Frost, 501 Boylston St., Medical Dept., 4th Floor, Tel. COmmonwealth 6-3700 (By appointment).

### **OCULISTS**

#### Albany

Dr. Roy C. Kemp, 343 State St., Tel. 5-2146.

Dr. Joseph L Holohan, 330 State St., Tel. 4-3424.

#### HOSPITALS

Massachusetts General, Fruit St., Tel. CApitol 7-4300. Aliston:

St. Elizabeth's, 736 Cambridge St., Tel. STadium 2-7000. Worcester

#### Worcester City, Jaques Ave., Tel. 6-1551. Springfield:

Springfield, 759 Chestnut St., Tel. 4-2121.

#### Pittsfield:

Pittsfield General, 741 North St., Tel. 7341.

Memorial, 161 N. Pearl St., Tel. 4-9141. St. Peter's, New Scotland Ave., Tel. 2-3322.

Hudson City, 71 Prospect Ave., Tel. 507.

Cases may also be sent to the Framingham Union Hospital, Evergreen St., Framingham or the Newton-Wellesley Hospital, 2014 Washington St., Newton Lower Falls in special instances, but preference should be given to the hospitals at Worcester, Allston,

#### GENERAL INSTRUCTIONS

All station agents, trainmen or other employes, having occasion to call a physician or surgeon to attend a passenger, employes or other person injured or taken suddenly ill in the trains or on the premises of this railroad, will act promptly to notify the rail road's surgeon. If not available, and a local surgeon must be called, this railroad will be responsible only for such primary treat ment 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 Chief Claim Agent.

## SPECIAL INSTRUCTIONS

Special Instructions referred to by letter or number, relate to Rules for the Government of the Operating Department with corresponding letter or number.

#### A1. OTHER RAILROADS.

Between: South Station and Int. 4, trains run via the Boston Terminal Co.

> Int. 99 and Albany, trains run via Mohawk Div. of N.Y.C.

> Int. SM and Selkirk, trains run via Mohawk Div. of N.Y.C.

> Int. 65 and Ghent trains run via Harlem Div. of N.Y.C.

#### B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective enroute may be hauled to nearest repair point.

Defective cars must not be hauled by means of chains, instead of couplers, in revenue trains, or in association with cars 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.

#### Hours of Service Law.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

#### Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets, effective January 7, 1941, revised February 1948, govern.

- 20-A Chief Bill Clerk, Rate Clerk, Billing Clerks and Revising Clerks.
- Cashier, Delivery and Check Clerks.
- 20-C Foreman and Assistant Foreman.
- 20-D Receiving Clerks.
- 20-E Checkers, Truckers and Stowmen.
- 20-F Yardmasters, Yard Crews and Yard Clerks.
- 20-G Trainmasters and Train and Engine Crews.

Pamphlet containing rules to be followed by employes in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern the handling of gasoline.

Except as provided by proper regulations, the handling of gasoline in any car of a passenger train is prohibited.

In case of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing so that the wind will tend to drive the vapor away from these lights.

When the number of cars in the make-up of trains will permit, cars placarded "Explosives," moving in through trains, must have 16 intervening cars not requiring placards between cars placarded "Explosives" and placarded tank cars.

#### Orders of Commissions.

The Department of Public Utilities of Massachusetts and the Public Service Commission of New York have power through its members, or responsible engineers or inspectors, duly authorized by them, 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.

#### 1. STANDARD TIME.

Eastern Standard Time is in use.

#### 3. STANDARD CLOCKS.

Boston..... Crew Dispatcher's Office

East Boston..... Freight Office 

Riverside...... Waiting Room

Framingham . . . . . . Int. 21 (Yard Master's Office

Worcester..... Engine House Telegraph Office

Palmer..... Waiting Room 

North Adams..... Freight House North Adams Jct...... Yard Master's Office

Pittsfield..... Former Telegraph Office

Chatham..... Int. 65

Rensselaer . . . . . . N. Y. C. Engine House Albany..... Station Master's Office

#### 6. LETTERS AND SIGNS.

- 9 Stops Sundays only.
- B Does not carry baggage.
- G Stops Sunday only, except December 18, 25, 1949, January 1, April 2 and 9, 1950.
- H Will not run October 12, November 11, 24, December 26, 1949, January 2, February 22 and April 19, 1950.
- Stops daily except Monday to pick up first-class mail.
- K Stops Friday only, except December 16, 23, 30, 1949 and April 7, 1950.
- P Stops Friday and Saturday only, except December 16, 17,23, 24, 30, 31, 1949, April 1, 7 and 8, 1950.
- R Stops daily except Sunday.
- T Through train to or from Boston.
- w Stops daily except Saturdays, Sundays and Holidays.
- X Stops Monday only, except December 19, 26, 1949, January 2, April 3 and 10, 1950.
- Y Stops Saturday only.
- Z Will wait 5 minutes, if necessary, for main line connection.

#### 11. FUSEES.

Fusees will be placed to the right of the track in the direction of normal operation, except as shown below.

Fusees will be placed between the rails on Track No. 3 Between: Int. 4 and Int. 5

Int. 6 and Int. 20 Int. 70 and Post Road Crossing

11a. Rule 11a will govern, Main Line and Branches 11b. Rule 11b will govern in the block IN THE REAR OF A SIGNAL which has attached to its mast a Grade Signal Marker, the letter "G".

#### 13. EMERGENCY SIGNALS.

Horn is located at Int. 40.

Horns are located at Charlton, East Brookfield and Athol Jct. Crews waiting at signals or working in the immediate vicinity must communicate with the Train Director when horn is sounded.

#### 14. ENGINE WHISTLE SIGNALS.

Worcester. Except in emergency the use of engine whistle in connection with movements to and from Worcester Engine House in the vicinity of Franklin Street Crossing is prohibited.

Except in emergency, engine whistle signal 14-l is prohibited at the following crossings:

Main Line

Framingham, Bishop St. Concord St.—Westward Framingham,

Ashland. Main St. Franklin St. Worcester.

#### **Branches**

Newton Lower Falls Pine Grove, Pine Grove Ave. Newton Lower Falls, Concord St.

#### Milford

Framingham, Waverly St.

Engine whistle signal 14-m will be sounded only when, in the judgment of the engineman, it is necessary when approaching stations, junctions, and railroad crossings at grade.

Rule 14 modified accordingly.

On Passenger, Mail, Express and Milk trains where the rear car is equipped with permanent built-in marker lights such lights will be used in lieu of standard marker lamps to indicate rear

On other cars in above mentioned trains, that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night will be used in lieu of standard marker lamps to indicate rear of train.

Rule 19 modified accordingly.

#### D-20a. GREEN SIGNALS.

The display of green signals will be omitted on two or more

#### 21a. WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

Engine bells must be kept ringing on all engines when moving Between: Int. 42 and Int. 43, Track No. 1.

#### 83. TRAIN REGISTERS.

Train registers are located as follows:

Milford Branch Trains: Framingham Station Milford Station

Ware River Branch Trains: Palmer, Int. 35 Winchendon Station

North Adams Branch Trains: North Adams Jct., Yardmaster's office

North Adams, Freight House At North Adams Junction southward first-class trains may register by slip.

Conductors of first-class trains at Boston, Worcester, Pittsfield and Albany will register by Form B & A T-1101.

At Springfield, Conductors of through first-class trains will register by Form B & A T-1101. Conductors of first-class trains originating or terminating at Springfield will register in

At Boston, conductors of passenger, mail and express trains running on track No. 1 must ascertain from proper authority, whether passenger, mail and express trains running on track No. 2 due to arrive have arrived, and so notify the enginemen.

At Beacon Park westward, conductors and enginemen of extra trains must ascertain from proper authority, whether passenger, mail and express trains running on tracks No. 1 and No. 2 due to arrive have arrived.

At Worcester eastward and westward, West Springfield eastward and westward, North Adams Junction westward and Niverville eastward, conductors and enginemen of extra trains must ascertain from proper authority, whether passenger, mail and express trains eastward and westward due to arrive have

At Worcester, Springfield, Pittsfield and Albany, conductors of passenger, mail and express trains must ascertain from proper authority, whether passenger, mail and express trains running in the opposite direction due to arrive have arrived, and so notify the enginemen.

Conductors of passenger, mail, express and extra trains whose initial point is Chatham must ascertain from proper authority, whether trains due to arrive at Chatham have arrived, and so notify the enginemen.

In all instances the information to be ascertained in the five preceding paragraphs must be received in writing and copy retained by the employee furnishing the information.

#### 83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication.

#### 91a. SPACING OF TRAINS, SINGLE TRACK.

Absolute block will be in effect under the direction of the

Rules 91 and 91a modified accordingly.

#### 93. YARD LIMITS.

Main Line Boston and Allston, inclusive, Track Nos. 1, 2, 3 and 4 Framingham, Track Nos. 1, 2 and 4 Worcester, Track Nos. 1 and 2 Palmer, Track No. 2 Springfield, Track Nos. 1, 2, 3 and 4 West Springfield, Track Nos. 1 and 2 Washington-Track No. 4

Hinsdale—Track No. 4 North Adams Jct. and Bridge 151.06, inclusive, Track Nos. 1 and 2

North Adams Jct.—Track No. 4 Chatham, Track Nos. 1 and 2 Niverville—Track No. 4

Branches Grand Junction:

East Boston and Beacon Park, inclusive Newton Highlands:

Brookline Jct. and Riverside, inclusive

Saxonville: Natick Milford:

Framingham Milford Webster:

Palmer

Winchendon Athol:

Athol Jct. and Ludlow, inclusive

North Adams Jct. North Adams:

Adams and Renfrew, inclusive North Adams

Hudson: Ghent

Hudson and Claverack, inclusive

Within yard limits on the Milford Branch, and at Palmer on the Ware River Branch and on the North Adams Branch engines and trains which have not received a Clearance Form A must receive permission from the Towerman or Train Dispatcher before occupying main track and report to Towerman or Train Dispatcher when clear of main track. Rule 93 modified accordingly.

#### D-97. WORK EXTRAS.

On two or more tracks Conductors of work extras must advise the Superintendent by wire before leaving initial stations, specifying working limits, and must not proceed beyond such limits without permission from the Superintendent. When work is completed for the day, and train clear of main track, Conductors must so report.

#### OS RATEROAD CROSSINGS AT GRADE

	CILOSSIIVOS AI CILADI	
Location	Railroad	Signals
Somerville	B. & M (Fitchburg 1	Div.) Interlocking
"	B. & M(L. & F.	Jct.) Interlocking
	B. & M	
	River Bridge.B. & M	
	B. & M (Int.	
	N. Y., N. H. & H	
	C. V	
	B. & MStop-board	
	B. & M Stop-board	
	B. & M. and N.Y., N. H. &	
Westfield	N. Y., N. H. & H	Interlocking

#### 99. PROTECTION OF TRAINS.

Riverside Yard. Movements out of Riverside yard toward Int. 15 must have flag protection to dwarf signal governing movement from yard to Newton Lower Falls Branch main track.

#### AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, revised February 1, 1947, govern.

1554-Air Brake. Running Tests.

Running tests must be made on passenger trains as follows: Approaching Charlton—Eastward and Westward Passing Oak St.—Westward only Midway between Washington and Hinsdale-Eastward and Westward Passing Brookview—Westward only Air Brake Rule 1554 modified accordingly.

1556-Air Brake. Smooth Handling. When coupling onto cars of passenger trains, engines with or without cars, must stop not more than 10 feet from the coupling point, and then move the remaining distance to point of coupling at the slowest possible speed to avoid shock.

When placing cars on trestles, piers or inside of buildings, movement must be controlled by air brake throughout the equipment.

#### 103. PUBLIC CROSSINGS AT GRADE.

When switching or when train or cars are left standing on the approach track circuit of an automatic visual highway crossing signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross. This applies to the following crossings:

On two or more tracks, movements against the current of traffic over above crossings, must not exceed slow speed.

Trains and engines will proceed over the following crossing on proper signal indication:

Framingham......... Waverly St.—East Wye

Trains and engines must stop at stop-boards before passing over the following crossings:

Robbins Road Fiberloid . . . . . . . . Fiberloid Crossing Ludlow . . . . . Sewall St. Cheshire......Main St. Adams......Cook's Crossing Crossing south of station

Trains and engines must stop and movement over crossings be protected by flag at the following crossings:

Newton Lower Falls. . . Concord St. (Perm. Stop boards) Pine Grove ...... Pine Grove Ave. (Perm. Stop boards) Natick...... Washington Ave. (Perm. Stop boards) Kansas St. (Perm. Stop boards) Fisher St. (Perm. Stop boards) Cochituate Crossing (Perm. Stop boards) Saxonville......School St. (Perm. Stop boards) Concord St. (Perm. Stop boards)

Framingham	Fountain St Track of Cushing
	Hospital (Perm. Stop boards)
East Holliston	Waverly St.—West Wye Washington St. (Perm. Stop board) Church St. (Perm. Stop board)
e crossour.	Control St. (Porm Stop board)
Milford	Central St. (Perm. Stop board)Hayward St. (Perm. Stop boards)
Millbury	Grafton Road (Perm. Stop boards)
West Auburn	Southbridge Rd. (Perm. Stop boards)
Fact Brookfield	Main St. (Perm. Stop boards)
Thorndike	Main St. (Perm. Stop boards)
Wore	Main St. (Perm. Stop boards)
Cilbortorillo	Church St. (Perm. Stop boards)
Gilbertville	Main St.
	Creamery Crossing (Perm. Stop
Coldbrook	Barre-Worcester Rd. (Perm. Stop
	boards)
Harwoods	Hubbardston Rd.
Templeton	Athol Rd. (Perm. Stop boards)
Baldwinville	South Main St. (Perm. Stop boards)
Winchendon	High St. (Perm. Stop boards)
Water and the second second of the	Ash St. (Perm. Stop boards)
Ludlow	North St. (Perm. Stop boards)
No Adams Ict	Merrill Road (Perm. Stop boards)
Adams	Harmony St. (Perm. Stop boards)
romework research	School St. (Perm. Stop boards)
	School St. (Perm. Stop boards)
Chant	Hoosac St. (Perm. Stop boards)
Ghent	Crossing South of Ghent (Perm.

Trains and engines must stop and crossing be protected by crossing gates at the following crossing:

Country Club...... Crossing (Perm. Stop boards)

Hudson.....South Front St.

Stop boards)

Operated by: Newton Lower Falls...... Washington St. Crew Trains and engines must stop and crossing be protected by highway signals at the following crossings:

Operated by: Faneuil ....... No. Beacon and Parsons St. W. Springfield ... Memorial Ave. Crew Crew Pittsfield......East St. E. D. Jones & Sons Co. Movements over East St. must in addition be protected by flagman.

Washington Street crossing must be kept clear when stopping at E. Holliston station.

Brighton:

Cars must be kept clear of Emergency Fire Crossing in bulk delivery yard, at Everett St. Framingham:

Eastward trains must not start from station until a Proceed indication is displayed by Interlocking Signal, Int. 20.

Chatham:

Eastward freight trains with over 25 cars destined beyond Chatham having work at Chatham will leave train west of

Westward freight trains with over 40 cars destined beyond Chatham having work at Chatham will leave train west of Int. 66, and work through Track No. 1 or Track No. 3. Niverville:

Packman's crossing, west of Niverville, must not be blocked more than 5 minutes between 6:00 A.M. and 8:00 P.M., and if train is delayed longer than 5 minutes, it must be cut to permit use of crossing. Ghent:

Cars must be left not less than 200 ft. from the crossing.

Trains and engines must stop and movement over crossings be protected by flag between the hours shown, when crossingman is not on duty, at the following crossings:

Framingham, Claffin St. Week days 8.30P.M. to 7.00A.M., Sundays 24 hours Hollis St. Week days 8.15P.M. to 5.45A.M., Sundays 24 hours. Waushakum St. Week days 8.15P.M. to 5.45A.M., Sundays 24 hours. Milford, Mt. Pleasant St. Week days 7.45P.M. to 6.45A.M., Sundays 24 hours. Beach St. Week days 7.45P.M to 6.45A.M., Sundays 24 hours.

Park St. Week days 10.00P.M.to 6.00A.M.Sundays 12.01A.M. Hudson Upper, State St.

Columbia St. Long Alley Union St.

Warren St. Week days 7.15P.M. to 11.15A.M., Sundays 24 hours.

to 12.01 P.M., 8.00P.M. to 12.00 Mid.

At highway crossings or private crossings at grade with in-dustrial track or tracks, and in bulk delivery yard, switching movements are not to be made over these crossings until it is known that the necessary protection is furnished, either by the industry or the crew. When necessary, air is to be coupled up, back-up hose used, and stop made before crossing.

#### 103c. SWITCHING PASSENGER EQUIPMENT.

For movements described in paragraphs (a) and (b), two qualified men must be stationed on the front end of leading car, in charge of the back-up hose or its equivalent and the communicating signal. The indication of all signals affecting the movement must be communicated to each other and each will be held equally responsible. (See Air Brake Rule 1587.)

(a) Movements of passenger equipment, whether occupied or not, on main tracks, where engine is not on leading

Switching movements at stations or other points in connection with occupied passenger trains.

Before making movements, the trainman in charge will give proper hand signal to the engineman in addition to the proper signal on the communicating signal line. Framingham.

All movements on tracks of Cushing Hospital, including Fountain Street Highway Crossing, must be controlled by air brake throughout the equipment. All back-up movements must be protected by back-up hose and air tried in accordance with Air Brake Rule 1587. Before passing over Fountain Street Highway Crossing trains must stop and be protected by flagman.

#### 104. SWITCHES.

	Electrically Locked Switches
	Electrically Locked Switches
	Track No. 4 to Track from
	No. 6 Int. 7
	University Trailing switch sidingLocked from
	to Track No. 4 Int. 9
	Faneuil
	NewtonTrailing switch (6)Time Lock
	NewtonTrailing switch (6)Time Lock Newton Yard to Track No. 4
	Track No. 4
	NatickCrossover betweenTime Lock
	Tracks No. 1 and many and the No.
	and greate media needs not No. 2 cm numbers to successful and the Vision and the Track
	Facing switch TrackTime Lock No. 1 to Saxonville Branch
	No. 1 to Saxonvine
	WestboroTime Lock
	Yard to Track No. 2
	JamesvilleTrailing Switch SidingTime Lock
	to Track No. 1
	Fact Brookfold Facing switch Track Locked from
	No. 4 to Track No. 6 Int. 31
	Trailing switch TrackLocked from
	No. 1 to Track No. 7 Int. 31
	No. 4 to Track No. 6 Int. 31 Trailing switch Track Locked from No. 1 to Track No. 7 Int. 31 Trailing switch Track Time Lock
	Warren East switch of west- Time Lock
	ward siding Switch from WarrenTime Lock
	Switch from WarrenTime Lock
	Yard to Track No. 2 Palmer (Tennyville) . East switch of west Time Lock
	Palmer (Tennyville). East switch of west Time Lock
	ward siding PalmerTrialling switch EastTime Lock
	End of Teople No 4
	Palmer
	(Pridge No. 92.77) Tracks No. 2 and No. 4
	Polmor West switch of east. Locked from
	ward siding Int. 35
	Polmor Crossover between Locked
	(Bridge No. 83.47) Track No. 1 and from Ware River Int. 35  Branch Main and crossover between
	Ware River Int. 35
	Branch Main and
	crossover between
	Tracks No. 1 and No. 2
ı	within the season of the season of the No. 2 were the season of the seas
1	Oak St East end of Track No. 4 Time Lock
-	Athol Jct Crossover between Locked
1	Tracks No. 2 and from
1	Athol Jct. Crossover between Locked Tracks No. 2 and from No. 4 Int. 40 Springfield Crossover between Locked
-	Sillinglicit Doctor
	(Armory St.) Tracks No. 3 and from No. 5

Westfield (Springdale	e). East switch of west	Time Lock
Chester	Trailing switch west7 end of Track No. 3	
	Track No. 2 to Siding	
	Trailing crossover (X3) between Tracks No. 1 and No. 2	
	Trailing switch (4)' Siding to Track No. 2	Time Lock
West Pittsfield	West end of crossover Track No. 1 to Track No. 2	Locked from Int. 57
State Line	Trailing switch west end of Track No. 3	Locked from Int. 60
Canaan	West end of crossover Track No. 1 to Track No. 2	Time Lock
Canaan	East end of crossover Track No. 2 to Track No. 4	Time Lock
Chatham	Trailing switch west end of Track No. 3	Locked from Int. 66
refrom entiding to ver	SPRING SWITCHES	

Spring switches are located as follows: Normal position Location Washington..... For Track No. 2

If proper signal indication is not displayed after switch points are closed by hand stand or switch is spiked, movement must not be made without permission from the Signalman. If it is impossible to close switch points by means of the hand stand, the switch must be spiked in proper position before passing over it. After train has completed movement over the switch, the spike must be removed to permit trains to trail through switch.

Trains or engines stopped while making a trailing movement over spring switch must not take slack or back up until switch is positioned by hand for movement.

Trainmen must not unlatch lever for hand operation until switch points have completed automatic movement caused by passage of train or engine.

#### 105. SIDINGS.

#### CAPACITY BASED ON 44-FOOT CARS

Two or More Tracks		
		Eastward
Framingham (Track No. 3)	109	soft and
" (Track No. 3 to clearance point	CC III	Part Hoes
of Track No. 5)	56	* 101 T
Westboro (Track No. 3)	81	111/14/14/15/15
Charlton	100	
East Brookfield	74	MA THE
West Brookfield (Track No. 4)	SADCIS LA	96
Warren	76	anioyi.
Palmer (Track No. 3)	115	ESCUR. NO
" (Track No. 4)		107
Westfield (Springdale)	158	CONTRACTOR OF
" (East of Int. 45)		77
	89	Consiste A. A. C. C. C.
Russell Chester (Track No. 3).	125	i bril 1970 j
Chester (Track No. 3)		mon2 · ·
Hinsdale (Track No. 3)	79	B 3 .
North Adams Jct. (Track No. 3 to crossover		
Track No. 3 to No. 1 at	Translation and the	Market Carlot
Peck's Bridge, No. 148.88)	65	
West Pittsfield	96	25
State Line (Track No. 3)	71	
Chatham	87	
Single Track		
Webster Junction	" - OPPLANT	32
Ware		33
Gilbertville		11
Barre Plains		500 To 100 State To 10 Annual To 12 Annual T
South Barre.	CONTRACTOR AND IN	
Baldwinville (west of main track)		
Berkshire		43
Farnams	· · · · · · · •	73
Cheshire		53
Adams		33
Renfrew (Lime Switch, north of station)		22
Renfrew (Freight House Siding)		49
Zylonite		
Ghent	in still the	
Gilcit.		

#### 107. STATION STOPS.

In approaching stations, a train scheduled to stop on second track from station platform will be given the preference by a train

#### Newtonville.

To obtain the maximum use of the westward platform (capacity, 12 cars), Track No. 1, and to avoid stopping with smokestacks of engines under Walnut St. Bridge, trains of various lengths will stop as follows:

(1) Trains with 10 cars or more, west end of head car opposite end of platform.

(2) Trains with 1 to 9 cars, inclusive; west end of head car opposite west side of Walnut St. Bridge.

Eastward passenger trains scheduled to stop, eastward passenger trains making other than scheduled stop, and extra passenger trains stopping on Track No. 2 to receive or discharge passengers will not proceed to station platform until proceed indication is displayed by Automatic Signal 8.62 or permission is provinged by the process of is received by telephone from signalman at Interlocking Station 15.

A Westward train on Track No. 1 will not proceed into or

through Newtonville Station until proceed indication is displayed by Automatic Signal 761 or permission is received by telephone from signalman at Interlocking Station 15.

#### Framingham.

To insure that the rear of westward passenger trains stopping at Station will Clear Concord Street Crossing, signs with numerals 6, 7, 8, 9, 10, 11 and 12 have been erected on the north side of Track No. 1.

Trains of various lengths will stop as follows, except trains taking water:

(1) Trains with 1 to 6 cars inclusive: West end of head car opposite sign numeral 6.

Trains with 6 or more cars: West end of head car opposite numeral corresponding with number of cars in the train. A train of 9 cars will clear Concord Street Crossing with

engine taking water. Trains of over 9 cars should avoid taking water on Track No. 1 unless absolutely necessary.

Eastward trains, eight cars or less, must take water at the first penstock on Track No. 2. With more than eight cars, must take water at the second penstock on Track No. 2.

Westward trains, ten cars or less, must take water at first penstock on Track No. 1. With more than ten cars, must take water at the second penstock on Track No. 1.

#### 109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in Books must be signed for by Train and Yard service employes. (Conductor's Room

	Conductor & Room
Boston	.{Trainmen's Room
	(Int. 4
East Boston	Engine House
Constitution of Administration (September 1997)	Yard Office
East Cambridge	. Yard Office
Beacon Park	.∫Yard Master's Office
	Engine House
Riverside	. Engine Foreman's Office
Framingham	Conductor's Room
	Engine House
Milford	. Station
150 1 W. A. W. A. C. A. C. A. C. A. C. A. C.	(Yard Master's Office
Worcester	.{Engine House
107 San Albana et al.	(Telegraph Office
Palmer	. Enginemen's and Trainmen's Room
	(SD Office - Room 231
	Conductor's Room
Springfield	.{Trainmen's Room
	Enginemen's Room
	Yard Trainmen's Room at Freight House
	(Yard Master's Office, E. End
West Springfield	Yard Master's Office, W. End
vices opinigheid	Engine House
	(FIII LODDY
North Adams	. Freight House
North Adams Jct	. Yard Master's Office
Pittsfield	. Former Telegraph Office
Chatham	∫Int. 65

Engine House

Hudson	Engine House
	Train Starter's Office N. Y. C. Engine House
Albany	Station Master's Office
powings; 5	(Ice House Office
Selkirk	N. Y. C. Engine House
	Factuard Clace Vard Office

#### DESIGNATION AND USE OF MAIN TRACKS.

#### Single Track

Between: Int. 15 and Newton Lower Falls; Natick and Saxonville;-Freight Int. 21 and Milford; Millbury Junction and Millbury;-Freight Int. 31 and Webster;-Freight South Spencer and Spencer;-Freight East Brookfield and North Brookfield;-Freight Int. 35 and Winchendon;-Freight Athol Junction and Ludlow;-Freight Int. 55 and North Adams; Ghent and Hudson.-Freight

#### D-151.

#### Two Tracks

Between:	Brookline Junction and Int. 15 (N. H. Branch) Int. 20 and Int. 22
	Int. 23 and Charlton
	East Brookfield and Oak Street
	Int. 40 and Washington
	Peck's Bridge, Pittsfield, and West Pittsfield Payn's and Int. 99
	are numbered from the north No. 1, No. 2

Tracks will be used as follows: No. 1, Westward

No. 2, Eastward Between: Int. 4 and Int. 5 Int. 70 and Int. SM

Tracks are numbered from the north No. 3, No. 4

Tracks will be used as follows: No. 3, Westward No. 4, Eastward

#### Three Tracks

Between Int. 5 and Int. 6
Tracks are numbered from the north No. 1, No. 2, No. 4

Tracks will be used as follows:

No. 1, Westward—Passenger or freight No. 2, Eastward—Switching movements No. 4, Eastward—Passenger or freight

Between: Int. 22 and Int. 23 Charlton and East Brookfield Oak St. and Athol Junction Washington and Peck's Bridge, Pittsfield West Pittsfield and Payn's

Tracks are numbered from the north No. 1, No. 2, No. 4 Tracks will be used as follows:

No. 1, Westward—Passenger or freight No. 2, Eastward—Passenger or freight No. 4. Eastward—Freight

#### Four Tracks

Between Int. 6 and Int. 20 Tracks are numbered from the north No. 1, No. 2, No. 3, No. 4 Tracks will be used as follows:

> No. 1. Westward—Passenger or freight No. 2, Eastward —Passenger or freight No. 3, Westward—Passenger or freight No. 4, Eastward—Passenger

Unless otherwise directed, trains not scheduled to stop at stations east of Framingham will run on Track Nos. 1 and 2, and trains scheduled to stop will run on Track Nos. 3 and 4.

Unless otherwise directed, freight trains and extra trains will not use Track Nos. 3 and 4 between Int. 6 and Int. 20.

#### Between Athol Ict, and Int. 40

Tracks are numbered from the north

No. 3, No. 1, No. 2, No. 4

Tracks will be used as follows:

No. 3. Westward—Freight

No. 1. Westward—Passenger or freight

No. 2, Eastward—Passenger or freight

No. 4. Eastward-Freight

#### 221(B). TRAIN ORDER SIGNALS.

At other than interlocking stations a stop signal consisting of a red flag by day and a red light by night will be displayed to indicate train orders.

Single Track: On station platform in location as directed by Train Dispatcher.

Two or more Tracks: At the right in the direction of current of traffic and governs trains moving only with the current of traffic. For trains moving against the current of traffic at the right in the direction train is moving.

Where Station Approach Signal is provided, indication 'Stop at next station' must be displayed before Stop signal is displayed.

A train required to stop at a station by a Station Approach Signal may proceed, after stopping, without a Clearance Form A if no stop signal is displayed.

Rule 221(B) modified accordingly. Rule 221(B) as modified will apply on Main Line and Branches.

#### 221(C). TRAIN ORDER SIGNALS.

Rule 221(C) will apply at interlocking stations only. Rule 221(C) modified accordingly.

#### S-231. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.

Between Int. 15 and Newton Lower Falls and return.

D-251. MOVEMENT OF TRAINS WITH THE CUR-RENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Between Int. 4 and Int. 99.

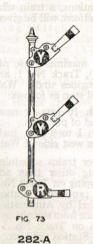
Brookline Jct. and Int. 15 (N. H. Branch). Int. 70 and Int. SM (Selkirk Branch).

D-261. MOVEMENT OF TRAINS AGAINST THE CUR-RENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

#### Between:

Faneuil and Int. 10	Track No. 1
Int. 31 and East Brookfield	Track No. 2
Int. 40 and Athol Jct	Track No. 3
Int. 40 and Int. 42	Track No. 2

#### SPECIAL SIGNAL ASPECTS AND INDICATIONS.



Proceed preparing to stop at second signal. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication.

#### 286. MEDIUM SPEED INDICATIONS.

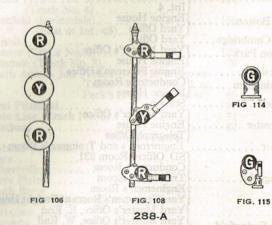
Rule 286 does not apply to Figs. 106 and 108. Except Fig. 106-Brookline Ict., Westward

> Int. 20, Eastward Charlton, Eastward East Brookfield, Eastward Washington, Eastward

Rule 286 modified accordingly. See 288-A, Special Instructions.

#### 287. SLOW SPEED INDICATIONS.

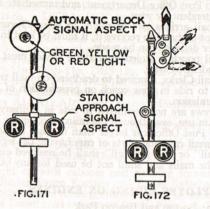
Rule 287 does not apply to Figs. 114 and 115. Except Fig. 115-Int. 22, Track No. 4, Eastward. Rule 287 modified accordingly. See 288-A, Special Instructions.



Proceed preparing to stop at next signal; slow speed within interlocking limits.

Exception: See modification of Rule 286 and Rule 287 Special Instructions.

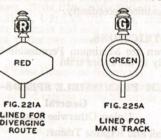
#### STATION APPROACH SIGNALS



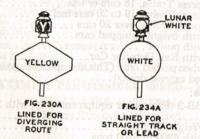
289-F

Stop at next station. The Automatic Block Signal Indication must be obeyed

#### MAIN TRACK SWITCH TARGETS



#### SIDING AND YARD SWITCH TARGETS



Lights on main track switches are not in use: Between: Int. 4 and Int. 99

Brookline Jct. and Int. 15 (N. H Br.)

Light indication will not be shown on certain yard switches not directly connected with night operation. Rule 293 modified accordingly.

#### 297. RAILROAD GRADE CROSSING SIGNALS. Ware River Branch

#### Winchendon:

Trains will STOP at Stop boards before crossing B. & M. Trainmen will operate signals for movement of their train over crossing being governed by instructions posted in "Push Button and Indicator Box" located near the crossing.

Telephone connected with B. & M. Train Dispatcher is located near the crossing.

#### 505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use: Single Track:

Ware River Branch: Northward, Int. 35 and Fixed Signal "End Auto Block"located at Signal W. R.-0.5. Southward, Signal W. R.-0.5 and Int. 35.

North Adams Branch:

Northward, Int. 55 and Fixed Signal "End Auto Block" located at Signal N.-0.69.

Southward, Signal N.-0.69 and Int. 55.

Two or more Tracks: Between: Int. 4 and Int. 99.

Brookline Jct. and Int. 15 (N.H. Branch). Int. 70 and Int. SM (Selkirk Branch).

GRADE SIGNALS.

Rule 509a will govern for a signal which has a Grade Signal Marker, the letter "G", attached to its mast.

## 513. ENTERING A MAIN TRACK OR CROSSING FROM ONE MAIN TRACK TO ANOTHER.

At bolt locked switches after operating the bolt-lock, trainmen must wait five minutes before operating the switches. At non-bolt locked switches trainmen will operate the switch and wait five minutes at the switch before making engine or train movement.

Time locks set to unlock in five minutes after being operated

are installed at the following locations:

Location Tracks Natick..... No. 1 and No. 2 Natick...... No. 1 and Saxonville Br. Westboro..... Yard and No. 2 Jamesville..... East Brookfield..... No. 1 and No. 3 Passing Siding and No. 1 Warren..... Yard and No. 2 Palmer..... Trailing Switch East End of Track No. 4 Palmer ..... No. 4 and No. 2 Oak St...... No. 4 and No. 2 State Line..... Trailing Switch West End of Track Canaan..... No. 1 and No. 2 Canaan..... No. 4 and No. 2 Chatham..... Trailing Switch West End of Track If time lock unlocks in less than five minutes trainmen must

wait five minutes after operating time lock before operating bolt lock. After operating bolt lock, switch or switches may be operated immediately.

Switch electrically locked by time lock on hand thrown switch machine is installed at the following locations

Location Tracks

Newton...... Trailing Switch (6) Newton Yard and Track No. 4 Chester..... Trailing Switch West End of Track

No. 3. Chester..... Facing Switch (24) Track No. 2 to

Chester . . . . . . . . Trailing Crossover (X3)between Tracks No. 1 and No. 2

Chester..... Trailing Switch (4) Siding to Track No. 2 To unlock, remove padlock and wait five (5) minutes.

When indicator is lighted the switch is unlocked. Restoring padlock in the normal keeper will time lock switch.

Time locks set to unlock in one minute after being operated are installed at the following locations:

Location Warren..... East switch of Westward siding Palmer (Tennyville)... East switch of Westward siding Westfold (Springdele) Westfield (Springdale) . . East switch of Westward siding For movement from siding to main track trainmen must wait

five minutes after operating time lock before operating bolt lock After operating bolt lock, switch may be operated immediately.

Electric locks operated by signalmen are installed at the following locations:

Location Tracks Locked From Brookline Jct..... No. 6 and No. 4..... Int. 7 University..... .Siding and No. 4..... Fanemil Siding and No. 1..... East Brookfield.... No. 4 and No. 6..... East Brookfield ... No. 1 and No. 7 ... Int. 31
Palmer ... West switch of Eastward siding... ...... Int. 35 .No. 1 and Ware River (Bridge 83.47) Branch Main.....Int. 35 No. 1 and No. 2..... Int. 35

Rule 513 modified accordingly.

Rule 515 modified accordingly.

#### 605. REMOTE CONTROL SWITCHES AND SIGNALS.

	Interlocking	
Location		Tracks
Brookline Junction	7	3 and 4
Charlton	31	1, 2 and 4
East Brookfield		
Athol Junction		
Washington	53	2 and 4
Peck's Bridge	55	2 and 4
West Pittsfield	57	2 and 4
Interlocking Rules Gov		7) tiesus teasure
The state of the s	The second secon	C4 1 11

Enginemen or trainmen finding signal displaying Stop-indication must call signalman or train director at Interlocking Station or train dispatcher.

Train or engine may proceed on instructions from signalman, train director or train dispatcher after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in Interlocking Station and in telephone box at Peck's Bridge and West Pittsfield and inside box containing hand crank at Charlton and East Brookfield.

#### 606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT. in the list of Stations, Office Calls, Signals and Telephones.

## 824. MAKEUP OF PASSENGER, MAIL AND EXPRESS TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 feet or over in length limited to 30 cars.

Trains containing not more than 5 cars 60 feet or over in length limited to 40 cars.

#### 841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

or occino, equivalent to the	
1 to 46 sacks 3	
47 to 92 sacks 6	
93 to 138 sacks 9	
139 to 184 sacks12	ft. 369 to 414 sacks27 ft.
185 to 230 sacks15	ft. 415 to 460 sacks30 ft.

One and three quarters outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the "Pouches and Sacks" column of train baggageman's report, Form M.D. 76.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their photograph commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

#### 935. EMPLOYES RIDING ON ENGINES.

Between: Boston and Beacon Park Springfield and West Springfield & North Adams Jct. and Pittsfield

Conductors, Trainmen, Enginemen, Firemen, and Ground Switchmen may ride on light engines when going to or from work. Other employes must have proper authority to ride on light engines.

Rule 935 modified accordingly.

#### SPEED RESTRICTIONS.

Speeds shown are Maximum Permissible Speed in miles per hour and apply to the entire train.

### MAXIMUM PERMISSIBLE SPEEDS—EQUIPMENT

#### General

Unless Otherwise Restricted

į,	Unless Otherwise Restricted	
-	Passenger, Mail and Express Trains:	
こうことのないからいことのないないのであるとのないないのであるというできます。	Passenger Trains, 20 cars or less. Passenger Trains, 21 to 24 cars incl. All Passenger Trains, over 24 cars. Mail & Express Trains, 18 cars or less. Mail & Express Trains, 19 to 20 cars incl. Mail & Express Trains, over 20 cars. Except with freight equipped cars. Except with pusher. Except with Rail Detector Car. Except when pushed only (This also applies to passenger, mail and express drafts).	65 60 50 65 60 50 45 40 25
	Freight Trains:	
	BB-1 and BB-2 (Pacemaker equipment only, with 35 cars or less.  All Other Freight Trains  Except with 4300 to 5200 tons.  Except with 5200 to 6600 tons.  Except with over 6600 tons.  Except with pusher.  Except with Cranes running on own wheels.  Except when pushed only (This also applies when pushing freight cars).  Work Trains.  Except in wrecking service with wrecking cranes.  Except with Cranes, other than Wrecking Cranes, running on own wheels.  Circus Trains with freight equipped cars.  Snow Plows and Flangers.  Snow Melters and Snow Loaders.  Scale Test Car running on own wheels, Jordan Spreader and	60 50 40 35 30 30 25 20 35 45 30 30 30 30 30 30 30 30 30 30 35 40 35 35 40 35 40 35 40 35 40 35 35 40 35 40 35 35 35 35 36 36 36 36 36 36 36 36 36 36 36 36 36
	Scale Test Car running on own wheels, Jordan Spreader and Air Dump Cars.  Engines pulling a train and running forward, also Double Ender Steam Engines and Diesel Switchers pulling a train and running either forward or backward:	25
	Classes DPA-1a,DPB-1a, DPA-1B,DPB-1B, DPA-1c, DPB-1c,DPA-1b, DPA-2a,DPB-2a,DPA-2B,DPB-2B, DPA-3a, DCA-1a,DCB-1a, DCA-2a,DCB-2a, J1a,J1b,J1c,J1b,J1e, J2a,J2b,J2c, J3a, K3n,K3p, K3q,K3r, K14a,K14b,K14c,K14e,K14f,K14g,K14h, KJ,KL,KM, L3a,L3b,L3c, L4a,L4b, S1a,S1b, and S2a.	65

Classes DFA-1a DFB-1a, DFA-1 DFA-3a,DFB-3a,DFA-3b,DFB-DFA-3b,DFB-BDFB-5a, DFT-1a,DFT-1b,DFK11c,K11c,K11c,K11c,K11c,K11c,K11c,K11c	3B, DI 4A, DF 4A, DF T-1D, B, L1c, RS-1E back DES DES CS-13c ard H5F www, B1 33 nning viesel S ward ward ward ward ward ward ward ward	FA-3c,I A-5c,I K1L L1D, L D,DRS-2 ward -5c, D 11G, D C and D H5c,H either 1c,B11 forwar forwar Switche or back 1, 1, 2, 3 Nos. 1 B10w, and U Ender put cars B10w, and U	DFB-3c DFA-5e DFA-5e DFA-5e DFA-5e DFA-5e DFA-5e DFA-5e DFA-5e DFA-5e DFA-5e DFA-6e DF	2, 35 3, 45 4, 35 20 20 1, 30 20 1, 20	Edwards Park and Cana Canaan and Signal 171. Signal 171.11 and M.P. M.P. 180.50 and Niverv Niverville and Int. 99.  Switches and Crossove diverging:     Main Tracks
Rail Detector Cars, under own power	ds	1997/30C	basalo basalo	15 40	Unless O
Local	ori dan	ga-68, G		nO Sa o	*Indicates speed shown of
Unless Otherwise Res Trains other than passenger, mail and 25 cars or more; mail and express trains? Westward: Athol Jct. to Springfield. Hinsdale to No. Adams Jct. Eastward: Washington to Chester.  Trains Throwing off U. S. Mail: Palmer Station—Eastward. Westfield Station Chatham Station. Trains Throwing off Newspapers: Hinsdale Station. Dalton Station.	expres	ss; pass s or mo	enger t	30 25 25 25 25 25 15	Main Line Brookline Jct., curves an Track No. 3 Track No. 4 Auburndale and Riversid Framingham: Bishop St. and Int. 22, Station (platform limit Int. 22; When diverging Trac All other switches ar Fountain St.—Cushing North Grafton, Asylum of
MAXIMUM PERMISSIBLE S				u.li	Worcester:
MAIN LINE—GEN			CA	7	M.P. 42.2 and Int. 26, Station (platform limit
Unless Otherwise Rest		TRA	CKS	No 4	Charlton, Hammond cur West Warren, Stonewall
Int. 4 and Int. 5		1 07 un	30	30	Palmer, Across C.V.Ry. Agawam Junction, curve
Int. 5 and Brookline Jct	40	40	40	40	Westfield, across N.Y.N.
Int. 9 and Framingham	50 65	50 65	50 60	50 60	Woronoco, curve, ½ mile
Framingham and Millbury Jct	65	65		30	Russell, New Tank curve Tuttle Bend curves, 13
Millbury Jct. and Int. 26 Int. 26 and Int. 28	60 50	60 50		201	Pittsfield, East St
Int. 28 and Jamesville	55	55			Pittsfield Station (platfor
Jamesville and Charlton	50	50	- <del> </del>	10 <del></del>	Canaan, Murphy's curve Chatham, Blue Hill cur
Charlton and Sig. 62.91, Sig. 62.92 Sig. 62.91, Sig. 62.92 and Int. 40	55 65	55 65	20	30	Int. 66, curves
Int. 40 and Int. 42	25	65 25	30	30	Branches
Int. 42 and Sig. 105.01, Sig. 105.12	50	50	D <del>ioc</del> ia	bo <del>ive</del> 1	Unless
Sig. 105.01, Sig. 105.12 and Int. 45 Int. 45 and Sig. 111.71, Sig. 111.72	55 65	55 65			· 以及"自己"的证明。120 7 7 7 7 10 10 10 10 10 10 10 10 10 10 10 10 10
Sig. 111.71, Sig. 111.72 and Russell	55	55	X <u>—</u>		* Indicates speed shown
Russell and Signal 127.81	50	50	k a <u>m</u> l A Caprer	007 <u>(1</u>	Switches and Crossover diverging
Signal 127.81 and Washington Washington and Int. 53	45 55	45 55	A House	30	Except Newton High
Int. 53 and Int. 57	55	55		20	Switches and Crossovers
Int. 57 and Edwards Park	65	65	aw i	20	Switches and Crossovers
		CONTRACTOR OF STREET			

是一个时间,只是一个大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大	-
Edwards Park and Canaan       55       55       —         Canaan and Signal 171.11       60       60       —         Signal 171.11 and M.P. 180.50       45       45       —         M.P. 180.50 and Niverville       60       60       —	20 20 20
Niverville and Int. 99	-
	15 10
1. 在我们,一点一点,一点一点,一点一点,一点一点,一点一点,一点一点,一点一点,一点	10
Except Int. 5, Track No. 3 to Track No. 1, Rule 287	on 10 20
Except Int. 6, Track No. 4, Rule 287, Figure 113 Except Int. 22, all switches and crossovers other than	25 10
Trains running against the current of traffic, unless otherwise instructed.	20
Except Track No. 2 Int. 31 to E.Brookfield	30 30
MAIN LINE—LOCAL	
Unless Otherwise Restricted	
*Indicates speed shown on Permanent Speed Board	
Main Line	
Brookline Jct., curves and frogs:	
11ack 100. 5 3:	5* 0*
	0* 0*
Framingham:	
Bishop St. and Int. 22, highway grade crossings and curve 30 Station (platform limits)	0*
When diverging Track No. 4 to Track No. 2, eastward 15	5
All other switches and crossovers when diverging 10	
Fountain St.—Cushing Hospital. 4 North Grafton, Asylum curves, 1 mile east. 55	
Worcester:	
M.P. 42.2 and Int. 26, curve 45	5*
Station (platform limits)	
Charlton, Hammond curve, 1/3 mile west	10.13
Palmer, Across C.V.Ry. Tracks	
Agawam Junction, curve, 2 miles west of Int. 43 45	
Westfield, across N.Y.N.H.&H.R.R. Tracks	
Woronoco, curve, ½ mile east	12010
Tuttle Bend curves, 1½ miles west	
Pittsfield, East St 4	7000
Pittsfield Station (platform limits)	5 0*
Canaan, Murphy's curve, 1¾ miles west	J.
Int. 66, curves	5*
Branches 14 of base of adapt death wills	
Unless Otherwise Restricted	
* Indicates speed shown on Permanent Speed Board	
Switches and Crossovers, other than interlocking, when diverging	0
Except Newton Highlands Br., Main Tracks 15	
Switches and Crossovers, interlocking, when diverging Speed in accordance with Signal Indication	

Grand Junction Branch Tracks No. 1 and No. 2  Except across streets and highway crossings	15 6
Newton Highlands Branch Tracks No. 1 and No. 2 Except Brookline Jct., Track No. 2 to Main Line Track	45 35*
No. 4.  Except Brookline and Brookline Hills.  Except Newton Highlands and Eliot.  Except Riverside, Int. Signal, Track No. 1 to Main Line Track No. 4.	30*
	15
Newton Lower Falls Branch Main TrackSaxonville Branch Main Track	20
	2000
Milford Branch Main Track. Except Framingham Station and Waushakum StExcept Rocky Hill, Beaver St	35 10* 6*
Millbury Branch Main Track	25
Webster Branch Main Track Except North Oxford Mills and Howarths	25 20*
Spencer Branch Main Track Except Spencer, Chestnut St., northward movements	20 10
North Brookfield Branch Main Track Except North Brookfield, Tylers' Crossing, southward movements	20
Ware River Branch Main Track	35
Except Steam engines	30
Except Palmer — Burleigh's (Long) Crossing, 1.84 Mi.	
North	10*
Except Thorndike, 0.9 Mi. North	10* 10*
Except Whipples Except Ware — South St., 0.8 Mi. South	15*
Ware Station	20*
Except Gilbertville	15
0.31 Mi. South Except Old Furnace — Smith Crossing 0.57 Mi. South Except Williamsville between 1.2 and 2.6 Mi. North	20*
Except Baldwinville, 0.7 Mi. South	20*
Athol Branch Main Track Except Hendee St., E. Springfield, 0.3 Mi. North of	20
Athol Jct. Except Robbins Rd., E. Springfield, 1.6 Mi. North of Athol Jct.	1 5
North Adams Branch Main Track	45
Except Coltsville, Crane Ave	15
Except Berkshire, Chapel St	6*
Except Cheshire Harbor  Except Adams-Harmony St. Northward movements over facing point switch of	10*
over facing point switch of	15*
Brown Paper Co Between Park St. and School St	10
Except Renfrew — Crossing at Station.  Lime St., 0.2 Mi. North.	10
Except Zylonite, Hodges crossing 0.9 Mi. North Except North Adams, over switches, south end of yard	6 <sup>3</sup>
Hudson Branch Main Track	6'
Freight House Crossing Northward	15
Union Turnpike 2.0 Mi. South  Except Hudson Upper and Hudson, southward movements	
Selkirk Branch Tracks No. 3 and No. 4: Int. 70 and Sig. 143 Sig. 143 and Int. SM	30 25

#### ENGINE AND CAR RESTRICTIONS.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from the Superintendent.

Diesel engines may be operated through water not exceeding a depth of three inches above top of rail but must proceed at slow speed and with caution.

Cars with gross weight over 215,000 lbs. must not be operated without authority of Superintendent.

Rail Detector Cars must not be handled in freight trains and except N.Y.C. Car X-8015, must not be handled in passenger

Scale Test Cars must be handled only in local freight or work trains.

Cranes with stacks must not be in transit unless stack is removed. Cranes X-1655 and X-1694 must also have bonnet removed

#### Main Line:

Engines, Classes L1A,L1B,L1C,L1D, S1A,S1B, and S2A must not operate east of Beacon Park.

Engines, Classes A1a,A1B,A1c, DFA-1a,DFA-1B, DFA-3D, DFA-5a, DFA-5b, DFB-5a, J1a,J1B,J1c,J1D (except Engines 5278, 5279, 5280, 5282 and 5283) J1E, J3a, L2a,L2B,L2c,L2D, L3a (Engine 3000 only), L4a,L4B and U3B must not operate on Track No. 1, Int. 4 to Int. 5.

Engines not listed above nor under Speed Restrictions Pages 8 and 9 must not operate unless authorized by the Superintendent.

All engines equipped with windshield wings must keep windshield wings closed:

Between South Station and Int. 9.

Between North Adams Jct. and Pittsfield.

Snow Plows X-1421, X-1422 and X-1424 must not operate east of Bridge 1.43, Huntington Avenue, and must not use crossover from Track No. 2 to Track No. 1 at Int. 21.

Northern Refrigerator Cars series 700-799, hatch must be kept closed between Natick and Boston.

Crane X-1688 must not operate on Track No. 1 under Bridge 0.68, Washington Street, Boston.

Cranes X-1386, X-1387, X-1388 and X-1389 must not operate on carrier car under or east of Bridge 2.53, Beacon Street,

Crane X-1386 must not operate on carrier car under Bridge 17.16, Marion Street, Natick, on Tracks No. 1 and No. 2.

Beacon Park. Engines, Classes S1A, S1B and S2A must not use Track No. 014 at Coal Pocket because of overhead clearance. All engines except Classes B,D,U, and all Diesel engines, must not use Loop Track.

All movements on the Loop Track are restricted to a speed of six (6) miles per hour.

Natick. Cars must be placed on Beef Track by the engine. Jamesville. Reach must be used when switching Track Nos. 16 and 18 at the National Standard Co.

Rochdale. Reach must be used when switching inside of building on Track No. 7 serving the Rochdale Fuel Co.

Ludlow Junction Yard.

Track No. 1 exclusively for B. & A. engines leaving cars. Track No. 2 exclusively for Ludlow Manufacturing Associates' engines delivering cars to Boston & Albany.

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

West Springfield. Steam engines are prohibited from operating on sidetracks S-2 and S-3 which are the two easterly tracks leading to the Diesel Plant.

Pittsfield. Engines, all classes, must not operate on Track No. 3 under Bridge 148.88.

Newton Highlands Branch:

Engines, Classes Ala, Alb, Alc, Jla, Jlb, Jlc, Jld, Jle, J2a, J2b, J2c, J3a, K3n, K3p, K3q, K3r, K1la, K1lb, K1lc, K1lb, K1le, K1lf, K14a, K14b, K14c, K14e, K14f, Lla, Llb, Llc, Llb, L2A, L2B, L2c, L2D, L3A, L3B, L3c, L4A, L4B, S1A, S1B, S2A, U3B, and all Diesel engines must not operate except DES-7A, DES-7B, DES-11A, DES-11B, DES-11C, DES-11D, DES-11G, DES-12A, DES-12B, DES-13A, DES-13B, DES-13F, DRS-1A, DRS-1B, DRS-2A, DRS-2B, DFT-1A and DFT-1B.

Engines, Classes G6H, G16Q, H5F, H5G, H5J, H5P and H5T windshield wings must be kept closed between Brookline and

Snow Plows X-1421, X-1422, and X-1424 must not operate.

Cranes X-1556, X-1655, and X-1688 must not operate between Brookline Junction and Brookline Hills.

Cranes X-1385 on carrier car and X-1653 must not operate on Track No. 1 under Bridge N. H. 0.36, Park Drive.

Crane X-1386 must not operate on carrier car under Bridge N.H. 5.62, Langley Road, Newton Centre, nor east of Langley Road to Brookline Junction.

Cranes X-1387, X-1388 and X-1389 must not operate on carrier car under Bridge N.H. 3.26, Chestnut Hill Avenue, Reservoir, nor east of Chestnut Hill Avenue to Brookline Junction.

All light weight Passenger Equipment, (except B. & A. Coaches Nos. 300 to 379 inc.) must not be run on Track No. 1. When these cars are run on Track No. 2, Track No. 1 between Brookline and Brookline Hills must be unoccupied.

#### Grand Junction Branch:

Engines, Classes Lla, Llb, Llc, Llb, Sla, Sla, S2A, and U3B, must not operate east of Porter Street Yard.

Engines, Classes JIA, JIB, JIC, JID, JIE, J3A, L1A, L1B, L1C, L1D, L2A, L2B, L2C, L2D, L3A, L3B, L3C, L4A, L4B, S1A, S1B and S2A windshield wings must be kept closed.

Crane X-1386 must not operate on carrier car east of East Somerville.

Cranes X-1387, X-1388 and X-1389 must not operate on carrier car east of Maverick St., East Boston.

Cars of gross weight over 180,000 lbs. must not operate on trestle portion of Piers 2 or 4. East Boston.

Engines must not operate on portion of track P4-8 supported by planked platform between Piers 4 and 5, East Boston.

#### Saxonville Branch:

Snow Plows X-1421, X-1422, and X-1424 must not operate. Crane X-1386 must not operate on carrier car.

#### Milford Branch:

Snow Plows X-1421, X-1422, and X-1424 must not operate Rocky Hill-Track No. 15-Dodds Granite Corp. Engines must not go on trestle.

#### Millbury Branch:

Snow Plows X-1421, X-1422, and X-1424 must not pass Millbury Station platform.

#### Webster Branch:

Engines, Classes Ala, Alb, Alc, Jla, Jlb, Jlc, Jlb, Jle, J2a, J2b, J2c, J3a, K3n, K3p, K3p, K3r, K1la, K1lb, K1lc, K1lb, K1lr, K14a,K14b,K14c,K14e,K14f,K14d,K14h, L1a,L1b,L1c,L1b, L2a,L2b,L2c,L2b,L3a,L3b,L3c,L4a,L4b,S1a,S1b, and S2a must not operate on track No. 12, Webster Mills.

#### Ware River Branch:

South Barre. All engines except diesel, must use a reach in switching Track No. 12 of the Barre Wool Combing Co.

#### Athol Branch:

East Springfield-Track No. 12-Indian Motorcycle Co. Engines must not go on trestle, and reach must be used. Indian Orchard. Chapman Valve Mfg. Co., Track No. 7. On account of close clearance, all work must be done from the street side.

#### Hudson Branch:

Mellenville-Track No. 6-High Rock Knitting Co. Engines

must not go on trestle, and reach must be used.

Hudson—Track No. 6—New York State Training School.

Engines Classes Ala, Alb, Alc, H5F, H5c, H5J, H5F, H5T, J1A, J1B, Jlc, Jlb, Jle, J2a, J2b, J2c, J3a, K3n, K3p, K3q, K3r, K11a, K11b, K11c, K11d, K11f, K14a, K14b, K14c, K14e, K14f, K14g, K14h, KJ, KL, KM, L1a, L1B, L1c, L1D, L2a, L2B, L2c, L2D, L3a, L3B, L3c, L4a, L4B, S1A,S1B, and S2A must not use this track.

#### WYE RESTRICTIONS.

#### Charlton:

Diesel engines can be turned as single units only. Engines, Classes L3A,L3B,L3c, L4A,L4B, S1A,S1B and S2A cannot use Wye.

#### Hinsdale:

Diesel engines can be turned as single units only, except Classes DFA-1A,DFB-1A, DFA-2A,DFB-2A, DFA-3A,DFB-3A, DFA-3B, DFB-3B, DFA-3c, DFB-3c, DFA-4A, DFB-4A, DCA-1A, DCB-1A, can be turned in double units.

#### WATER STATIONS.

#### Main Line

Boston Terminal Yard, Boston Freight Terminal. Beacon Park Yard. Riverside Station.

Framingham Station. Worcester.

Palmer. Springfield Station. West Springfield Yard.

West Brookfield.

North Adams Junction. Pittsfield (Freight trains, only in emergency.)

Washington.

Trap Rock Siding.

State Line. Chatham.

Huntington.

Rensselaer (freight yard). Selkirk.

#### Branches

East Boston. East Cambridge. Riverside (Highland Branch). Milford.

North Brookfield. North Adams. Hudson.

#### AUTOMATIC TRAIN STOP.

Road engines operated between Boston and Int. 99,, Main Line, and between Brookline Junction and Riverside, Newton Highlands Branch, must be equipped with automatic train stop device in working order, and cut in, except:

- a-When used as pusher or second engine.
- b—By specific authority of Superintendent.
- c-When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Enginemen must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open interlocking stations in advance of such train, within the limits of the train order.
- When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

Double Inductors are located:

Track No. 1 between signal 101.41, and first interlocking signal at Int. 45. Westfield.

The beginning and ending of automatic train stop territory on each track is indicated by signs lettered "B" and "E" respectively attached to the signal.

#### RAIL DETECTOR CARS.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

#### TRACK MOTOR CARS.

On two or more tracks employes in charge of operation of motor cars must have permission from the Train Dispatcher before occupying main track, specifying working limits, and must not proceed beyond such limits without permission from the Train Dispatcher. When motor car has cleared the main track, employe in charge must so report.

Failure of communication with Train Dispatcher, movement may only be made under flag protection against all trains and other cars.

#### SNOW PLOW EQUIPMENT.

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train, and in case of emergency, assist in operating snow plow or flanger.

Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed by trains on adjacent tracks where snow is being thrown.

Snow plows must not be hauled backward when being moved in freight train.

#### PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as tollows

When rear	And car	Carry equipment in following location:		
car is	next ahead is	Storm clothing	Container and lanterns	
Pullman Obs Private De Luxe, Obs coach Diner	Pullman Pullman	door next to rear car if drawing room is	passageway and so placed as to avoid inconvenience to per-	
	Coach	Rear of coach.	Rear of coach.	
Pullman, without obser- vation end.	ista of a militaria militaria	door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vesti- bule.	

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

**Toilets** in each passenger car must be locked on local as well as through trains at and between the following locations in each direction;

Boston and Brookline Junction Framingham and Cordaville Worcester Station Springfield Station Pittsfield Station Albany Station

When, in emergency, it is necessary to allow a passenger to enter toilet, passenger must be cautioned not to flush toilet within these locations.

#### FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify health officer promptly.

When fatal accident occurs on right-of-way, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

#### FREIGHT TRAIN AND YARD CREWS

Container Cars. Trainmen in the performance of their duties are not required to pass over the tops of containers.

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.

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

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.

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

At Outlying Points where cars 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.

Doors and Gates across Tracks. Switching crews when switching tracks that go into buildings, sheds or locations protected by fence and gates, must know that doors or gates across tracks are open and properly secured before switching on these tracks.

#### STATION EMPLOYES.

Trucks left on platforms must be locked or otherwise secured, with not less than 8 feet clearance from nearest track rail.

All trucks on platforms, whether Railroad or those handled by the Express Agency, as well as others, must be properly equipped with chains (and locks where necessary) and kept secure when not in actual use.

#### LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System modern road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating en route, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated en route, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

#### Cooling Compound:

An approved hot journal cooling compound, and Form N.Y.C.S. RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars en route in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form N.Y.C.S. RS-74, at time compound is applied.

#### MOVEMENT OF DEAD ENGINES IN TRAINS.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

#### STOP BOARDS.

#### GRAND JUNCTION BRANCH. (See Page 17).

#### Ware River Branch.

Boston and Maine trains will not pass the Stop boards at Forest Lake Jct. and Creamery Jct. until permission to occupy the Main Track has been obtained from the B. & A. Train Dispatcher.

#### Hudson Branch.

#### Ghent:

Northward B. & A. trains will not pass Stop board at the connection to the N. Y. C. until permission has been received from signalman at Int. 65 to enter the N. Y. C. main track. Trains must report to the signalman at Int. 65 when clear of the N. Y. C. track.

#### MARKER POSTS.

Between Int. 7 and Brookline Junction. Except in emergencies, engines will not stand between marker posts located about 225 feet east of Bridge 2.09 (Muddy River) and marker posts located at the westerly abutment of that bridge. Eastward light engines will pull up close to the interlocking signal in order that a second engine may stand between the first engine and marker posts located 225 feet east of Muddy River Bridge.

Except in emergencies, engines will not stand between marker post at Bridge 2.14 (Charlesgate West) and post located 316 feet west.

University. Westward trains scheduled to stop at University, will stop with engine at marker post located between Track Nos. 2 and 3, located 184 feet east of Bridge 3.13 (Commonwealth Avenue).

#### Grand Junction Branch. (See Page 17).

#### Framingham. Marker posts are located as follows:

- Between Track 031 and Track 33, west of Framingham Station and 80 feet east of dwarf signal governing movements from Track 031 to Track 1.
- (2) Between Track 4A and Track 6, west of Framingham Station and 124 feet west of dwarf signal governing movements from Track 4A to Track 2.

In order to avoid interference with the use of the west end of station platform for Westward trains and the west end of station platform for Eastward trains, except in a case of an emergency, engines or cars will not stand on Track 031 or Track 4A between marker post and dwarf signal.

Milford Branch. Framingham. When interlocking signal controlling movements from Milford Branch to Track No. 2, Int. 21, is in STOP position, northward trains on Milford Branch will not pass marker post 125 feet south of signal, until signal is displayed to proceed.

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

**Selkirk Branch.** When interlocking signal controlling movements on Track No. 4, Int. 70, is in STOP position, trains on Track No. 4 will not pass marker post three hundred (300) feet west of Packman's crossing, until signal is displayed to proceed.

#### GRADE OPERATION.

Trains making a back-up movement down hill, must always have hand brakes applied to the rear portion.

All pushers on Main Line must have the air brake coupled and train will stop to detach pusher. This will not apply—

Springfield to Athol Junction.
Eastward out of Worcester yard.
Hudson to Hudson Upper.

Engineman will be careful to keep pusher up against train until stop is made.

Engineman on pusher engine where air is coupled, must cut in automatic brake valve immediately after engine is detached from train.

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.

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

Trains with pushers coupled in when making backup movement will comply with Air Brake Rule 1588. Application and release test must be made before starting backup movement.

On Diesel-Electric engines brake valves and double heading cock handles on all but leading engines must be in positions shown in Air Brake Rule 1625 for DOUBLE HEADING service.

#### Position of Conductors and Brakemen:

#### Between Hudson Upper and Hudson:

All brakemen must ride on top of their trains, spacing themselves so as to be in position at all times to communicate signals the entire length of train.

#### Emergency Tool Boxes:

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, west water plug.

Richmond, telephone box, east end.

State Line Tunnel, east portal at watchman's lobby.

Emergency Knuckles and Chains are located as follows:
Webster Jct......Int. 31

Rochdale Freight House
Charlton Freight House

Crews will return emergency equipment, if possible. If not returned, Superintendent must be promptly notified.

#### Pressure Retaining Valves:

Where only a portion of the pressure retaining valves are used, they must be turned up from the head end of train.

#### Eastward

At Washington, all eastward freight trains will stop at the interlocking signal, marker post, or water column, using the automatic air brake, making a total brake pipe reduction of 25 pounds. Brake will be held on train until signal for release is given by Conductor.

With trains of 70 to 90 cars, allow at least 4 minutes, and with more than 90 cars, 6 minutes after moving automatic brake valve handle to running position before attempting to start train. (See Air Brake Rule 1565.)

When stop is made, Conductor will communicate with head end immediately by telephone and have an understanding in regard to testing of air brake and turning up pressure retaining valves.

All pressure retaining valves on freight trains operating with steam engines must be turned up before leaving Washington and Conductor must know that this is done.

Train BB-2, when operated with Diesel engines, each unit of which is equipped with dynamic braking power in operating condition, when handling solid train of Pacemaker cars, may omit making stop at Washington for airbrake test but will make running test mid-way between Hinsdale and Washington as provided in airbrake Rule 1554; speed must not exceed 30 M.P.H. Washington to Chester.

#### Washington to Chester.

Eastward freight trains will stop at automatic signal 12632 to release pressure retaining valves.

Except that eastward freight trains having cars to leave at Chester will not release pressure retaining valves until stop is made to leave cars.

#### Westward

At Hinsdale, all westward freight trains will stop at least twenty-five (25) car lengths east of the interlocking signal, Int. 53, using the automatic air brake, making a total brake pipe reduction of 25 pounds. Brakes will be held on train until signal for release is given by Conductor.

With trains 70 to 90 cars, allow at least 4 minutes and with more than 90 cars, 6 minutes after moving automatic brake valve handle to running position before attempting to start train. (See Air Brake Rule 1565.) On freight trains operating with steam engines a sufficient number of pressure retaining valves, as required by the engineman, must be turned up.

Train BB-1, when operated with Diesel engines, each unit of which is equipped with dynamic braking power in operating condition, when handling solid train of Pacemaker cars, may omit making stop at Hinsdale for airbrake test but will make running test mid-way between Washington and Hinsdale as provided in airbrake Rule 1554; speed must not exceed 30 M.P.H. Hinsdale to North Adams Jct.

#### Pressure Retaining Valves—Diesel Operation:

Freight trains operating with diesel engines when tonnage does not exceed the maximum limits of the various types of diesel engines shown in the table below will not be required to turn up pressure retaining valves at the following points, provided each

diesel unit is equipped with dynamic braking power in operating condition:

Washington to Chester (Speed must not exceed 20 M.P.H.) Charlton to Worcester

Hinsdale to North Adams Jct.

If at any time the maximum tonnage limit is exceeded or if in the judgment of the engineman, due to unusual conditions it is deemed necessary, pressure retaining valves must be used as required by the engineman.

#### Branches

Trap Rock Quarry Track (descending grade). Cars must be charged to required pressure as indicated by the engine gauge. A total brake pipe reduction of 25 pounds must be made. An examination must then be made to determine whether brakes are applied in service application on each car Release signal must then be given, and crew will note that all brakes release. After full train pipe pressure has been restored, all pressure retaining valves must be turned up.

Train limit -12 loads; Speed limit -15 M.P.H.

Hudson Upper to Hudson (southward). Cars must be charged to required pressure as indicated by the engine gauge. A total brake pipe reduction of 25 pounds must be made. An examination must then be made to determine whether brakes are applied in service application on each car. Release signal must then be given, and crew will note that all brakes release. Train will not proceed until after full train line pressure has been restored. Switcher movements from Hudson Upper to Hudson will test air brakes in accordance with Air Brake Rule 1538 and will not proceed after making test until train line pressure has been restored. On Freight movements all pressure retaining valves must be turned up.

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

Entering or leaving all engine houses, shops, freight houses, piers, sheds, structures, or other buildings.

Beacon Park: Coaling plant, Track No. 014.

Allston: Between westerly car shop and Everett St. Bridge. West Springfield: Coaling plant, Track Nos. 3, 7, 9, 13 and 15. SIGNAL LINE CLEARANCES.

The clear space between the lowest signal line conductor and the surfaces of track rails at the following locations is less than twenty-seven (27) feet. Employes must not ride on top of freight cars at these locations:

Main Line.				
Location	Description	Track Nos.		
West end Kneeland St. Yard	Overhead cable	19, 24, 26		
1.42 miles east of James- ville	Overhead wires	13, (Reed & Prince)		
0.96 mile east of James- ville	Overhead wires Overhead wires	37, (Worc. Elec. Lt.) Cinder Dump Track		

## TONNAGE RATINGS FOR DIESEL ENGINE OPERATION. Freight Service

Territory	Classes DFA-1a, DFB-1a, DFA-1b, DFA-2a, DFB-2a, DRS-1a	DFA-3B, DFB-3B.	Classes DFA-5A, DFA-5B & DFB-5A	Classes DCA-1a & DCB-1a	Classes DCA-2A & DCB-2A	
stoliman's Aobby.	nnel, cast portal at we	EASTWAI	RD	BASASA SELETA DIRA	322 VI	
Selkirk to Springfield Selkirk to Chatham Springfield to Worcester Worcester to Boston	900 1360 1200 2150	1050 1700 1375 2350	1000 1620 1310 2240	648 900 895 1610	710 1040 960 1720	
WESTWARD						
Boston to Worcester Worcester to Springfield Springfield to Selkirk	1380 1160 780	1680 1410 850	1600 1380 810	1300 905 520	1320 940 615	

The above maximum tonnage limits are for one engine unit only. If an engine consists of two or more units the tonnage ratings should be multiplied by the number of units.

5 . B 1611 B 111	the control or production to the state of the control of the state of the control	
East Brookfield Freight House	Overhead wires	1, 2, 4
0.04 mile west of Oak St.	Overhead wires	7, (Indian Orchard)
3.23 miles east of Westfield	Overhead wires	3, (Trap Rock Quarry)
3.11 miles east of Westfield	Overhead wires	Q-1, (Trap Rock Quarry)
2.82 miles east of Westfield	Overhead wires	9, (Hospital)
Dalton Yard	Overhead wires	13
No. Adams Jct. Yard	Overhead wires	49, 57
Pittsfield Yard	Overhead wires	35
0.39 mile west of Int. 57.	Overhead wires	45, (Oil Siding)
East Chatham Station	Overhead wires	1, 2, 4
Int. 65	Overhead cable	1, 2, 4
Chatham Yard	Overhead wires	X39, 13, 27, 29, 33, 35, 37
Newton H	lighlands Brancl	hin to addition T
0.11 mile east of Brookline 0.04 mile east of Brookline	Overhead wires	3, (Street Dept.)
Hills	Overhead cable	1, 2
0.32 mile west of Newton		o junios love serei e Alemano ante se se el alemano se el serei el se
Highlands	Overhead wires	N. H. 4, (Cook St.)
e por de la company de Mi	lford Branch.	
0.02 mile south of Framing-		Milford Main 4.

	arord astonione			
0.02 mile south of Framing-	engine, car-or	Milford	Main	4,
ham Eng. House	Overhead wires	6, 8		E VI
FERSO TO THO GAT TRADITION I				

#### North Adams Branch.

1.24 miles north of Int.		
Sta. 55	Overhead wires	4, (Crane Siding)

#### OVERHEAD CLEARANCES.

Employes are warned of close overhead clearances at the following locations in New York State and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

## Main Line. Location Description

Track Nog

scription	LIBUR INUS.
State Line Tunnel	1, 2, 4
Overhead bridge 171.30	1, 2, 4
Overhead bridge 174.19	1, 2, 4
Building	6, 8
Overhead bridge 175.76	nadW .mc
Overhead bridge 181.49	1, 2
Overhead bridge 182.72	1, 2
Overhead bridge 190.27	1, 2
Overhead bridge 191.64	1, 2
Overhead bridge 192.37	1, 2
Overhead bridge 198.63	1, 2
Overhead bridge 199.50	1, 2, 5, 31, 33, 39, 41
Overhead bridge 199.74	5, 13, 37
	State Line Tunnel  Overhead bridge 171.30  Overhead bridge 174.19  Building  Overhead bridge 175.76  Overhead bridge 181.49  Overhead bridge 182.72.  Overhead bridge 190.27.  Overhead bridge 191.64  Overhead bridge 192.37.  Overhead bridge 192.37.  Overhead bridge 198.63  Overhead bridge 198.63  Overhead bridge

#### Hudson Branch.

ALUGOUIL E	namen.	
0.19 mile north of Claver-ack	Overhead bridge H12.79	Main track
1.20 miles south of Claver- ack	Overhead bridge H14.18	Main track
Ginger Ale Co. Sidings. Claverack, V. & O. Press	Building	7
Co. Siding	Building Overhead bridge	15 mis blood
Upper	H15.35	Main track
Siding	Crane	a <b>j</b> lem swerO Deciker viito
Siding	Overhead wires.	3, 5

#### GRAND JUNCTION BRANCH

## DESIGNATION AND USE OF MAIN TRACKS. Single Track

Over Mystic Drawbridge-Freight B. & M. Int. C-Freight

Between L. & F. Jct. and Fitchburg Crossing-Freight

#### Two Track

Between Clyde Street, East Boston and East end of Mystic Drawbridge

West end of Mystic Drawbridge and East end of B. & M. Int. C

West end of B. & M. Int. C and L. & F. Junction

West end of B. & M. Int. C and L. & F. Junction Fitchburg Crossing and Int. 9, Beacon Park

Tracks are numbered from the north

No. 1, No. 2

Tracks will be used as follows:

No. 1, Westward-Freight
No. 2, Eastward-Freight

## THE USE OF SINGLE TRACK IS GOVERNED AS FOLLOWS:

Across Mystic Drawbridge—Trains will stop at Stop boards, and then proceed at restricted speed. When trains in opposite directions have stopped at Stop boards, westward train will have right of track. In foggy or stormy weather when view is obscured, flagman must precede train over single track to hold trains in opposite direction.

B. & M. Int. C .- signal indication.

Fitchburg Crossing and L. & F. Junction-signal indication.

NORMAL POSITION OF MAIN TRACK SWITCHES AT ENDS OF TWO TRACKS IS FOR WESTWARD TRAINS, EXCEPT THE SWITCH AT THE EAST SIDE OF MYSTIC DRAWBRIDGE.

#### HIGHWAY CROSSINGS.

On the Grand Junction Branch, Rule 14-l, will not apply except at Cottage St., Chelsea.

Trains and engines will proceed over the following crossings on proper hand signal from railroad police officer in uniform.

Cambridge	(Massachusetts Ave.   Main St.
Cambridge	Broadway
Chelses Creek Interloc	(Cambridge St.

Hand signal must be given from crossing on track over which movement is to be made.

Trains and engines will proceed over the following crossings on proper Special Signal Indication:

Cambridge	Harvard St.
Cambridge	Binney St.
Somerville	Medford St

## Special Signal Aspects and Indications at highway

Aspect

Indication

Yellow light....Proceed over crossing, not exceeding

Red light.....Stop short of crossing

Should signal indicate "Stop short of crossing," trains or engines will proceed over crossing only on proper hand signal from railroad police officer in uniform.

Crews making switching movements over these crossings must notify railroad police officer by telephone or bell so that crossing can be protected by traffic lights.

Telephones are located as follows:

Harvard St..... North Side

Bell Key is located on signal box east of Binney St.

At crossings protected by railroad police officer in uniform or gatemen, in their absence movement will not proceed until crossing is protected by train crew.

Railroad police officers will not be on duty between the hours of 12.01 A.M. Saturdays and 12.01 A.M. Mondays, at Massachusetts Avenue, Main Street, Broadway and Cambridge Street, and all trains and engines must stop and movements over the following crossings be protected by flag:

Massachusetts Avenue, Cambridge

Main Street

Harvard Street

Broadway

Binney Street

Cambridge Street

Medford Street, Somerville

Trains and engines will stop and crossing must be protected by highway signals at the following crossings: Operated by:

Crew

Cambridge.....Commercial Ave.....

(Commercial Ave. Trust Co. Track)

Trains and engines must stop and movements over crossings be protected by flag at the following crossings:

Prescott St.

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

At highway crossings or private crossings at grade with industrial track or tracks, and in bulk delivery yards, switching movements are not to be made over crossings until it is known that protection is furnished. Where necessary, air is to be coupled up, back-up hose used, and stop made before crossing.

No train shall be run between Massachusetts Avenue and New Yard, East Boston, with cars ahead of the engine. This does not apply to short trains making short switching movements.

#### DRAWBRIDGES.

Location	A Suprime a supr	Signals
Somerville	Mystic River	Gates
Chelsea	Chelsea Creek Inte	erlocking

#### Mystic River

When gates are closed across tracks it will indicate "STOP." In addition to gates across tracks, at night a red light will be displayed on the gates over each track.

All trains must stop at Stop Board and may then proceed it Stop signal is not displayed.

#### Chelsea Creek

#### Special Signal Aspects and Indications:

Aspect	Indication
Yellow light	Proceed over drawbridge at restricted speed
Red light	Stop

All trains must stop at Stop Board and may then proceed on proper signal indication.

A reach must be used when switching the following industrial tracks, except when switching is done by Diesel Engines classes DES-7A, DES-7B and DES-12A.

Track No. 111. Ginn & Co., Cambridge. Track Nos. 79, 81 and 83, Lever Bros., East Cambridge. Track Nos. 87 and 89, Simplex Wire & Cable, East Cambridge. Track No. 9 (Horn track), John P. Squire's, East Cambridge.

#### A reach must be used when switching:

Track No. SO-5, Standard Oil Co., East Boston. Track No. 3, National Dock, East Boston.

Track No. 28 (Jordan Marsh Co.) and track No. 48 (Johnson Appleby Co.) across Vassar Street, Cambridge. A flagman must display a red flag by day and a red light by night whenever an engine, car or train is approaching and while it is passing over Vassar Street. Speed is restricted to four (4) miles per hour over Vassar Street. No car or cars shall be allowed to stand in Vassar Street.

Commercial Ave. Trust Co. Tracks, Cambridge. No movements shall be made on these tracks between 7.00 A.M. and 9.00 A.M., 11.00 A.M. and 1.00 P.M., 5.00 P.M. and 7.00 P.M. All movements must be preceded by a flagman.

Stimpson Terminal Co. Tracks, Cambridge. All movement must be preceded by a flagman over Pacific St., Waverly St., Erie St., Reardon St., and Washington Sq., and speed over these streets restricted to four (4) miles per hour.

Placing of cars for Squire's at East Cambridge. When placing cars at the John P. Squire plant 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. 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 Squire's may be set off at East Cambridge yard.

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 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 7.00 A.M. and 7.00 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.

Everett. When trains stop on Monsanto Chemical Co. private crossing and the conditions require, conductors will be prepared to make separation to permit street traffic to cross.

East Boston. When switching cars on Tracks Nos. SO-5 and SO-6 serving the Standard Oil Co., movement must be controlled by air brake throughout the equipment.

National Dock. Movements approaching and passing along Webster Street and crossing Lewis Street, East Boston, must be protected by a flagman and speed must not exceed four (4) miles per hour.

#### 104. SPRING SWITCHES.

Spring switches are located as follows:

Location Normal position Fitchburg Crossing......For Westward trains West End B. & M. Int. "C"......For Westward trains East End Mystic Drawbridge......For Eastward trains

Special Signal Aspects and Indications for Spring Switches above for facing movements only;

Aspect

Indication

Yellow light ..... Proceed over switch at restricted speed. Red light ..... Stop, then proceed over switch at

restricted speed, if switch is properly lined and points closed.

Location

Normal position

West End Mystic Drawbridge......For Westward trains

Color light dwarf signals governing movements over B. & M. Railroad Grade Crossing just west of Mystic River Drawbridge will govern movements over this switch. If proper signal indication is not displayed after switch points are closed by hand stand or switch is spiked movement must not be made without permission from the signalman.

Train Masters.

If it is impossible to close switch points by means of the hand stand, the switch must be spiked in proper position before passing over it. After train has completed movement over the switch, the spike must be removed to permit trains to trail through switch.

Trains or engines stopped while making a trailing movement over spring switch must not take slack or back up until switch is positioned by hand for movement.

Trainmen must not unlatch lever for hand operation until switch points have completed automatic movement caused by passage of train or engine.

#### STOP BOARDS.

Everett. Eastward trains must stop at Stop board west of Broadway, and then proceed at Restricted Speed.

Westward trains must stop at Stop board east of Broadway, and may then proceed.

#### MARKER POSTS.

Fitchburg Crossing, West Side. When interlocking signal controlling eastward movements is in STOP position, Eastward trains will not pass marker post at fouling point of Main Tracks No. 1 and No. 2 at the end of TWO TRACKS, until signal is displayed to proceed.

B. & M. Int. C, West Side. When interlocking signal controlling eastward movements is in STOP position, Eastward trains will not pass marker post at fouling point of Main Tracks No. 1 and No. 2 at the end of TWO TRACKS, until signal is displayed to proceed.

S. H. KEYES, Superintendent.

J. F. NASH, Assistant Superintendent.

H. W. BETHE

T. A. SEYMOUR

L. T. GARLING

F. W. SCULLY

L. H. STECKER F. R. STAFFORD

J. J. BOWES

Assistant Train Master.

Train Dispatchers.

C. L. MERRITT, Chief Train Dispatcher.

J. F. McCONNELL \{ Assistant Chief Train Dispatchers.

I. K. WOODCOCK

G. W. SWEATT, SR. H. L. BERARD

J. F. BARLOW

E. R. HORNE

E. A. STEWART F. M. BERGIN

H. B. BEST

F. J. HAHER

A. J. RHEAULT

18							PRING		)				
							CLASS		( ) P	IZER		. 10	danis (
bead sof to		9	5	65	257	153	575	259	67	157	75	49	104, 8
STATIONS	Miles	Mail & Express	Newspapers	Fram. Local	Highland	Newton	New York & Berkshire Express	Highland	Fram. Local	Express	Fram. Local	The Knicker- bocker	
lies to trail	HUTTE	Daily ex. Sunday	Sunday	Daily ex. Sunday	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sunday	Daily	
I moreovern ger	Bent e	B See Notes	Trian Islands	В		BH	(See Note)	ВН	H	HBSeeNote		(See Note)	
datiwa limur q	0.00	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
Boston L.	0.00	1.00	2.40	7.00	7.05	7.08	7.30	7.50	8.20	9.10	10.15	11.30	
Trinity Place	1.25	-ostanio)	US DESIGN	s 7.04	s 7.09	s 7.12	s 7.34	s 7.54	s 8.24		s10.19	s11.35	
Brookline Jct	2.49	According to the con-				STORES   1	BUDGINE.	Milido m	agetions	ent has	right of the	THE PERSON IN	age <del>l produ</del>
University	3.08	1 00	0.40	7.10	HEADE	7.10	7.40	niaret jar	0.00	0.00	10.05	i delle m	
Allston	4.30 5.06		2.49	s 7.12	DOS TRANS	8 7.19	7.40		s 8.32	s 9.20	s10.27	11.41	Militar Bugi Linea
Faneuil	5.84	stop boa	Je godao	2 7 15	ch	s 7.23	penela Den	puq	s 8.35 s 8.38	A.M.	-10.20	Trigge wood	S. X.
Newton	7.10		A State	s 7.15 s 7.18	Via Highland Branch	s 7.28	road at a	Via Highland Branch	s 8.41	namen la	\$10.30 \$10.37	Castolicus.	
Newtonville	8.14	1.14	2.54	s 7.21	HH	s 7.32	s 7.46	High	s 8.44	al wises	Production of the same	011 40	
West Newton	9.19	DEXTENS OF VIOLATION	s 2.57	s 7.21 s 7.24	) garrid	s 7.36	8 7.40	Lagrote	s 8.44 s 8.47	3000	s10.40	s11.48	
Auburndale	10.29	<b>"我们这个是有效的</b>	s 3.00	s 7.24		s 7.39	aband Bress	e tres Moraco	s 8.50	poglidadnia	s10.44 s10.47	A bad ta	
Riverside	10.90	ATTEMPT ATTEMPT	s 3.02	s 7.30	s 7.50	s 7.42	7.50	s 8.51	s 8.53	CH Chi	s10.47	11.53	
Wellesley Farms	12.58	If hearing	s 3.06	s 7.35	A.M.	A.M.		A.M.	s 8.58	100000000000000000000000000000000000000	\$10.55	11.00	monthe (II)
Wellesley Hills.	13.50	OTE M	ai aiman	s 7.38	W7868 9	A.IVI.	forti- Leave	A.IVI.	s 9.01	a sidt un	\$10.59	evicent man	
Wellesley	14.73		s 3.13	s 7.41	000 USB	DIETE I	Tasu sa di di Toda bilang	asop eas	s 9.04	DUNES TA	s10.03	P11.57	
Natick	17.64		s 3.21	s 7.47	iq of bay	ligath	2/11	and see a	s 9.10	.860	811.13	Logal no	
A.	A PROPERTY OF THE PARTY OF THE	s 1.30	s 3.28	s 7.55			s 8.05	THE RESERVE	s 9.17		s11.20	s12.06	MITTER TOTAL
Framingham L.	21.36	1.35	3.33	A.M.			8.06	orged to	A.M.	aesen Sa	A.M.	12.07	5.78 E495Ng.
Ashland	24.21	1.40	s 3.40		t of the	-	8.10	and the first	La White	2 m 10		12.12	% 1
Cordaville	27.45	Destruction of	s 3.46	dendent.	4 Superia	tutaree A	The SEPPE		13.32		cacina be	continue 7, t	Table
Southville	28.08	A Distriction	s 3 48				100 0.5	Jets 150 Lucronia	17 75 350. 18 1 18. 2000 82	Ser representation	ST 16	ti Palli. V	bdH2.60
Westboro	31.92	1.49	s 3.56				8.18				NG	12.20	r . r
North Grafton.	37.85	artife story	s 4.06	DECKS IDAZ	S be pay	when I	112,012,04	na Tera	137.83, <b>Läab</b>				
Millbury Jct	39.17	Company and American		15/01/2	1 transiti	the 1	La Rabe 1	t, Ream	er St., a	det Visiti	10.74		Lord very
A.	44.00	s 2.05	s 4.20	0.00.00.00.00.00	1		s 8.34	94 179000730	100000000000000000000000000000000000000		c=\nuran	s12.36	
Worcester L.	44.33	2.40	4.35	o linck			8.38	of chap	era Boa	F (3.84.)	gua thi	12.41	V test
Jamesville	47.86	19 高 · 图 · 从	ABOUT TO SHE	3 10 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	an maner	ngs be 1.4			7.0				
Webster Jct	50.74	2.49	4.45	handali (Co	in Thi	la malik	8.47	50, 881 S	kad. Physica		atronic s	12.51	e estado.
Rochdale	53.06		s 4.53		1223		160 01008	000	1000		ALIE STORY	Ber William	a salasny
Charlton	57.53	3.13	s 5.02				8.56					1.01	
South Spencer	61.90	a armatolisas	s 5.11	5915CJ 518	atelies F. 5	THE RESIDENCE	Particular Cale					THE COST CA	
East Brookfield.	63.78	s 3.21	s 5.17		er sand		9.03			0.0000000	it atalya	1.08	mus st
Brookfield	66.99	s 3.27	s 5.22							/	מכוכוני	DOWN JA	.I
West Brookfield	69.60		s 5.27	500 St 922	Se 4/905	odes !	Christian	Tentan		100	3 314	EVER <sub>2</sub> IV <sub>2</sub>	Alexander
Warren	72.62	A NACLABERY OF CHICKS	s 5.33	VARIAL S	externations by horizont	0.01199- 1.1	s 9.13			THE PROPERTY.	the tools	PROFESSOR LAND	uka jue uka oro
West Warren	74.94	s 3.35	s 5.37		504 BA 61	ested 1	9.17	an come	Bar (Carrent)	Ave h	100 200	1.19	3,7560
West Brimfield.	78.38		a smarter to	ALL SECTION	(Apple)		Contraction of the Contraction o		AN 1100214 1, 111.	100000	TREE	CITAL A	7.3 (A) (A)
Palmer A.	83.61	s 3.50	s 5.48		65 VESTE	The state of the s	s 9.27	Serie CI	9 110 1		n white	s 1.29	A LOS
o disessive probe.	100 1000	3.55	5.55	23 - 20 - 20 - 20 - 20 - 20 - 20 - 20 -	25 (68)(19)	mats 1	9.28		3 221831	hearfel		1.30	Action in the second
No. Wilbraham.	88.68		s 6.05					Marine 104	The Profitage	racing		EHS 7	k mouse
Oak Street	92.55		s 6.15	. 5									
Athol Junction.	96.10					spanie (	April 63 St.	45 (1.5) Marie 17 17 17 17 17 17 17 17 17 17 17 17 17	ESSATE STATE	Target and	in terretak	Cherni	201 Con.
SpringfieldA.	98.33		s 6.25			100 CB	s 9.48	O EDUCAT	E 1.5100 E 1.00	tit perse	T skinesk i	s 1.55	Cose
Auto Carlo		A.M.	A.M.		THE REAL PROPERTY.		A.M.					P.M.	

No. 575 runs on track No. 1 east of Framingham.

No. 49 runs on track No. 1 east of Framingham, except Fridays and Saturdays. On Fridays and Saturdays, except December 16, 17, 23, 24, 30 and 31, 1949, April 1, 7 and 8, 1950, runs on track No. 1 east of Riverside. On Fridays and Saturdays, December 16, 17, 23, 24, 30 and 31, 1949, April 1, 7 and 8, 1950, runs on track No. 1 east of Framingham.

Nos. 9 and 157 do not carry passengers.

### BOSTON TO SPRINGFIELD

19

English and The State	1 70.70	St. 50. 70.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	79 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	WARD—			RAINS	Contraction of the Contraction o	5 ) PA	Contin	ued on p	age 20
TOVETON		277	77	81	31	283	83	23	27	285	21	179	97
ŜTATIONS	Miles between Stations	Highland	Worcester Local	Fram. Local	Springfield Express	Highland	Fram. Local	Springfield Local	NewEngl'nd States	Highland	Worcester Local	Newton	The Pau Revere
t R. Sun Sar & Sun	ar finds	Daily ex. Sat & Sun	Sat & Sun	Daily ex. Sat & Sun	Saturday	Daily ex.	Saturday	Daily ex. Sat & Sun	Daily	Daily ex.	Saturday	Daily ex. Sat & Sun	Daily
		Satasun	only BH	Sat & Sun H	only (SeeNote)H	Sunday B H	only H	(See Note)	(See Note)	Sat& Sun	only H	Sat & Sun B H	(SeeNote
	200	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Boston L.	0.00	11.35	12.30	12.35	1.00	1.10	1.15	2.00	2.10	2.20	3.00	3.05	3.1
Trinity Place	1.25	s11.39	s12.34	s12.39	s 1.04	s 1.14	s 1.19	s 2.04	s 2.15	s 2.24	s 3.04	s 3.09	s 3.1
Brookline Jct	1.24	The second section is						to the same	A STATE OF THE STA		7 1 500 7		Se e
University	.59		The second second	7073	1 1 1 1 1 1 1 1		s 1.24	Anna Carlos	Barrer of	erin or e (enember ex 200 Second	11-11-15-15-2-3-	A STATE OF THE STA	FAB 200 // 140
Allston	1.22	18	s12.40	s12.46	1.09	CA.	s 1.27	2.10	2.21		s 3.11	s 3.17	3.2
Brighton	.76	-	NO. E	8				10.1	8	8	lan-e		
Faneuil	.78	Via Highland Branch	s12.44	s12.50		Via Highland Branch	s 1.31	m.   16.4	10	Via Highland Branch	s 3.15	s 3.21	
Newton	1.26	Vighl	s12.47	s12 53	1 - 1 - 200	Vighlighl	s 1.34	s 2.16	8	Vig	s 3.18	s 3.24	
Newtonville	1.04	H	s12.50	s12.56	s 1.16	田田	s 1.37	s 2.20	s 2.28	EH	s 3.21	s 3.27	s 3.2
West Newton	1.05	8 13 34	s12.53	s12.59	525		s 1.40	s 2.24	3 - 20		s 3.24	s 3.30	981 NG
Auburndale	1.10	B	s12.56	s 1.02			s 1.43	s 2.24	8		s 3.24	s 3.33	
Riverside	.61	s12.17	s12.58	s 1.02	1.22	s 1.45	s 1.45	s 2.20	2.33	s 3.03	s 3.30	s 3.35	3.3
		CONTINUED COURSE			1.22	-			2.00	MOTERAL DESIGNATION OF THE PERSONS NAMED IN COLUMN 1		COMMUNICATION OF THE PERSON	3.3
Wellesley Farms	1.68	P.M.	s 1.02	s 1.09	8 72	P.M.	s 1.50	s 2.35	F a Pr. 24	P.M.	s 3.34	P.M.	
Wellesley Hills.	.92	1 15 50	s 1.05	s 1.12	1	lao a	s 1.54	s 2.39	1 66.1	ia l	s 3.37		
Wellesley	1.23	1 / 52	s 1.08	s 1.15		111	s 1.57	s 2.43	200.8		s 3.40		
Natick	2.91	in a language	s 1.14	s 1.21		Accessor of Antipological States	s 2.02	s 2.51		Springer State Springer State Springer	s 3.46	A	
Framingham A.	3.72	estanti (majorije tali	s 1.22 1.23	s 1.30 P.M.	s 1.34 1.35		s 2.10 P.M.	s 2.59 3.04	s 2.44 2.45		s 3.54 3.55	i i com	s 3.4
Ashland	2.85		s 1.28	L. E. SPERIO	1.39	9 - 1 - 10 - 17 - 17 - 19 - 1	100000000000000000000000000000000000000	s 3.10	2.49	Control Management	s 4.01		3.5
Cordaville	3.24		s 1.33		2			s 3.16			s 4.06	\$	dividite
Southville	.63		s 1.35	5.47	8			s 3.18			s 4.08	1	
Westboro	3.84		s 1.40	100.2	s 1.47		100 to 100 to 100 to 100 to	s 3.24	2.56		s 4.15	3 - 1 - 1 - 1 - 1 - 1 - 1	3.5
North Grafton.	5.93		s 1.50		5 1.41			s 3.24 s 3.38	2.50		s 4.13	afton.	0 3.3
Millbury Jct	1.32		8 1.50					8 3.30	1 1 1 1 2 2		8 4.24	Jet   9	
willibury Jet	1.32	Mary Car	0.00		0.05	planter and a property of the party of the p	Contract to the contract of the	9.70	0.11	Mary Land Contract		-	
Worcester L.	5.16	alternative and access to the	s 2.02 P.M.	02 8	s 2.07 2.10		especial experience of the contract of the con	s 3.50 4.20	s 3.11 3.14	an one of the second second second second	s 4.35 P.M.		s4.14 4.17
Jamesville	3.53		Proposed Bally State of		The same production of the				100	Carlos Parallelanas			
Webster Jct	2.88			5.31	2.18			4.29	3.23		100.0	5   * * ed-4/	4.2
Rochdale	2.32			18.8				s 4.32	200		ngu. 6		
Charlton	4.47				2.27			s 4.39	3.32		[		4.3
South Spencer	4.37	present -	The second state of the	- 100	i-42 in	garyery edges (All constraints and all con-		s 4.45		7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	100-1		
E D. 16.1.A.	4										3.78	blei	Becolu
E. Brookfield A. L.	1.88			63.8	2.35		(A)	s 4.50	3.39			- L	4.4
Brookfield	3.21			00,1	0			s 4.59					
West Brookfield	2.61			V.05	s 2.43	10 m		s 5.03			09.6	A fibiertale	
Warren	3.02	- 1000		101-1	W J			s 5.08			100.0		. 210 7710
West Warren	2.32			7.15	s 2.50			s 5.13	3.49		196.1	ren	4.5
West Brimfield.	3.44		Service Services	name of the second second	3 2.00		and the second	5 5.15	0.43	(1)	88.8	hield.	4.5
A A	0.44			16.7	0 2 00			- F 00	- 00.0	7	1124 0	A	
Palmer L.	5.23			14.7	s 3.00 3.01	and the following the pro-		s 5.32 5.35	3.58		3.61	, Lake	5.0
No. Wilbraham.	5.07		* Francis	00.4	H			s 5.43			100.0	1	044
Oak Street	3.87	10.00 THE RESERVED FOR						0.10			2.55	4 133	uk Stre
Athol Junction.	3.55	THE YOUR DESCRIPTION OF THE									6.10]	2 Laoita	ut lod
SpringfieldA.	2.23			8,03	s 3.21	8		s 6.00	s 4.16	8	8.33	db	s 5.2
Springhein a													

NOTES

Nos. 31, 27 and 97 run on track No. 1 east of Framingham. No. 23 picks up mail and express car at West Warren.

20				0.0	PRO R. PR 207 3 50	TO S		<b>有限,在工程的代表</b>	The same of the sa		a saya kara dan bara		
Continued from	om page	Cycle committee and control of		Control Service Branchist Br	<b>FWARD</b>	N 19 7813	THE R. P. LEWIS P. LE	TRAIN	Application of the second				
70.1.07		291	33 New	183	293	413	11	99	187	295	189	93	103
STATIONS	Miles	Highland	England Wolverine	Newton	Highland	Milford Local	Sou'wes'rn Limited	Springfield Local	Newton	Highland	Newton	Springfield Local	Worcester
E1397.333	ralar L	Daily ex. Sat & Sun	Daily	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun	Daily	Saturday	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun	Daily ex. Sat & Sur
83 H (Neglyota) 15	881 VI	BH	(See Note)	TENENCOS	H	(SeeNote)T	(See Note)	(SeeNote)B	BH	BH	В	(SeeNote) B	BHS.Note
P.M. P.M.	0.00	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 L.	0.00	THE C	4.15	4.20	4.30	4.35	4.40	4.45	4.45	4.55	5.00	5.03	5.10
Trinity Place Brookline Jct		s 4.09	s 4.19	s 4.24	s 4.34	s 4.39	s 4.45	s 4.49	s 4.49	s 4.59	s 5.04	s 5.07	s 5.14
Commence of the Commence of th	2.49					100000000000000000000000000000000000000				our a primary	- lks	1.308	Serial Serial
University	3.08 4.30		4 05	s 4.29	24	8 1 10				1 201	s 5.10	12.234	Iniversit
Allston	4 2 2 2 3 3	8	4.25	s 4.32	.27	4.45	4.51	4.55	s 4.55	Is commit	s 5.13	5 13	5.20
Brighton	5.06	puq		s 4.34	pq			- 6-5-1	s 4.57	p <sub>r</sub> q	s 5.15		nostralită
Faneuil	5.84	Via	to	s 4.37	Via		D)	a lac	s 5.00	/ia hlar anc	s 5.18		liusma
Newtonville	7.10	Via Highland Branch	4.01	s 4.41	Via Highland Branch	- 1-5,2	201 000 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100	s 5.03	Via Highland Branch	s 5.22		2003900
West Newton	8.14		s 4.31	8 4.45	37 8	4.50	s 4.58	s 5.00	s 5.06	Is T	s 5.25	s 5.19	5.26
Auburndale	9.19	The second second	190	s 4.48	в 04.	le los		l ea.	s 5.09	le i	s 5.28	mode	West Nev
Riverside	10.29		4.35	s 4.51	0 000	8 20	- 00	- ESO-	s 5.13	Ia.	s 5.31	la cont	banada
Wellesley Farms	-	REPRESENTATION OF PARTY	4.33	s 4.54	s 5.07	s 4.55	5.03	s 5.05	s 5.15	s 5.34	s 5.33	5.24	5.30
Wellesley Hills.	12.58	P.M.	CI I	P.M.	P.M.	s 4.59	G.	s 5.09	P.M.	P.M.	P.M.	Farms	Veltesley
Wellesley	13.50		IZ 4 20	98.1	.54 s	s 5.02		s 5.13	e 130.1	8	100	r Leitte	Vellesley
Natick	14.73 17.64	2	K 4.39	C4-8	.57 8	s 5.05		s 5.18	e 80	8	lles. I		s 5.38
A A	17.04	<del></del>	- 1 10	100.0	<del>- 00</del>	s 5.11	0.000000	s 5.24	Marie Marie Company	5	1000	V 8 4 4 9 2 1	s 5.45
Framingham T.	21.36	8   55	s 4.48 4.49	a 108.5	8 01	s 5.19	18	s 5.32	6 50	8		s 5.38	s 5.52
Ashland	24.21		4.43	20.6		P.M.	5.16	5.34	COLUMN CANON	ok-especial sample out	1 1 1 1 1 1	5.39	5.53
Cordaville	27.45	a l	4.54	3.10			5.21	s 5.40	88.1	8	168.8	s 5.45	s 5.58
Southville	28.08	8		3.16	8			s 5.45	88.1	8	145.8	s 5.50	s 6.03
Westboro	31.92	0 1 1	5.01	91.6			F 00	s 5.47	- 138 1		- 100	F 50	s 6.05
North Grafton.	37.85	a	3.01	3,24	8		5.29	s 5.54	04,1	e i	48.8	s 5.59	s 6.12
Millbury Jct	39.17	8		88.8	8			s 6.04	1.60	8	89.7	s 6.08	s 6.21
Δ			s 5.17					s 6.15	1000 (100) (1000 (1000 (1000 (100) (1000 (1000 (100) (1000 (1000 (1000 (100) (1000 (1000 (100) (1000 (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (100) (100) (1000 (100) (100) (1000 (100) (100) (1000 (100) (		1087	- 6.00	Visit barry
Worcester L.	44.33	a 1 40 1	5.21	a   06.8	0		s 5.45 5.49	6.20	02	8	lar s	s 6.20 6.25	s 6.30
Jamesville	47.86			- 04.3	anceros - Introduction		3.49	0.20	1.5 1.5	1	100000000000000000000000000000000000000	0.25	P.M.
Webster Jct	50.74	1.49	5.30				F F0	6.31			8.63	6.36	livasms
Rochdale	53.06		5.00	1.29			<b>5</b> .59	s 6.34			2.88	· · · · · · · · · · · · · · · · · · ·	ristacls W
Charlton	57.53	211	5.39	1.32	8		6.09	s 6.43			22.32	s 6.39 s 6.48	Rochdale
South Spencer	61.90		20.0	08.6	0		0.09	s 6.43			175.3		aostració
A.				1 37 - 2				8 0.31			1 4 Co. 20	s 6.56	<del>g2 //bed</del>
E. Brookfield L.	63.78	a k 27	5.46				6 16	s 6.55				7 00	-1C7 -2
Brookfield	66.99		0.40	:00.4	6		6.16				100.1	s 7.00	E. Brook
West Brookfield			3 1.23	1.59				s 7.00			3.21	s 7.05	Brookfiel
Warren	72.62	7 1000		60.0	82		103-6	s 7.05			<del>-   10.0</del>	s 7.10	<del>osCL bec'H</del>
West Warren	74.94		5.57	80.8			6 07	s 7.10				s 7.15	Warren.
West Brimfield.	78.38		0.37	8.13			6.27	s 7.15				s 7.21	West Wa
۸	.0.00		s 6.06				- 10.00	7.01			122.8	7.00	HELDOW
Palmer I	83.61	San	6.07	188.4			6.36	s 7.31				s 7.33	
No. Wilbraham.	88.68		0.07	00.0			0.30	7.41			F6A . G	7.43	Palmer.
Oak Street	92.55			5.43				s 7.50				s 7.55	No. Wilb
Athol Junction.	96.10	s R. 15	e B.35										Oak Stre
SpringfieldA.		Control of the control of	s 6.30				. 6 FF	0 0 05					Athol Ju
09.0 8	00.00		P.M.	00.8			s 6.55	s 8.05			2.23	s 8.10 P.M.	Springfie
14.3	and the second second		1.171.	T TAKE	4	NOTES	P.M.	P.M.				P.M.	

Nos. 11 and 93 run on track No. 1 east of Framingham.

No. 33 runs on track No. 1 east of Framingham except Fridays. On Fridays, except December 16, 23, 30, 1949 and April 7, 1950, runs on track No. 1 east of Riverside. On Fridays, December 16, 23, 30, 1949 and April 7, 1950, runs on track No. 1 east of Framingham.

Nos. 413, 99 and 103 run on track No. 1 east of Riverside.

No. 99 picks up mail and express car at West Warren.

No. 93 picks up mail and express car at Palmer.

### BOSTON TO SPRINGFIELD

								TRAIN		1.000		inued on	
	Miles	419	299	301	191	305	107	195	109	309	113	313	13
STATIONS	between Stations	Milford Local	Highland	Highland	Newton	Highland	Fram. Local	Newton	Worcester Local	Highland	Fram. Local	Mail and Express	Mail and Express
	Stations	Daily ex. Sunday	Daily ex. Sat & Sun		Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun		Daily ex. Sunday	Daily ex. Sat&Sun	Daily ex. Sunday	Daily ex. Sat & Sun	Daily ex Sat & St
		BHT	BH	B	BH	BH	BHSeeNote	P.M.	HSeeNote P.M.	P.M.	P.M.	HBSeeNote P.M.	P.M.
	0.00	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	5.45	6.00	6.05	6.12	6.15	7.0
Boston L.	0.00	5.15	5.18	5.21	5.25	5.35	5.40 s 5.44	s 5.49	s 6.04	s 6.09	s 6.16	938	H winin
Trinity Place	1.25	s 5.19	s 5.22	s 5.25	s 5.29	\$ 5.39	8 5.44	8 5.49	8 0.04	8 0.09	5 0.10	Lista Eu	rooldin
Brookline Jct	1.24	10.00		E1 3332		A62 : 3.52			•	187, 682	0.01	ACRE-1823	i kanana sa aka
University	.59	same de la constitución de la co	+1-1-100-00-00-00-00-0		8 5.35	and comme	GG. 6	6	C 10	2176	s 6.21	-   · · · · · · · · · · · · · · · · · ·	7.1
Allston	1.22	5.25		F00%S	s 5.38	11810	5.50	5.54	6.10	7.21	s 6.24		7.1
Brighton	.76	Andrew Marie Control	p <sub>q</sub>	pu q	s 5.41	nd h	0.02	F F0		ph	s 6.27	nd ch	
Faneuil	.78		Via Highland Branch	Via Highland Branch	8 5.44	Via Highland Branch	1 1	s 5.59		Via Highland Branch	s 6.30	Via Highland Branch	
Newton	1.26	-	High	Hig	s 5.48	High	0.05	s 6.03		High	s 6.33	High	7.00
Newtonville	1.04	s 5.31		100000	s 5.51	E DALU	5.55	s 6.06	6.15	10.8.00.0	s 6.36	10.00	7.22
West Newton	1.05	s 5.35	12.12	- PRECE	8 5.55	10.40	184.0	s 6.09		71374	s 6.39	, andiv	
Auburndale	1.10	s 5.40		2.15	s 5.59		0.15	s 6.12	2 22	7 40	s 6.42		7.00
Riverside	.61	s 5.44	s 5.52	s 6.03	s 6.02	8 6.14	6.00	s 6.15	s 6.20	s 6.45	s 6.45	8 7.45	7.2
Wellesley Farms	1.68	s 5.48	P.M.	P.M.	P.M.	P.M.	s 6.04	P.M.	s 6.24	P.M.	s 6.49	P.M.	
Wellesley Hills.	.92	s 5.51		2.24	Ia	7.46, 20.	s 6.08	[8]	s 6.27	FORAT	s 6.52	Lalith	
Wellesley	1.23	s 5.54	and the second	2.28	Le	418.24	s 6.12	L8	s 6.31	1.54.7	s 6.55		
Natick	2.91	s 5.59	Spinister Committee	2.35	La Livi		s 6.19	la. j. j.	s 6.37	10.8	s 7.01		abick.
Framingham A.	3.72	s 6.10 P.M.		2.43	Ia ( 55	1 06	s 6.27 P.M.	[8 ] [3,8 r.   [8 ]	s 6.44 6.55	8.10   NT =	s 7.09 P.M.	i de la companya de l	s 7.39
Ashland	2.85	1 .101.		2 (17)		1800	SE FRE O	Ta - 1-72-8	s 7.01	10,000	119.0		7.5
Cordaville	3.24			The company of the co		on the discount of the	0.54	an merinanan	s 7.07		7.45		livabro
Southville	.63						0.56	l p	s 7.10		180.8		
Westboro	3.84				Pr 4 0y	1.24	Le   80 L	rg (38.8	s 7.20		1:92		8.00
North Grafton.	5.93						112	To The second	s 7.35		llas. 7	l noths	orth G
Millbury Jct	1.32	B 192		W 10		h sa	la - 10	w Le week	0 1.00	a Ro	kre	lot.ol	
A.	1.02	Control of the Contro	12 27 27 23 24 24 24 24 24 24 24 24 24 24 24 24 24		.M.	1.42	Is (ES. 1	8 50 g	s 7.50			T.A	s 8.2
Worcester L.	5.16		10.00		2.,40	1:57 2:1	I M.	8:55 P	P.M.		122.4		8.4
Jamesville	3.53		17 10		1.0.28			1 14 20			7,86	8	livesma
Webster Jct	2.88	8 10 .55	4 P7 (82)	8 7.33	2.50	t =  500, £	s M. 20	1,50,6			0.741	1-7.29	8.5
Rochdale	2.32	13.58		F 36	and the supplement of the supp	10.15	4.21	The Maria		6 12	100.8	1 2 3 64	
Charlton	4.47				2.59	01.5		gr.e			17. b3		9.0
South Spencer	4.37	14.10	300	17.47		4/2 EE	87.83			6.23	106.11		
East Brookfield.	1.88		8 72.42		1.07	2.24		9,22			187.8	The second second second	9.14
Brookfield	3.21		e 17, 53								199.8		rooktiai
West Brookfield	2.61		417 54			2_82_	.8-					oktield	rest Bri
Warren	3.02		s (4, C)3					38.9	8		2.62	1,000	nerta)
West Warren	2.32	4.31	8.13	8.10	1.24	2,89	4 57	98.8		18.40	(4.94		9.2
West Brimfield.	3.44		12.77	0 8 30		1 2 20	T. A. 53			75 0 34 N/S (18)	88.8	bloitm	(est Bri
Palmer A.	5.23	-14.84	h.24	414	1.35	2.49.5	e H.M.	9.46	8	IP.848.	18.61	WAN.	9.3
L. No. Wilbraham.	5.07	- Company of the Comp			GG. A	00.3		1 (F) (G)			88.88	.msdsr	
Oak Street	3.87		The same of the sa	100-100 pt 100-100 pt 100-100 pt	The second secon	And the second second					12.55	and the contract of the	ak Str
Athol Junction.	3.55					KOTS	70-				01.30		thel Ju
SpringfieldA.	2.23	Appropriate distance of the property		19 Audien	1.55 a	1.10 s	8	80.01	8		88.88	.Abl	s 9.5
	4 4	mede. Pir	isodict to a	siblary ca	A PART OF THE PART	100 CT 10							

NOTES

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

Nos. 313 and 13 do not carry passengers.

No. 13 will not run November 24, December 26, 1949, January 2 and February 22, 1950.

22	ANN AND IN			BOS	STON	TO S	PRIN	GFIEL	D				
Continued from	m page	21	1756	WES	TWARD	-FIRST	-CLASS	TRAINS	A KAM	755 kg/m	1750	11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	1 15 /5 /5
813 13	1.81	115	315	35	121	43	1	127	327	1 61	N F		1 1 1 2 1
STATIONS	Miles	Fram. Local	Highland	The Iroquois	Worcester Local	New York State Express	Mail and Express	Fram. Local	Highland	i boli	l A Laboraci	214	erate"
tale and Language Cale and Section 1	Service of the servic	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily	Daily	Daily	Daily ex. Sun & Mon	Daily	Daily ex. Sat & Sun	e-i debr			3115132
and o VI and Allema Machine		P.M.	B	(See Note)	B	(See Note)	B See Notes	В	В	-4 KX F	B OMES	120.000	75/2/2
Postos T. T.	0.00	The Part of the Pa	P.M.	P.M.	P.M.	P.M.	34	P.M.	P.M.	-34	I ka		3.40
Boston L. Trinity Place	1.25	7.10	7.20	7.45	9.45	10.30	166.0	11.50	11.55	31.3	100.0		noisoi
Brookline Jct	2.49	s 7.14	s 7.24	s 7.50	s 9.49	s10.35	8 22 8	s11.54	s11.59	a (81.8	8 (85.1		Think P
University	3.08				s 9.55		The same of				100	351	ROOMING
Allston	4.30		15.50	7.56	s 9.58	10.41	156.0	-10.00	18.55		6 803		HETSYLAL
Brighton	5.06	A STATE OF THE STA	6 10	7.30	8 9.50	10.41	86.8	s12.00	1 6 67	5.25	1 22 4		notell/
Faneuil	5.84	The Manager of the Control of the Co	bud	14.27	s10.02	1 4 2	14.3	-10.00	pu		2 1975		Houdging
Newton	7.10		Via	ea, e	s10.02 s10.05	1 五日	2: 144.0	s12.03	Via		8 87		aneuil
Newtonville	-		Via Highland Branch	- 0.00	-	10.40	7 185.6	s12.06	Via Highland Branch	1 11	1,26		wewton.
West Newton	8.14	s 7.34	di.e	s 8.03	s10.09	s10.48	18.8	s12.09	1 8 6	6.31	a, [40.1	lle	Verstonv
	9.19			- (£9,±	s10.12		5.55	s12.12	9 8. 13	8.85	0, [3]	mob	Yest New
Auburndale	10.29	1000 TO 1000		0.00	s10.15		5.59	sl2.15	a 6.15	04.6	a   DL 1	- S. end	bungdal
Riverside	10.90	Control of the late of the lat	s 7.55	8.08	s10.18	10.53	8 1 30 8	s12.17	s12.30	F. 174.8	7 1 10		obleravia
Wellesley Farms	12.58		P.M.	8 (30)	s10.22	4 1 14	M.	s12.21	A.M.	6.48	3  80,1	Farms	Wellesley
Wellesley Hills.	13.50		To State	8	s10.25	14 L mil		s12.24		5.51	9 89.	Hills.	zekolleW
Wellesley	14.73		18 8	8	s10.29	2 0		s12.28		5.54	1.23 8		Vellesley
Natick	17.64	s 8.01	176,8	8 1	s10.35	g limin		s12.35		62.3	2 110 2	1	, John W
Framingham A.	21.36	s 8.10	6.44	s 8.21	s10.43	s11.06		s12.43		6.10	8 00 0	AK SEL	
L.		P.M.	1.58.6	8.22	10.44	11.07		A.M.		- manage	contrate   25 Scott	ALC: ALC: ALC: ALC: ALC: ALC: ALC: ALC:	SHIGHT
Ashland	24.21		7.01	8.27	s10.49	R11.13					18. s	1 1 1 1 1 1 1 1	. bnslds/
Cordaville	27.45		7.07	8	s10.54						8.24	1	ellizstno.
Southville	28.08		1.01.7	8	s10.56			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			183.		Mivabao
Westboro	31.92		7120	8.35	s11.03	s11.24					3.84		procise V
North Grafton.	37.85		7.35	8	s11.12						llee a	notte	Jorth G
Millbury Jct	39.17	are manager and a second	er-year far a samuel and	The second second	oranio Particologia						1 32	151	v mrillita
A.	44.22		L08:1	s 8.50	s11.23	s11.42	A.M.		100000			14	utzaryan ngoldyi
Worcester L.	44.33		herror M.	8.55	P.M.	11.57	12.40				001.5		W graekter
Jamesville	47.86		E and						7		188 8		of the same
Webster Jct	50.74			9.05		12.07	12.50				98 6	10	Tempole 7
Rochdale	53.06		5 200								92.9	1000	Sochdald
Charlton	57.53			9.15		12.16	12.59						noting.
South Spencer	61.90							9000	Charles Charles	Contract Contract	4.37		ener dinas
East Brookfield.	63.78			9.22		12.24	1.07				88 1		Sast Broo
Brookfield	66.99						1				3.21	and the same of th	Brookfield
West Brookfield	69.60					s12.32					2.61	biantile	opnEl Bark
Warren	72.62	The state of the s		s 9.32						- And Company	150.8	104824 8300	
West Warren	74.94	COLOR OF WARRY OF CAMPAIN		9.36		12.39	1.24	1 1 10			2.32	17717	Warren. West Wa
West Brimfield.	78.38	A STATE OF THE STA									HAK P	L	West Bri
Α		to and Especiational	Parties of the State of the Sta	s 9.46		s12.49	The Indiana					LUISHI	101 189 11
Palmer L.	83.61		THE BUILDING	9.47		12.50	1.35				6.23	-8. J. V.	Palmer.
No. Wilbraham.	88.68	David Salahawa	transmit de l'objetute de l'	eritar promise			The secondary		non inpagnon		- ro.s	Trecedes	HIW 16K
Oak Street	92.55	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						s F.50			3.87	1 1 10	Oak Street
Athol Junction.	96.10									1	36.8	10.000	Athol Jun
SpringfieldA.	12 12 16 1 2 P 30 E			s10.05		s 1.10	s 1.55		1		2.23		laftynings
P.M.	40.334			P.M.		A.M.	A.M.	5 3,433			03.3	418.30	hillmide
		Land Street		San Alexander			14.77	131.				1234	

Nos. 35 and 43 run on track No. 1 east of Framingham.

No. 1 does not carry Passengers.

No. 1 will not run November 24, December 26, 1949, January 2 and February 22, 1950.

## SPRINGFIELD TO ALBANY

23

		11		er a commercial biological description		placement for agenting	the Later throughout and thought	TRAINS			Marks be the street of the last before the	inued on p	
	Miles	43	509	9	1409	575	49	2211	5417	27	5613	97	921
STATIONS	Miles From Boston	New York State Express	Albany Local	Mail and Express	Harlem	Berkshire Express	The Knicker- bocker	Harlem	Harlem	New England States	Harlem	The Paul Revere	Harlen
		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sat & Sun	Sunday	Daily	Saturday only	Daily	See Not
			B (see note)	The state of the state of		1 1/	DM	1 1 1	7 ( 3.0	534	OCA Horason	В	
C	00 00	A.M.	A M.	A.M.	1, 1,293 (1)	A.M.	P.M.	I A p.M.	1 1344	P.M.	000	P.M.	
SpringfieldL.	To the state of		4.30	5.00	4.47	10.05	2.10	20,8	94,3	4.21	100 0	5.25	ofigain
Int. 42	99.18		. 05	- 05	190	1000	0.59	19.81	10.34		1 38.0	- 85,000	1.22.1
	100.37	1.46	4.35	5.05		10.10	2.15	7.10	6.45	4.25	01.1	5.29	1. 43.
West Springfield	100.83	1.50			-						[61.0]	ngfield	10/5 188
Westfield A.	107.90	s 1.56		s 5.15		s10.21	s 2.26	Le J			7.07	alla.	ostfield
L.		1.57	4.45	5.25		10.22	2.27	122.1	1 93 3	4.34		5.38	
	112.87		4.08	4.33	15 12	16,32	0 0,20	2,03	19.63		4.97	1.3.5.4	ponore
Note that will write things with him who had been	115.39	- which was		200-000000	and the same		8 0 30				2.52		. Hosa
of Bankish rate	119.25		5.02	5.41		810.39	2.43	78.7	1542	4.48	3.86	5.52	ntingt
	125.84	2.24	5.12	5.50	5 22	s10.48	2.52	[.47 ]		4.57	193,6	6.01	. 19369
	130.63				1		u 63.538			1 1543	4,79	bl	mplhb
Becket	134.12					s11.04	1 7,58				3,49		, desta
the state of the s	137.65		5.37	6.15		11.12	3.17	1 81.8	7.45	5.19	8.53	6.24	gdide
Hinsdale	141.91	2.55	5.42	6.20	8.63	911.19	3.22	E CES	7,08,3	5.24	4.26	6.29	olaber
Dalton	145.25					s11.24	w 3.28				3.34		lton
Michigant	11,51				A.M.		5 (2,24)	P.M.	P.M.	I maintain	P.M.		P.M
No. Adams Jct.	148.16				6.55		4 7, 29	3.45	4.59	6.56	5.35	in Jet.	6.
Pittsfield A.	150 50	s 3.07	s 5.55	s 6.35	s 7.00	s11.32	s 3.37	s 3.50	s 5.05	s 5.35	s 5.40	s 6.40	s 7.0
Pittsneid L.	150.59	3.17	6.23	6.55	7.05	11.37	3.42	3.53	5.10	5.38	5.44	6.44	7.
West Pittsfield.	154.20	2.13	5.05	<b>特加</b>	16.00	7.6%	0. 3. 18.2	1. 15.00	12.13	12 (2)	3,614	L. falotile	st Pit
Richm'd Sum't.	156.74								national design of the	E 18 45	2.54	Sum't.	6°rad
Richmond	158.77			1 14	f 7.18			f 4.06		TIBLY	f 5.57		f 7.
Richm'd Furn'e	159.81	2.50	6.01	5.51	6 15	2 15	1 20	0.16			1.04	Bura e	b'mi'
State Line	161.78	3.33	6.55	7.12	7.24	11.53	3.58	f 4.12	f 5.29	5.52	f 6.03	6.58	f 7.
Edwards Park	163.59		s 6.58	48,53			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				118.1	Parkul	sbusw
	166.98		s 7.04	18 19	s 7.32	s12.01	10	f 4.19	f 5.37	58.1	f 6.11		f 7.:
East Chatham .	171.35		s 7.13	7-11	f 7.38			f 4.26	f 5.44	177	f 6.19	- mark	f 7.
A.		s 3.55	s 7.22	s 7.35	s 7.47	812.14	s 4.20	s 4.35	8 5.55	a loa.y	s 6.30	s 7.18	s 7.
Chatham L.	177.17	3.58	7.25	7.36	A.M.	12.15	4.21	P.M.	P.M.	6.12	P.M.	7.19	P.M
Chatham Cent'r	182.06	-	s 7.34	6,27	****		10.10	1	1		188.4	Cent'r	-
Niverville			s 7.40	7.47		s12.28	4.32	3.27	laa.a	6.22	2.66	7 - 6.5	Hivas
Post Rd. Cros'g			s 7.47	4 6 561					2 m 1 2 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1		88.5	16.1	i Rd
Van Hoesen	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		s 7.53	1	2 00	100	6 20	la ra	4 10		2.73		eoH r
Brookview			s 7.58			s12.38	1000				8.26		okvie
East Greenbush		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	s 8.03			812.00					10.8	deuda	onvice it Gree
Int. 99			8.13	8.16		12.51	4.51	1 - 24 - 1	21.6	6.40	4.33		00
Albany A	1 11		8 8 . 17	s 8.20	7.15	s12.51	8 4.55	8 603 8	a 181.0	Rensselaer	159	7.51	- yno
Awany	200.41	A.M.	A.M.	A.M.	A FA	P.M.	P.M.		M <sub>1</sub> P	Yard	11.7	s 7.55	· V. Ita
	( Y	LI-TATE	A.IVI.	W.IAT.	1	L .IVI.	L.IVI.	Apple	生 是 是 2550750	P.M.	A SECTION	P.M.	15 mm/gr

### NOTES

No. 50 does not carry passengers.

No. 509 carries passengers, Pittsfield to Albany only. The State of the St

24	24 SPRINGFIELD TO ALBANY																
Continued fro	m page	23		WES	TWARD	-FIRST	-CLAS	ss 1	TRAINS	3							
97   921	ISI	7219	33	111	35	13	6 18	0.1			60	G	8	1			
STATIONS	Miles between Stations	Harlem	New England Wolverine	Sou'wes'rn Limited	The Iroquois	Mail and Express		abut l	ben fi	Maki	2000	A	230 Y 4	ap/A	eofcly speci	BIS	STATE
Daily See Note	Stations	Sunday	Daily	Daily	Daily	Daily ex. Sat & Sun		o velice of	29 VIII			2	Wils.		0.0260		
8		(See Note)	P.M.	P.M.	P.M.	P.M.		-	Haton v	I Alb	don e	N. 53					
SpringfieldL.	0.00	I IM.	6.40	7.05	10.17	10.25				10	ila Joi l	h				YA	Springfiel
Int. 42	0.85		4 7 24	a 7.801		110.35											Int. 42.
Int. 43	1.19	1.25	6.45	7.10	10.22	10.30					18.18					11	Int. 43
West Springfield	0.46				<u> </u>										E8 0	neffeld 10	WestSpr
Westfield A.	7.07	21 72	0.50	7.01	s10.33	0.40	Ia .			8				8.	00.5	.A.	Westfield
Woronoco	4.97	1.34	6 56	7.21	10.34	10.42	E-FF-10-0	_	28		24.5	_	1.57	-		1.7	-
Russell	2.52																Woronoci Russell
Huntington	3.86		7.12	7.37	10.50	10.59	te l		1007							The contract of	raniinuk
Chester	6.59		7.21	7.47	11.00	11.09	Es		E 0350 8				18.8		84 a		Chester.
Middlefield	4.79					e entre entr									88.0	ПЫ	Middlefie
Becket	3.49	Market Street Street			2 1 12	1940.4	18									il	Becket
Washington	3.53	CHINA SHEET STREET	7.45	8.13	11.24	11.40									7,65	en 12	gniries W
Hinsdale	4.26	5 124 t e	7.50	8.19	11.30	11.46	17								10.1	14	Hinsdale
Dalton	3.34	P.M.			9108818	w   \$2.1	<u>La</u>		11 1 28 I						<u>las.a</u>	1	Daiton
No. Adams Jct.	2.91	6.56	M.	months and section	He D SE		gerry biznin	IVL V				er-v		en			
The state of the s	TAX	s 7.01	<b>s</b> 8.02	s 8.32	sl1.42	s12.00	GE					-		-	101.0	P11 .301 8	PROLAGRE
Pittsfield L.	2.43	7.05	8.06	8.36	11.47	12.15		CONTRACTOR OF		N. Garallian		0	70.4		98.70		Pittuffeld
West Pittsfield.	3.61	CONTROL SOUTH STREET			e 7 D Sec			-						-	08.4	sfield   15	West Pit
Richm'd Sum't.	2.54				ath.56			1							6.74	Sum't. 15	Richm'd
Richmond	2.03	f 7.19		600.1	a.1 03	81L 24	8								8.77	81	Richmon
Richm'd Furn'e	1.04				611.12										18.8	Furn'e 15	Richm'd
State Line	1.97	f 7.25	8 22	8.52	11.59	12.32	I N	3.5	7.12		3.65		1.33		1.78	21/2	State Lin
Edwards Park	1.81			€ 8,60	eth 38	set L. 42		No.				8			8.59	Park   16	Edwards
Canaan	3.39	CONTROL OF THE STREET	37	7 [613]	15,477	2019									8e 8	91	Canaan.
East Chatham .	4.37	f 7.39	- 0 43	1   85.1	10.15	100,000	1.81		anne marketan	exercise in	54	8		-	I Global	ELL mad	SUC BROW
Chatham A.	5.82	s 7.50 P.M.	8 8.43 8.44	9.15	s12.17	12.54	18 1/21	THE X	2 GE. 1	8.1		8		18	7.17		Chatham
Chatham Cent'r	4.89	1		0.10	12.10	10.00						B	CO CO C		100.5	Cent'r 18	Charliano
Niverville	2.66	5.22	8.55	9.27	12.29	1 04	íe l		7.47	DUCO/US #	7.40	8			12T. A		Niverville
Post Rd. Cros'g	2.69	TO THE OWNER OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED A		0.22		4.25				No. of the last of	72.7	8			7.41		
Van Hoesen	2.73									1	188	8			0.14	en12	Van Hoe
Brookview	2.26					#   BE.IS	ta l			a principal principal of the state	38.7	a	legen and		(O) \$ . S		Brookvie
East Greenbush				s 9.32							8.03	8					East Gre
Int. 99	4.33	5.40	9.14	9.46	12.56	s 1.35		34	8.16		8.13		18.4		9.74		. 00 JnI
AlbanyA.	.67	ranina	s 9.18	s 9.50	s 1.00	Rensselaer Yard			08.8	2	11.8	8	35	100	177.0		4 Ibany -
France		M.	P.M.	P.M.	A.M.	A.M.		95		A			.M.	A			

No. 7219 will not run December 25, 1949 and January 1, 1950.

No. 13 will not run November 24, December 26, 1949, January 2 and February 22, 1950. A of blade 1841 and process and solution of the control No. 502 carries passengers, Patished to Mil. Ocet. 22 vibrary 2 and February 22, 1950. The S2 will run November 24, December 26, 1949. January 2 and February 22, 1950. The new test carries are supported to the second se

No. 13 does not carry passengers.

Time shown at Albany is for information only.

ALBANY TO SPRINGFIELD

25

· · · · · · · · · · · · · · · · · · ·	1	10	AC	AA	90	70	C	00	1 00	1100		nued on p	1000
STATIONS	Miles	42 DeWitt	46 Interstate Express	Springfield Local	New England States	78 The Paul Revere	Boston Local	98 New England Wolverine	22 Lake Shore Limited	4106 Harlem	508 Harlem	90 The Chicagoan	Harlem
		Daily	Daily	Daily ex. Sunday B	Daily	Daily	Daily ex. Sunday	Daily	Daily	Sunday	Daily ex. Sunday	Daily	Saturda
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	.M.	9	P.M.	
AlbanyL.	0.00	1.20	3.40	4.10	4.52	5.50	5.55	6.35	9.30	5.30		3.35	. Knud!
Int. 99	.67	1.24	3.44	4.14	4.56	5.54	5.59	6.39	9.34	5.34		3.39	.00 9
East Greenbush	5.00									5.41	e    88. A	risudas	riët Gre
Brookview	8.01		Le concession				s 6.10	AND A SECURITION OF	and in More area in the	6.47	3.01 e	hw	iralog
Van Hoesen	10.27						s 6.15	- Contract of Cont		5.52		moe	oll m
Post Rd. Cros'g	13.00				and the state of t		are Discount			Control Baltimore consists		S'eon D	bal Rd
Niverville	15.69	1.42	4.08	4.33	5.12	6.11	s 6.25	7.03	9.52	6.03		3.57	Elivioyi
Chatham Cent'r	18.35	47.547	- W-44				s 6.30			80.0	2.66 e	Cent'r	nethan
Chatham A.	23.24	s 1.54					s 6.39	I	810.02	A.M.	P.M.	s 4.07	P.M
L.	20.24	1.57	4.20	4.45	5.22	6.21	6.47	7.15	10.03	11.52	12.55	4.08	5.1
East Chatham .	29.06			column 1			s 6.58	1	7.59	f12.02	f 1.05	, madr	f 5.2
Canaan	33.43						s 7.08	1	80.8	f12.11	f 1.14		f 5.3
Edwards Park	36.82					i denne de				6.44	a - (88. S	Parks.	sbaswi
State Line	38.63	2.21	4.43	5.08	5.43	6.42	s 7.17	7.38	10.27	f12.19	f 1.22	4.32	f 5.4
Richm'd Furn'e	40.60											Furn'e	b'mde
Richmond	41.64	12.50					s 7.24		8.21	f12.24	f 1.27	b	f 5.4
Richm'd Sum't.	43.67		and the second		and the second		s 7.29		and the second second			Sum't.	b <sup>1</sup> mndo
West Pittsfield.	46.21					and the second second					2.54	tsfield.	PT 789
Pittsfield A.	49.82	s 2.38	s 5.00	s 5.25	s 5.57	s 6.58	s 7.40	s 7.55	s10.43	s12.37	s 1.40	s 4.48	s 6.0
L.	1 1 1 1 1 1 1	2.43	5.05	5.35	6.00	7.01	8.03	8.00	10.47	12.40	1.43	4.52	6.0
No. Adams Jct.	52.25						2,19		8 44	12.45	1.48	as Jet.	6.0
Dalton	55.16			s 5.44			s 8.14	Š	1.34.	P.M.	P.M.		P.M
Hinsdale	58.50	2.59	5.21	s 5.51	6.15	7.17	s 8.22	8.16	11.03	7.31		5.08	nşdale
Washington	62.76	3.06	5.27	s 5.56	6.20	7.22	s 8.28	8.21	11.09	78.7		5.14	Bujues
Becket	66.29	Strang and second		s 6.03			s 8.34			and the same of the same		11.000	, desta
Middlefield	69.78			s 6.10			s 8.40	With populational			- ler c	bl:	iddlefi
Chester A.	74.57	3 23	5.47	s 6.20	6.37	7.39	s 8.52	8.38	11.27	82.7	46.79 13	5.32	Telas
Huntington	81.16			s 6.30		17.63	s 9.02	7		170.8	a loa a	110	politor
Russell	85.02			s 6.37			s 9.10	8 7.04		N S	8 88 8		Happi
Woronoco	87.54	The state of the s		s 6.43	Land Commence		s 9.16	17.08	L. Int.		e	la l	pogene
			s 6.10	s 6.50			s 9.23			1 20 0		A STATE	
Westfield L.	92.51	3.45	6.11	6.51	7.02	8.01	9.30	9.00	11.49	150	4.97	5.54	lefitae
West Springfield	99.58			200			s 9.42				20.5	blefign	1012 to A
Int. 43		14.39		46.75	1 2	4 5 59	16.57	17.20	110	11 7.45	104		6.43
Int. 42	The Residence of the Parket	AND SOCIETY BEARING SOCIETY COME		a 6 19				17.23	446	1 7,40	1.19		42.
SpringfieldA.	A CARLOW SAME	AND THE RESIDENCE OF THE	s 6.30	s 7.07	s 7.15	s 8.15	s 9.50	s 9.15	s12.05	on a	a   38.	s 6.10	nann
Mark of Stand		A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	P.M.	B 8 7 7 7 8 8		P.M.	

NOTES 

Time shown at Albany is for information only.

26			ALL DEL CONTRACTOR				The second	NGFIE	LD		e de maior partir de		
Continued from	m page 2				rward-	FIRST-	CLASS 7	TRAINS					
9181 08	Miles	514	1516	36	5918	18	8,		03	5.1			il en spenjor pal kehennyjs
STATIONS	between	Boston Local	Harlem	Mail and Express	Harlem	1 11/2	T white the second of the seco	G blosspin so	2 Section 1	Y STATE OF	antille	25-W	FEATS
CHARLEST WINCE	Stations	Daily	Daily ex. Sat & Sun	Daily ex. Saturday	Sunday	C South	in the s	189 VIII	y which	Yestly			offige 45 Operations for each
			Saccoun	B See Note Rensselaer	В							1	
AlbanyL.	0.00	P.M. 5.30	harrie	Yard P.M.		1 00 8	1 6e	A. J. JAL.A	3.40 s	.M.A. GR X	90.0		v madi.
Int. 99	.67	5.34	9.301	9.25	68.8	15.54	80.8	4.10	1 V4. G	42.1	173	and a grad	00 th
East Greenbush	4.33	s 5.41		9.25	0.22	10.50					loo a	daudra	raid feel
Brookview	3.01	s 5.47		and the same and	01.0	4.					10.8	and the same of the	sirolom)
Van Hoesen	2.26	s 5.52		the basic Charles and Alexander	Flaffa	8					[72.0	tos	eoH ng
Post Rd. Cros'g	2.73	and resulting and an appear		12 2 3 1 1 2 3 1 1 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- P. S.		en de de la companya					Crostel .	hil teo
Niverville	2.69		9,82	9.46	6,25	a III.8	91.3	4 33	80.1	S\$.1		1	livesvil
Chatham Cent'r	2.66	s 6.08	DM		08.8	8			1	_	(CE - 8)	[1,109.]	gedisd.
Chatham L.	4.89	s 6.18 6.19	P.M.	0.50	P.M. 11.25	a provide	00.2	45	ne s	1.87		elafts.	ound and
East Chatham .	5.82	s 6.30	7.49 f 7.59	9.58	f11.35	. 1	1,000,00	- 150° A	1/2	1.7(0).1	Tain er	L mais	100
Canaan	4.37	s 6.39	f 8.08		f11.44	2						1. 151/041/	ereneral
Edwards Park	3.39	8 6.44	1 0.00	H 13	41.240	\$1.40						Justi	ebravb.
State Line	1.81	s 6.48	f 8.16	10.22	11.52	a   SM 6	5.43	80.8	- 64 H	IS.S	[sa.8]	1	d.I step
Richm'd Furn'e	1.97			la l								e'ttm/i	b mish
Richmond	1.04	s 6.55	f 8.21	1.37 (	7.24	0.						ļt	nomisis
Richm'd Sum't.	2.03				(82.7			eser deservice		and Francisco		1. i'mus	ti mdələ
West Pittsfield.	2.54	= 00	- 05								112.01	. Distili	Vest III
Pittsfield A.	3.61	s 7.09 7.13	s 8.35 8.39	s10.39	s12.10	8 50.0	6 1 10. G	6 102.0	1 200 6	1 24.3		+4-110	bioBateP
No. Adams Jct.	2.43	7.13	8.44	10.59	12 14	1 3 7 4 3		100.0	P. A.M. A.S.	Cyter Log	1120 87	1707 SIN	oh A ol
Dalton	2.91	s 7.25	P.M.		A.M.	9 1		1 44 7			llar at	100000000000000000000000000000000000000	mariet
Hinsdale	3.34	s 7.31	80.1	11.19	8.22	7.17	ar.a	18.81	5.21	ea.s			efaberii
Washington	4.26	7.37	real i	11.25	828	2 1207	02.0		1 78.8	. lao e			gnidae y
Becket	3.53				140.8	8		60.03					destrook
Middlefield	3.49	32			04.8	В		01:0			Har e	<u></u>	defbbD
Chester A.	4.79		and the second	And the second	Carlos Caracinatorio	g   eg. T	20.2	120.0		20.8		, sh	neter
L.	100 (100 pt 100	s 7.58	1.50.51	11.45	s 1003 / 6)	N N 1 1 1	6.37	1 Voc. Cl. (	4.74.6	1 63 6		entar (m. farilis	
Huntington	6.59 3.86		22-71 - Propinsky spirit		9.10			18.87			ilso a		BOLLARIA Lisarii
Woronoco	2.52		The state of the s	1.37	tame	e 1 0a 1		6.43			18.54		bonono
PROPERTY AND RESERVE	650000	s 8.26		1	8.23	8 / 3	Anna Maria de Caractería de Ca	00.0	01.8	1		.A.	
Westfield L.	4.97	8.27		12.09	108.6	10-6	7.02	ta a	111.3	8.45	2.51	al Tri	Vestfet
West Springfield	7.07	4 3			152.0						[8a.9	blodga	yest Spx
Int. 43	.46										10.0	11	. 63 . 30
Int. 42	1.19										11 23	1	at. 42
SpringfieldA.	.85		2 730 3	s12.25	a 06.6	e   GE 8	e GLA	A DALA	4	TO SHOW WITH THE	1 180 . 53	H .A b	omand
.M.9		P.M.	100	A.M.	No.	1		N IVANIA PI	344	.M.A			

No. 36 does not carry passengers. Time shown at Albany is for information only. SPRINGFIELD TO BOSTON

		Andrews and the second	novi se se mediji se nam		AR WATER ARE	The State of the S	CLASS '	\$1.50 YE 18			A STATE OF THE STA	nued on p	
1 613	Miles	36	2	62	258	66	42	68	262	162	404	264	72
STATIONS	between Stations	Mail and Express Daily ex. Sunday B See Note	Mail and Express  Daily ex. Sun & Mon B See Note	Fram. Local Daily ex. Sunday	Highland Daily ex. Sat & Sun B H	Worcester Local Daily ex. Sunday	De Witt Clinton Daily (See Note)	Fram. Local Daily ex. Sunday BH	Highland Daily ex. Sunday B H	Newton Daily ex. Sat & Sun B H	Milford Local Daily ex. Sat & Sun BTSee Note	Highland Daily ex. Sat & Sun BHSeeNote	Worceste Local Daily ex. Sunday B(See Not
SpringfieldL. Athol Junction. Oak Street No. Wilbraham.	0.00 2.23 3.55 3.87	A.M. 1.35	A.M. 3.15	100 A		(34.67) (34.67) (4.5)	A.M. 4.45		1, 204,		0.00 2.23 5.78	A A L B L B L B L B L B L B L B L B L B L B L	On the following holidays, November 24, December 26, 1949 and January 2, 1950 does not run east of Riverside,
Palmer L.	5.07	1.57	3.36	Anterioris	COSTO (SOMMERSTER)	PRODUCTION OF THE SECOND	5.05	Augustus District commerci			4.72		ber 24, run ea
West Brimfield. West Warren Warren	5.23 3.44 2.32	2.07	3.49				5.15	the state of the s	75, MESTER A, 10 MINISTER PER PER PER PER PER PER PER PER PER P	- Constitution (Ass	29, 95) 29, 29) 20, 29)	biation	ys, Novem
West Brookfield Brookfield East Brookfield. South Spencer	3.02 2.61 3.21 1.88	2.20	4.03	8			5.27		0.19		28.73 11.34 14.55	deleide de de de de	he following holidays, November 24, December and January 2, 1950 does not run east of Rive
Charlton	4.37 4.47 2.32 2.88	2.31 2.41	4.16	8 33		8 38 8 38	5.35 5.44	thelican Englage and a	(0.21 (0.30)	Terris de desemproduciones	10.80 15.27 7.60	343 - 332 133 - 336 133 - 336 133 - 338	On the followed by the second of the second
WorcesterA.	3.53	s 2.50 3.25	s 4.35 A.M.	a via la calinada B. 1. A.	PDF OFFICE	A.M. 5.45	s 5.53 6.03	postoje jatika krojelov	en ton en	19107 (1994)	eratur decemberati	ores and a second	A.M 6.5
Millbury Jct North Grafton. Westboro	5.16 1.32 5.93	3.40	74.7		To the second	s 5.57 s 6.06	6.21	networks to proceed the	Trocked Java Petranen	Tool faller of Last 100 short 100 short	9.16 0.48	letl	s 7.0
Southville Cordaville Ashland	3.84 .63 3.24	3.47	8 04 8 07	a 8.34 4: 8.36		s 6.12 s 6.14 s 6.20	6.31			and the same	25 0 88 0	1821 288 9	s 7.2 s 7.2 s 7.3
Framingham A.	2.85	s 3.51 4.16	8,19g	A.M. 5.30	man Carrellande	s 6.25 6.26	s 6.36 6.38	A.M. 6.48	Professional Services	many designation	A.M. 7.31	A. Exten	s 7.3
Natick Wellesley Wellesley Hills. Wellesley Farms	3.72 2.91 1.23 .92			s 5.40 s 5.49 s 5.55 s 5.58	A.M.	s 6.34 s 6.41 s 6.44 s 6.47	X 6.47	s 6.55 s 7.01 s 7.04 s 7.08	A.M.	A.M.	s 7.37 s 7.43 s 7.47 s 7.50	A.M.	s 7.4 s 7.5 s 7.5 s 7.5
Riverside Auburndale West Newton Newtonville	1.68 .61 1.10 1.05	4.33	8,873,8	s 6.02 s 6.05 s 6.08 s 6.11	s 6.20	s 6.52 s 6.56 s 6.59	6 52 s 6.57	s 7.12 s 7.14 s 7.17 s 7.20	s 7.18	s 7.35 s 7.37 s 7.40 s 7.45	s 7.54 7.58	7.35	s 8.0
Newton	1.04 1.26 .78 .76	82.8 8.41 8.41	8 8 9 8 34 8	s 6.19 s 6.23 s 6.26 s 6.29	Via Highland Branch	7.04	7.02	s 7.23 s 7.26 s 7.29 s 7.32	Via Highland Branch	s 7.49 s 7.52 s 7.55 s 7.58	8.02	Via Highland Branch	8.1
University Brookline Jct	1.22	62.8	- 19 		Jahren J. Franklin		Total emperors	s 7.35	nert one very	s 8.01			<del>ilayari</del> <del>addish</del>
Huntington Ave Boston A.	1.14 1.35	京都是ECO公司开始的第三人称单数	e (16:8 e (33.8 5. c (M.	s 6.35 s 6.40 A.M.	s 6.50 s 6.55 A.M.	s 7.10 s 7.15 A.M.	s 7.15 s 7.20 A.M.	s 7.40 s 7.45 A.M.	s 7.51 s 7.56 A.M.	s 8.07 s 8.12 A.M.	s 8.10 s 8.15 A.M.	s 8.13 s 8.18 A.M.	s 8.2 s 8.2 A.M

Nos. 36 and 2 do not carry passengers.

No. 2 will not run November 25, December 27, 1949, January 3 and February 23, 1950.

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

No. 42 runs on track No. 2 east of Framingham except Mondays. On Mondays, except December 19, 26, 1949, January 2, April 3, and 10, 1950, runs on track No. 2 east of Riverside. On Mondays, December 19, 26, 1949, January 2, April 3 and 10, 1950, runs on track No. 2 east of Framingham.

No. 264 leaves from Woodland end of Riverside Yard.

28	1			10 TH W. A.	470707 13.43 8	STATE PRODUCT	print you are a	BOST					
Continued from	m page	B. Carry	k 1.00	EA	STWAR	EV S	1 10 10	S TRAI					
34 204	424	1164	268	2164	1166	74	270	408	20	168	272	46	
STATIONS	Miles	Newton	Highland	Newton	Newton	Fram. Local	Highland	Milford Express	Springfield Local	Newton	Highland	Interstate Express	112.12
t & Sun Sunday	k Sun St	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	
8 0		вн	B(See Note)	Constant say	ВН	SeeNoteBH	вн	BHTS.note	(See Note) A.M.	вн	В	(See Note) A.M.	
SpringfieldL.	0.00			200	4.45				5.40	1.35	00.0	6.45	pringile
Athol Junction.	2.23										2.23	notion.	uthol Ju
Oak Street	5.78										8,55		Jak Stre
No. Wilbraham.	9.65								s 5.56		3.87	meda	diw.ov
Palmer L.	14.72	3 (5.88)			ao. a				s 6.04 6.08	1.67	5.07	7.05	almer,
West Brimfield.	19.95	a 8 17		h (s							152.0	mileld	nu teev
West Warren	23.39	e \$7 cm			5.15				s 6.22	2.07	3.44	7.15	Vest Wa
Warren	25.71			a deservation					s 6.28		158.8		. TISTIE V
West Brookfield	28.73			A 5.8	14.20				s 6.34		3.02	oktield	West Bro
Brookfield	31.34								s 6.39		2.61		entagon
East Brookfield.	34.55	2 10 20 1			14.0				s 6.46	2.20	8.21	7.27	oud lead
South Spencer	36.43								s 6.52		88.1	190119	ig dinos
Charlton	40.80	9 B 485		6.02	1 00.0				s 7.02	18.5	10.0	7.35	nontain.
Rochdale	45.27				14.8		1		s 7.11		4.47	3-1	SEDNOGE SEDNOGE
Webster Jct	47.59				177.0				7.15	2,41	2.88	7.44	(heanen)
Jamesville	50.47			and the second	Acres de la companya del companya de la companya del companya de la companya de l	marin bearings	marine marine		Appropriate to the second		100.8		IIVastra
Worcester. A.	54.00		are large	and serviced	20.8	5.45	datroras		s 7.28 7.35	a 0d.X	3,53	s 7.53 7.57	Vorcest
Millbury Jct	59.16		10.00			8.57					28.T	, ,,301,	VINGHERY Character of
North Grafton.	60.48		15 44		Tro a	90.8			s 7.47	04.8	1,00,1	naften :	CALLIUM Condition III
Westboro	66.41	e frida	- Plants				-		s 7.56	[3/E-0		8.12	TERRITOR TO
Southville	70.25	s 2.32				6.14			8 8 04		188		Hrvd3u08
Cordaville	70.88	P. St.			18.8	6.20			s 8.07	3.47	8.24		basided
Ashland	74.12		Control of Separation Separation		Δ	printed and an arrangement	GS Particular Section (1997)		s 8.14	compressed anyther the best of the		8.20	APRICADO CONTRACTOR
Framingham A.	76.97	about the second		6-48-	BC -8	A.M.	Marine Colored	A.M.	s 8.19	10.5		s 8.25	gaimer)
L.	in the same			78.8		7.56	a and	8.16	8.21		THE R	8.26	vatick
Natick	80.69			110 7	1 200	s 8.03	2	26.2			170 8		ententists
Wellesley	83.60	8		7.04	8	s 8.09	a l	s 8.26	8		- ES 1	alliH	Vellesiey
Wellesley Hills.	84.83	ANT	1 11	ANG	ANT	s 8.13	A NO	8.58 A	a	A.M.	A.M.	Farms	Vellesley
Wellesley Farms	-	A.M.	A.M.	A.M.	A.M.	s 8.16	A.M.	- 0 24	0.07	STREET, STREET	THE OWNER OF THE PARTY.	8.39	Distavi
Riverside	87.43	7.45	8 7.50	s 8.00	s 8.11	s 8.21	s 8.10	s 8.34	8.37	s 8.26 s 8.29	s 8.23	0.39	basudu?
Auburndale West Newton	88.04 89.14	s 7.59 s 8.03	9	s 8.03 s 8.06	s 8.14 s 8.17		-e	80.9	9	s 8.32		- cooks	Vest Ne
Newtonville	90.19	s 8.07	8	s 8.10	s 8.21	8.26	8 5	8.39	8.41	s 8.35	ao.r	s 8.45	fewtony
Newton	91.23	s 8.10	Via Highland Branch	s 8.13	s 8.25	0.20	Via Highland Branch	D. 181.0	0.41	s 8.38	Via Highland Branch	3 0.40	. dodwak
Faneuil	92.49	s 8.10 s 8.14	Via	s 8.16	8 0.20		Via	6.23	2	s 8.41	Viz		aneuil.
Brighton	93.27	\$ 0.14	Hi	s 8.19	8		HH	6.26	8	s 8.44	BH		drighton
Allston	94.03	8.17	8	s 8.22	8.29	8.31		8 43	8.45	s 8.47	195.	8.49	richall
University	95.25	10.8	8	s 8.25	8	3.01		3 .0		s 8.50	1.22	Y Y	latovial
Brookline Jct	95.84		and the second	0.20	Notes at 100 at	The state of the s					196	J.,30E.	albloom
Huntington Ave		s 8.25	s 8.30	s 8.33	s 8.36	s 8.39	s 8.45	s 8.48	s 8.51	s 8.55	s 8.58	s 9 00	guitaul
Boston A.	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	s 8.30	s 8.35	s 8.38	s 8.41	s 8.44	s 8.50	s 8.53	s 8.56	s 9.00	s 9.03	s 9.05	oston.
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.	
			ļ			NOT	19	-			1	8 1111	-

NOTES WAS COOK TO

No. 268 holidays makes connection at Riverside with Train No. 404.

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

No. 46 runs on track No. 2 east of Framingham.

No. 20 will not run November 24, December 26, 1949, January 2, and February 22, 1950.

CDD	IN I PO TON I I	tree il lies redes	O ROSTON
OCCUPATION OF THE PERSON OF TH	H H OM S see De S I		C B DECK BOOK I C DIGHT

29

Miles between Stations	Fram. Local	New England	76	274	48	78	86	98	88	286	6	184
between	Local	New England	TVI	THE RESERVE OF THE PARTY OF THE								-
Stations	Daily	States	Worcester Local	Highland	Springfield Express	The Paul Revere	Fram. Local	New England Wolverine	Fram. Local	Highland	Boston Local	Newtor
(920V2)	Sunday	Daily	Sunday	Daily ex. Sat & Sun	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex Sat & St
	ВН	(See Note)	S Cary	BHZ	В	(See Note)	ajoVlado	(See Note)	Н	В	(See Note)	
0.70		A.M.	5.44	3	A.M.	A.M.		A.M.	.M.		A.M.	
0.00		7.20	8.45		7.45	8.20		9.30	2.20	00.0	10.15	e francise
2.23	- C. C. B. C.									2.23	action.	ul lodi
3.55		to be a second								81.6	39	erici ale
3.87			·				110000000000000000000000000000000000000			liee. e	THEAST	dan 10
5.07		17 (15)	+ 00,4	8		0.00				4.72	1 20 00 CAR DAG	imer.
100		7.39	100.3		8 05	8.39		9.51	L.P.			
THE RESERVE OF THE PARTY OF THE		1 55	9.86								miteid.	rid Jao
\$100 1700 2700 1		7.49	4.17			8.49		10.01	2.63	3.39		est Wa
										IV G		COTTE
· · · · · · · · · · · · · · · · · · ·					s 8.24					8. 73		est Bre
· · · · · · · · · · · · · · · · · · ·		8.07	10,08					10.10			Part of the Part o	mokfiel
46175777		8.01	62.0		8.31	9.01		10.13	60.1	The House St.		ast isro
100000000000000000000000000000000000000		12.35	70.10					10.01			-	de una
		8.08	VC.P		8.39	9.08		10.21	61.4	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4000	narition
TO AND LABOUR STREET		2.24	10,25									piabdhe
490		8.17	OP P		8.48	9.17		10.30	1.22		11.42	191809
2.88		1 1 14	ANA					10.00			9	HVSSIII
3.53	100 CO (100 CO)		(EDENIAL DESCRIPTION	8					1.8.1	4.00		Masoro'
	50.0	8.28	8.10		9.00	9.28		10.43	GU. I		12.05	
The Arthur St. No. of Part St. No.			0.01							01.0	J Jol	guditi
160 2 50000		THE RESERVE	A STATE OF THE STA					10 ==			THE PARTY OF THE PARTY OF	er mino
The second secon		The state of the s			9.14	9.42		10.57	T es r			noons
4 114 93145											s12.28	livdino
CARL STUDIES IN	00.0		A STATE OF THE STATE OF							185.0	9	ordayıl
3.24	4 3 6						A N.C.			3.1.9		DUETUS
2.85	NAME AND ADDRESS OF THE OWNER, WHEN PERSON	<b>在某代的。 100</b>		В			AS SHARWAY YOUR		BEALDON MONTH ON THE	a ke a	TENER I	gains
0.70		8.55			9.27	9.55		11.09		lan o	12.44	
128/1/20	COLUMBATION OF THE PARTY OF	0.25			79.9		STORY CONTRACTOR				V 10 =	atick
		8 06.0	ACCURAGE SECTION AND ACCURATE		20.6		CONTROL OF THE PROPERTY OF THE PARTY OF THE			00.0	Y 12.52	ellesie
		e PC.0	CALL TO THE REAL PROPERTY.	ANT	3 24 3	A		14	Section of the Control of the Contro	PM	P . BHITI	P.M.
-		0.05		STREET, STREET	E000003	2 10 05		Management		OR OTHER DESIGNATION OF THE PARTY OF THE PAR		INCOME.
CO \$11075 76950	Manager Control of	A CONTRACTOR OF THE PARTY OF TH	ASID-COMPTON PROPERTY	8 9.15	The state of the s	10 07	HOUSE AND SHOULD THE	AND THE PROPERTY OF THE PARTY O			12.57	8 1.1
DY-BURE AND DE	Control of the Contro		The second secon		Section of the sectio		DONE TO THE OWNER.				J., JAB	s 1.1
ACCES 1000 1000 1000 1000 1000 1000 1000 10	AND A SECTION OF THE PARTY AND ADDRESS.	1. P. 1. British See See See	The state of the s	4		010.10	Control of the Contro		W. 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1			8 1.1
-			-	hind		810.12		-		and ch	1.01	s 1.1
3.085 ASSESSED	EPOS PROPERTY OF CO.			Via	ESTABLISH REPORT OF THE PARTY OF			A COLUMN TO A STATE OF THE STAT		Via ghlg ran		s 1.2
TO THE RESERVE OF THE PARTY OF	8 9.09	00.0	8 9.29	Hig	10.6	CO Pur	810.22	a l	811.43	Hi		s 1.2
	e 0 12	0 17	0 0 33		0.40	10 17	e10 26	11 20	011 40	PD M	1.05	s 1.3
THE RESIDENCE	5 9.13	9.17	8 9.33		9 49	10.17	810.20	11.32	811.48		1.05	8 1.3
-		Activities and			W. Spiller		andre a service and	vers or given a	Section 1	The state of the s	and the second	eril voor
	. 0.00	0.05	- 0 10	- 00c	-10.00	-10 05	-10.00	-111140	11000	70 G	1010	
3 100 3 200 600	12 大元子·李·斯克·拉克斯特斯	[[] GE [] 图图 [] 图图 []	Service Control of the Control of th		CONTRACTOR OF THE PARTY OF THE	THE RESERVE OF THE PARTY OF THE		<b>第</b> 70人。21年1月2日				s 1.4
	\$1.150, WHITE THE REAL PROPERTY.	Service Control of the Control of th	<b>2000年度大多大的企工</b>	10 A T T T T T T T T T T T T T T T T T T	COLUMN TO SERVICE STATE OF THE	2 4/62/2012					The Branch of the State of the	s 1.4 P.M
	5.23 3.44 2.32 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53 5.16 1.32 5.93 3.84 .63 3.24 2.85 3.72 2.91 1.23 .92 1.68 .61 1.10 1.05 1.04 1.26 .78 76 1.22 .59 1.14	5.07  5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53 5.16 1.32 5.93 3.84 63 3.24 2.85 8.30 3.72 8.8.38 2.91 8.8.45 1.23 8.8.48 92 8.8.51 1.68 8.8.55 61 8.8.57 1.10 1.05 8.9.00 1.05 8.9.03 1.04 8.9.06 1.26 8.9.09 7.78 8.9.06 1.26 8.9.09	5.07       7.39         5.23       7.49         3.44       7.49         2.61       8.01         3.21       8.01         1.88       8.08         4.47       8.08         2.32       8.17         2.88       8.25         5.16       8.28         5.93       8.42         3.84       8.50         2.85       8.30         3.72       8.38         2.91       8.45         1.23       8.45         1.23       8.45         1.23       8.45         1.24       8.50         3.72       8.38         2.91       8.45         1.23       8.45         1.24       8.57         1.10       8.900         1.04       8.906         1.26       8.909         .78       76         1.76       8.9.13         1.14       8.9.20         1.35       8.9.25         8.9.25       8.9.30	5.07       7.39         5.23       7.49         3.44       7.49         2.32       8.01         3.21       8.01         1.88       8.08         4.47       8.17         2.88       8.17         3.53       8.28         5.16       8.28         1.32       8.42         5.93       8.42         3.84       8.30         63       8.50         3.72       8.38         2.91       8.45         1.23       8.45         2.91       8.45         1.23       8.45         2.91       8.45         1.04       8.90         1.05       8.90         1.06       8.90         1.07       8.90         1.08       8.90         1.26       8.90         78       9.07         76       8.913         1.14       8.920         1.35       8.925         8.930       8.925	5.07       7.39       7.40       7.49       7.49       7.49       7.49       7.49       7.49       7.49       7.49       7.49       7.40       7.49       7.49       7.40       7.49       7.40	5.07       7.39       8.04       8.05         5.23       7.49       8.16       8.16         2.32       8.19       8.24       8.19         3.02       8.01       8.31       8.31         1.88       8.01       8.31       8.31         4.37       8.08       8.39       8.39         4.47       8.23       8.17       8.48         2.88       8.28       8.10       9.00         5.16       8.28       8.21       9.00         5.16       8.32       8.34       9.01         1.32       8.42       8.829       9.14         3.84       8.36       8.34       9.01         3.72       8.38       8.50       8.41       9.21         2.85       8.30       8.55       8.47       9.27         3.72       8.838       8.90       8.90       8.90       9.17         1.23       8.848       9.01       8.91       9.41         1.61       8.857       9.07       8.911       8.915       9.45         1.04       8.903       8.912       8.925       8.925       8.925         1.05       8.903       8	5.07         7.39         8.00         8.05         8.39           5.23         7.49         8.16         8.49         8.49           3.02         8.01         8.01         8.31         9.01           1.88         8.37         8.08         8.39         9.08           4.47         8.17         8.17         8.48         9.17           2.88         8.28         8.10         8.57         8.925           5.16         8.32         8.42         8.48         9.17           5.93         8.42         8.29         9.00         9.28           5.16         8.32         8.42         8.39         9.00         9.28           5.16         8.32         8.42         8.29         9.14         9.42           3.84         8.34         8.34         8.39         9.00         9.28           3.72         8.83         8.50         8.41         9.21         9.50           3.72         8.38         8.54         8.47         9.27         9.55           3.72         8.45         8.90         8.90         8.90         9.27         9.55           3.72         8.848         9.90	5.07       7.39       8.804       8.05       8.39         5.23       8.44       7.49       8.86       8.16       8.49         3.02       8.61       8.819       8.819       8.819         3.21       8.01       8.01       8.31       9.01         1.88       8.01       8.08       8.39       9.08         4.47       8.82       8.17       8.839       9.08         3.53       8.825       A.M.       8.39       9.08         5.16       8.32       8.10       9.00       9.28         5.16       8.32       8.42       8.29       9.04       9.22         3.84       8.63       8.42       8.30       9.21       9.42         2.85       8.30       8.841       9.21       9.50         3.72       8.838       8.50       8.41       9.21       9.50         4.47       8.30       8.54       8.49       9.27       9.55       9.40         3.84       8.63       8.42       8.29       9.14       9.42       9.40         3.84       8.30       8.54       8.49       9.27       9.55       9.40         3.72       8.	5.07         7.39         8.8.04         8.85         8.39         8.950         9.51           5.23         3.44         7.49         8.68         8.16         8.49         10.01           3.02         2.61         8.01         8.819         9.01         10.13           1.88         8.01         8.31         9.01         10.13           4.47         8.17         8.88         9.17         10.30           5.16         8.28         8.10         8.857         8.925         810.39           5.16         8.38         8.24         9.17         10.30           5.16         8.38         8.25         8.10         8.857         8.925         810.39           3.84         8.28         8.10         9.00         9.28         10.43           5.93         8.42         8.829         9.14         9.42         10.57           3.84         8.30         8.84         8.36         8.94         9.21         9.50         11.04           2.85         A.M.         8.84         8.90         8.94         9.27         9.55         9.40         11.09           3.72         8.85         8.87         8.91	5.07         7.39         88.04         8.05         8.39         \$9.50         9.51           5.23         7.49         88.16         8.49         10.01         10.13           3.02         8.01         8.01         8.31         9.01         10.13           1.88         8.01         8.31         9.01         10.13           4.47         8.82         8.10         8.39         9.08         10.21           2.88         8.10         8.87         8.9.55         810.39         10.43           5.16         8.28         8.10         8.85         8.57         8.9.55         810.39           5.93         8.42         8.82         8.10         9.00         9.28         10.43           2.88         8.28         8.10         9.00         9.28         10.57         10.39           5.16         1.32         8.42         8.82         9.01         9.01         9.42         10.57           2.85         8.28         8.41         9.21         9.50         11.04         10.57           3.72         8.83         8.54         8.92         9.41         9.21         9.50         11.00           3.12	5.07         7.39         8.80         8.05         8.39         8.9.50         9.51           5.23         7.49         8.16         8.49         10.01         10.01           3.44         7.49         8.81         8.16         8.49         10.01         10.01           3.02         8.01         8.82         8.24         10.13         10.13         10.13           1.88         8.01         8.08         8.39         9.08         10.21         10.30           2.82         8.17         8.88         8.39         9.08         10.21         10.30           3.53         8.825         8.10         8.857         8.925         810.39         10.43           5.16         8.28         8.10         8.857         8.925         810.39         10.43           5.93         8.42         8.829         9.14         9.42         10.57         10.57           3.34         8.36         8.36         8.36         8.36         8.36         8.36         8.36         8.36         8.36         8.36         8.36         8.9.4         9.27         9.55         9.40         11.04         4.44         11.00         11.04         4.44	5.07         7.39         7.39         8.04         8.05         8.39         9.51         8.04         10.40           5.23         7.49         8.06         8.16         8.49         10.01         8.16         8.16         8.49         10.01         8.16         8.16         8.17         8.10         8.16         8.19         10.01         8.11.01         811.07         811.07         811.07         811.18         811.18         811.18         811.18         811.18         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.32         811.33         811.32         811.33         811.32         811.33         811.32         811.33         811.32         811.33         811.32         811.33         811.32         811.33         811.32         811.33         811.32         811.33         811.33         811.33         811.33         811.34         811.32         811.33         811.32         811.33         811.33         811.33         811.33         811.33         811.33         811.33         811.34         811.34         811.34         811.34         811.34         811.34

Nos. 28, 78 and 98 run on track No. 2 east of Framingham.

No. 6 runs on track No. 4, Framingham to Riverside, on Saturdays.

30				SP	RING	FIELD	TO	BOST	ON		*		
Continued from	m page				ASTWAR						page 28	aroti bam	Contin
6 184		22	194	200	296	96	300	554	106	110	206	90	
STATIONS	Miles	Lake Shore Limited	Newton	Express	Highland	Fram. Local	Highland	New York Boston Express	Worcester Local	Worcester Local	Mail and Express	The Chicagoan	
Stally one Links on	323 V.S	Daily	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun	D.11	Daily ex. Sat & Sun	Sunday	Daily ex. Sat & Sun	Daily	134
1 (8107) 830		(See Note)		HBSeeNote	BH	Н	Z	(See Note)	Satesun	В	H(SeeNote)	(See Note)	
.M.A		P.M.	J.A.		34	A   .M.		P.M.	That.			P.M.	
SpringfieldL.	0.00	12.20	08.8		100.8	7.45		3.45	7.20		100.0	6.25	
Athol Junction.	2.23										22.2	action.	
Oak Street	5.78										13.65	1.,,39	
No. Wilbraham.	9.65								. 10.00		179.6	Lugader	W.V.o
Palmer A.	14.72	s12.41	0a.0	8		\$0.8	8	s 4.05	1.00		leo a	s 6.45	
02 L.		12.42	18.6		198,8	8 05		4.06	1.08.7			6.46	
West Brimfield.	19.95										[6, 23]	naffield.	
West Warren	23.39	12.53	10.0		185.8	8.16		4.17	Peg 7		3.44	6.58	
Warren	25.71					01.8	a				108.8		arria)
West Brookfield	28.73	The state of the s				8.24	8		F [0.50]		3.02	bisible	
Brookfield	31.34								3 (2.5%)		2.61		
East Brookfield.	34.55		81.0		10.9	18 8		4.29	10.0		3.21	7.08	
South Spencer	36.43								N 1002		188 1	1. теоде	euth Si
Charlton	40.80	1.13	0.21		80.9	8 39		4.37	80.8		4.37	7.16	
Rochdale	45.27										4.47		
Webster Jct	47.59	1.22	00.0		71.8	8 48		4.46	8.17		2.32	7.25	
Jamesville	50.47										88.5	1	ltyzami
Worcester A.	54.00	s 1.31	98.0	8	1   82.9	8 57 8	8	s 4.55	P.M.	P.M.	0.3 0	s 7.35	
L.		1.35	181.0		82.6	100.6		5 10	5.25	6.25	LCG, G	7.39	198010,
Millbury Jct	59.16										in laga	351/	
North Grafton.	60.48							8.21	s 5.37	s 6.36	158.1	afton.	
Westboro	66.41	1.49	178.0		80.0	14.0		5.24	s 5.48	s 6.45	lee a	7.53	estbora
Southville	70.25							8.34	s 5.53	s 6.51	3.84		
Cordaville	70.88							8.36	s 5.56	s 6.53	[εa.		
Ashland	74.12	1.59	1 40.1		106.9	113.4		5.34	s 6.03	s 6.58	3,24	8.03	basida
Framingham A.	76.97	s 2.03	80.1	In M.	9.54	P.M.	8	s 5.38	s 6.08	s 7.03		s 8.08	
L.	10.91	2.04	1.60.4	9:40	122.6	4.40		5.39	6.14	7.04	GB , S	8.09	MILLIAN STATE
Natick	80.69	1.07	La L	75.67	B	s 4.47		48.8	s 6.23	s 7.11	8.72 s		
Wellesley	83.60	1.13	La l	9,63	в 1	s 5.02		# # 10 g	s 6.30	s 7.18	a lie.S		
Wellesley Hills.	84.83	1.16	la l	8.56	a	8 5.12		10.0	s 6.34	s 7.21	a [63.1	- Lattiff	
Wellesley Farms	85.75	100 100 1	P.M.	100.0	P.M.	s 5.16	P.M.	6 100.0	s 6.37	s 7.24	P.M.	aurus 7	ellesle)
Riverside	87.43	2.16	s 3.20	C- 1-80/0	s 4.05	s 5.19	s 5.26	5.51	s 6.41	s 7.29	s 7.50	8.22	
Auburndale	88.04	1 28	s 3.22	3 80 g	(a # 394	s 5.21		0.14	s 6.44	s 7.32	a [13.]	9.1	
West Newton	89.14	4 F 180 I	s 3.25	a fiffig	18 F-17 j	s 5.24		9 17	s 6.48	s 7.35	e   01.1	inon	
Newtonville	90.19	s 2.21	s 3.29	6 741 0	8 6 0	s 5.27	- P	s 5.57	s 6.52	s 7.38	1_05  s	s 8.27	encina
Newton	91.23	2.106.1	s 3.33	8110	Via Highland Branch	s 5.34	Via Highland Branch	g 25 9	s 6.55	s 7.41	s 8.05		
Faneuil	92.49	7 8412	s 3.36	2 2520	Viigh	s 5.37	V High Bra	9.29	s 6.58	s 7.44	z (881.4		
Brighton	93.27			P.M.	ш		-			3 1 15 6	[85]		
Allston	94.03	2.26	s 3.39	s 4.10	la PVFO	s 5 44		6.02	s 7.03	s 7.50	8.10	8.33	
University	95.25			2 8 25 7							182.6	L V	aiversi
Brookline Jct	95.84										lea	l.,tal.	edialoor
Huntington Ave	96.98	<b>8 2</b> .35	s 3.45	9 (88)0	s 4.35	s 5.50	s 6.07	s 6.10	s 7.10	s 7.55	8.15	s 8.40	haitan
BostonA.	98.33		s 3.50	s 4.20	s 4.40	s 5.55	s 6.12	s 6.15	s 7.15	s 8.00	s 8.20	s 8.45	
P.M. P.M.	.M	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
						l de la constant							

Nos. 22, 554 and 90 run on track No. 2 east of Framingham. Nos. 200 and 206 do not carry passengers.

## SPRINGFIELD TO BOSTON

31

Springfield L. Athol Junction Oak Street No. Wilbraham. Palmer L. West Brimfield West Brimfield Warren West Brookfield East Brookfield South Spencer Charlton Rochdale Webster Jct Jamesville Worcester Millbury Jct North Grafton Westboro Southville Cordaville	0.00 2.23 3.55 3.87 5.07 5.23 3.44 2.32 2.61 3.21 1.88 4.37 4.47 2.32 2.88	420 Milford Local Daily ex. S at & Sun HTSeeNote	7.45 7.45 8.07 8.15 8.24 8.33	9.46 9.56 10.08 10.16 10.25	20		15	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	M		2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3	District Control of the control of t	TARR  TARR  TOTAL  TOTA
Springfield L. Athol Junction Oak Street No. Wilbraham.  Palmer L. West Brimfield West Brookfield Brookfield East Brookfield East Brookfield Charlton Rochdale Webster Jct Jamesville Willbury Jct North Grafton Westboro Southville Cordaville	0.00 2.23 3.55 3.87 5.07 5.23 3.44 2.32 2.61 3.21 1.88 4.37 4.47 2.32 2.88	Local Daily ex. Sat&Sun	Paily (See Note) P.M. 7.25  7.45  7.55  8.07  8.15  8.24  s 8.33	Local   Daily   (See Note)   P.M.   9.25	1		# 102 # 25 # 15 # 20 # 18 # 18 # 18 # 18 # 18 # 18 # 18 # 18		100 100 100 100 100 100 100 100 100 100	10   10   10   10   10   10   10   10		5.20 g 6.62 g 7.41 g 9.70 g 9.70 g	Inoc	Police I ylanicopy inthoor int
Springfield L. Athol Junction Oak Street No. Wilbraham Palmer L. West Brimfield West Brookfield Brookfield East Brookfield East Brookfield Charlton Rochdale Webster Jct Jamesville Willbury Jct North Grafton Westboro Southville Cordaville	0.00 2.23 3.55 3.87 5.07 5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	Daily ex. Sat&Sun HTSeeNote	7.45 7.55 8.07 8.15 8.24 s 8.33	9.46 9.56 10.08 10.25	2		# 102 # 25 # 15 # 20 # 18 # 18 # 18 # 18 # 18 # 18 # 18 # 18	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	100 100 100 100 100 100 100 100 100 100	A (A)  18 (A)		5.20 g 6.62 g 7.41 g 9.70 g 9.70 g	List on the second of the seco	TATE
Athol Junction. Oak Street No. Wilbraham.  Palmer L. West Brimfield West Warren Warren Warren Wast Brookfield Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville Willbury Jct North Grafton. Westboro Southville Cordaville	0.00 2.23 3.55 3.87 5.07 5.23 3.44 2.32 2.61 3.21 1.88 4.37 4.47 2.32 2.88	HTSecNote	7.45 7.55 8.07 8.15 8.24	9.46 9.56 10.08 10.16	# OO # A	8 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	# 102 # 25 # 15 # 20 # 18 # 18 # 18 # 18 # 18 # 18 # 18 # 18		(80 ) (80 )	10	2 00 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	5.20 g 6.62 g 7.41 g 9.70 g 9.70 g	January Constitution of the constitution of th	Dotted  8 vitris  50 vygas  18 dotte  18 dotte  19 dotte
Athol Junction. Oak Street No. Wilbraham.  Palmer L. West Brimfield. West Warren Warren West Brookfield Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville Willbury Jct North Grafton. Westboro Southville Cordaville	2.23 3.55 3.87 5.07 5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88	2.2 8 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	7.25 7.45 7.55 8.07 8.15 8.24 8.33	9.25 9.46 9.56 10.08 10.16 10.25	# (00	8 00 00 00 00 00 00 00 00 00 00 00 00 00	# 102 # 25 # 15 # 20 # 18 # 18 # 18 # 18 # 18 # 18 # 18 # 18		100 S	18	2 00 7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	5.20 g 6.62 g 7.41 g 9.70 g 9.70 g	ince  S Wilker  S CEDICE.	a yilni powgna nilaos nilaos nilaos worse worse wors wors wors wors wors wors wors wors
Athol Junction. Oak Street No. Wilbraham.  Palmer L. West Brimfield West Warren Warren Warren Wast Brookfield Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville Willbury Jct North Grafton. Westboro Southville Cordaville	2.23 3.55 3.87 5.07 5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88	2	7.45 7.55 8.07 8.15 8.24 s 8.33	9.46 9.56 10.08 10.16 10.25	8 64 8 01 9 53 2 53 2 55 2 75 2 75 3 75 1 1 1 1	8   SE 8   189 1 8   190 2   2   190 1 9   190 1   1   1   1   1   1   1   1   1   1	# 102 # 25 # 15 # 20 # 18 # 18 # 18 # 18 # 18 # 18 # 18 # 18		20 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	14   10   10   10   10   10   10   10	# 200 m	5.20 g 6.62 g 7.41 g 9.70 g 9.70 g	BALL S	DOWNERS DIFFICITION REGUES COVIDED UNITSEC REGUES R
Oak Street No. Wilbraham.  Palmer L. West Brimfield. West Warren Warren West Brookfield Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville Worcester L. Millbury Jct North Grafton. Westboro Southville Cordaville	3.55 3.87 5.07 5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	2	7.55 8.07 8.15 8.24 s 8.33	9.56 10.08 10.16 10.25	9 53 8 55 8 65 8 75 8 75	8 188 2 88 2 88 2 03 3 163 3 203 4 203	# 102 # 25 # 15 # 20 # 18 # 18 # 18 # 18 # 18 # 18 # 18 # 18	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	03/1 C3.1 F3.1 T3.1 C0.2 80.5 F1.2 F1.5 F4.5	Fa VI E E E E E E E E E E E E E E E E E E	8 (20) Y (20) 1	5.20 g 6.62 g 7.41 g 9.70 g 9.70 g	Figure 1	LILLOO LILROO RECOME GV HICKSSE CONVENIENCE SOLUTION SUPELIA LINDOO DILIZO V
No. Wilbraham.  Palmer	3.87 5.07 5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	2	7.55 8.07 8.15 8.24 s 8.33	9.56 10.08 10.16 10.25	# 18 18 18 18 18 18 18 18 18 18 18 18 18		# 102 # 25 # 15 # 20 # 18 # 18 # 18 # 18 # 18 # 18 # 18 # 18	8 8 8 8 8 8 8 8	1. 57 2. 00 2. 00 2. 00 3. 11 3. 12 3. 13 4. 13 4. 13 4. 13 4. 13 4. 13 4. 14 5. 14 6. 14 6. 14 6. 14 7. 14	8 20 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8 09 7 8 13d 7 8 13d 7 8 134 7 8 134 7 8 134 7 1 134 7	5.20 g 6.62 g 7.41 g 9.70 g 9.70 g	LALL A	ERGYES GV Unitable ERGYES ERGYES SELECTION SERVICE SER
Palmer L.  West Brimfield West Warren Warren West Brookfield Brookfield Brookfield Brookfield South Spencer.  Charlton Rochdale Webster Jct Jamesville L.  Millbury Jct North Grafton Westboro Southville Cordaville Cordaville Cordaville L.	5.07 5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	3 8 22 3 8 72 3 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	7.55 8.07 8.15 8.24 s 8.33	9.56 10.08 10.16 10.25	8	9 38 30 30 30 30 30 30 30 30 30 30 30 30 30	# 19 02 0 1	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 67 2 03 2 06 2 08 2 18 2 11 2 11 3 14 5 11 6 11 6 11 6 11 6 11 6 11 6 11 6 11	3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8 30 Y	B [16.0]	BEN SE	United body of the control of the co
Palmer L.  West Brimfield.  West Warren  Warren  Warren  West Brookfield  Brookfield  East Brookfield.  South Spencer  Charlton  Rochdale  Webster Jct  Jamesville  Willbury Jct  North Grafton.  Westboro  Southville  Cordaville	5.23 3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	3 a 22 3 a 3 a 3 a 3 a 3 a 3 a 3 a 3 a 3	7.55 8.07 8.15 8.24 s 8.33	9.56 10.08 10.16 10.25	8 76, 2 76, 3 76,	a 80 a 60	# 19 02 0 1		2 00 2 00 2 00 2 00 8 00 8 1 8 2 1 8 2 1 8 1 8 1 8 1 8 1 8 1 8 1	12 18 18 18 18 18 18 18 18 18 18 18 18 18	# 12 1	B [16.0]	Ceptron	united oxpwe nowe nowe suggest telepoo biasays
West Warren  Warren  West Brookfield  Brookfield  East Brookfield.  South Spencer  Charlton  Rochdale  Webster Jct  Jamesville  Millbury Jct  North Grafton.  Westboro  Southville  Cordaville	3.44 2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	2 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	8.07 8.15 8.24 s 8.33	10.08 10.16 10.25	2 76, 2 76, 3 76,	8 23, 8 23, 8 23, 1 3 20, 1 1 12, 1 12, 2 2, 2 3, 3 2, 3 2, 3 2, 3 2, 3 3, 3 3	Section of the sectio	8 8 8 8 8 9 8 8 9 8 8 8 8 8 8 8 8 8 8 8	2 08 2 08 2 11 2 2 14 2 14 2 14 2 14 2 14 2 14 2	(a   0 a s (a   8 a s (a   0 a s (a   1 a s (b   1 a s (c   1	8	B [16.0]	A	EUSTIS VIEW STATE
Warren  West Brookfield Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville  Worcester L. Millbury Jct North Grafton. Westboro Southville Cordaville	2.32 3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	46 8 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	8.07 8.15 8.24 s 8.33	10.08 10.16 10.25	2 70 3 0.4 2 0.1 3 0.4 4 0.4 6	6 76. a (6), a (7), a (7),		8 8 9 8 6 8 7	II. S NI. S NI	S PQU	3 30 3 30 3 30 3 30 3 30	B [16.0]	- A - A - A	sittis tiliboo blazavi
West Brookfield Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville Worcester L. Millbury Jct North Grafton. Westboro Southville Cordaville	3.02 2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53	9 a UA. 37 b S.2. 19 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1	8.15 8.24 <b>s</b> 8.33	10.08	a 23	a (6)	a EA J	8 9 9 80	2,16 2,17 4,29 4,29 1,49 1,49 1,49 1,49 1,49 1,49 1,49 1,4	10 03 8 13 3 4 4 M	3 80 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		A s	bianavi
Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville Worcester L. Millbury Jct North Grafton. Westboro Southville Cordaville	2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53		8.15 8.24 <b>s</b> 8.33	10.08	3 22 3	a 2000 4 4 1 2	E GI	(G)	SI, S Jel. G.R. G.R. Los et	13.3 1 ° M 8 6 <b>Q</b> Q 11 12 ° M 118 ° M	3 430 3 430 4 150 41	68. Se	a A	blanevs TAV
Brookfield East Brookfield. South Spencer Charlton Rochdale Webster Jct Jamesville Worcester L. Millbury Jct North Grafton. Westboro Southville Cordaville	2.61 3.21 1.88 4.37 4.47 2.32 2.88 3.53		8.15 8.24 <b>s</b> 8.33	10.16		7 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		G 6 1 62 7	S.I.	8 F Q 0 8 F Q 0 81 F 3 1	5 60 3 58 0	V CO CO	SMO	7 - 10 2 3 3 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
South Spencer  Charlton  Rochdale  Webster Jct  Jamesville  Worcester  L.  Millbury Jct  North Grafton.  Westboro  Southville  Cordaville	1.88 4.37 4.47 2.32 2.88 3.53		8.15 8.24 <b>s</b> 8.33	10.16		1 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	G GI	6	Esta de la contraction de la c	\$ 600 81   100 d 110   110 d	3 20 3 20 471 1 210	6 0 12 1 8 3 3	swo	1.49
South Spencer  Charlton  Rochdale  Webster Jct  Jamesville  Worcester  L.  Millbury Jct  North Grafton.  Westboro  Southville  Cordaville	1.88 4.37 4.47 2.32 2.88 3.53		8.24 s 8.33	10.25		3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5	ORO PERSONAL PROPERTY OF THE P	ac j	LOS MA	g: [].ss-t] ing: [] ing: [].	id the sil	PROVIDE TO	eMo	TATES STORY
Charlton	4.37 4.47 2.32 2.88 3.53		8.24 s 8.33	10.25				4	estori se A.A	ilei i i	TTHE	K 70 - 12	7	dings discourse
Rochdale Webster Jct Jamesville Worcester L. Millbury Jct North Grafton. Westboro Southville Cordaville	4.47 2.32 2.88 3.53		8.24 s 8.33	10.25		312F)		9.	1.0		T ZIM	1 48 4	71	
Webster Jct  Jamesville  Worcester L.  Millbury Jct  North Grafton.  Westboro  Southville  Cordaville	2.32 2.88 3.53		s 8.33	errer er sandandad		100	1000000		and a wine			■ 100 100 100 100 100 100 100 100 100 10		19 3 3 7 7 7 7
Jamesville  Worcester L.  Millbury Jct North Grafton. Westboro Southville Cordaville	2.88 3.53			errer er sandandad		1.00			81.8		1 28 a	loot of	J.J.	Carolino
Worcester A. L. Millbury Jct North Grafton. Westboro Southville Cordaville	3.53			s10.34			la bi	28		80%	la 148 d	e (89.1)	lace	which
Millbury Jct  North Grafton.  Westboro  Southville  Cordaville						i ani	Sia IIE		Es a	a harry		Alexander (California)	Pro-2 to the pro-	or or other parties of the parties o
North Grafton. Westboro Southville			8.37	10.40		188	re Copy t		Let . U		a 102 8	8 196	allH s	nistaer
North Grafton. Westboro Southville	5.16	12 1 10 10 10 10				101.	L8 (G5.)	3		155.6	8 £d d	a 177.	bisc	800083
Westboro Southville Cordaville	1.32					SI	377 812	8			a 38.8	a  Sk.		0771980
Southville	5.93		8.51	10.54		di.	91a   04. Y	.8	18.8	6.28 8	8 86 8	g (80.1)	L. Hitt	hestau
Cordaville	3.84			la ta		1100	is a da A	Total Control	JUD SAY	8 35 s	s 50 0	в 168	Labiti	
	.63					1 7 70	Ta Day		70 0		a DO A	8 (87	1. (8-22.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	407,99
	3.24	le tes	8.59	11.02		1 21 1 6 72 7	S tile   08. 1	8	AND		a 80.a	84 s	COLUMN SELENGE SELECTION	. ands
379 MB A.		P.M.	s 9.03	s11.06		184	18 (-0-)	8		G# . 0	3 111.0	8 (50.1	1	ISHNO V
Framingham L.	2.85	8.15	9.04	11.07		100	818   88.7	18	24.5		8 21.0	a 190	.A9	iversid
	3.72	s 8.22	0.07					emonuter contain role	21/1	1 ( ) (d) Markatanharia		WE CONTROL TOWN		
	2.91	s 8.29	G 9.12	ENIA.		10-72:53	A TEXT	WIN	EAR					
The Property of the Control of the C	1.23	是他1960年7月1日	7 1.46	D 91		E U	2   89	Š.	20		\$ 80			N. g. organia
Wellesley Farms	.92	s 8.36	SieBlandi	atori, este i		gant Ind Sun Sun	ily oscillate vil 1982 (Sartin	100	illy ax.		alver D & Sumi S	eautos esido	GPSCA	1 11 15
	1.68	s 8.41	9.16	11.19			Alexandra de la companya del companya de la companya del companya de la companya	Par Adja			***		- 100 000 000 000 000 000 000 000 000 00	
Auburndale	.61	la (30)	10	12 21		8 01.4	.N.	1	.M. 7.35	.M. 7	LIVI. 1 6,20 s	E 00.0		Salara A. A.
	1.10	07 h I	- a   71 .	la tvi e	26 2	a SI	88.7	1000	7.45	a [02 7	6.22 8	s 69.		dyszayk Blocolia
	1.05	8.45	s 9.21	s11.23		8 2 71 2	7.56		er 4		6,24 8	1.71 8	1	.nsds/
	1.04			-	0.00		4 63.7	10	7.52	3 DO 7	8 03.0	El Transition	1 - 4 - 6 - 1	- Joil
	1.26	16 91.	8 122 S	18 25 9		E 223 a B	8.02   6		da. V	7.26 8	6.28 s	8.31 s	H'lds	notwal
Brighton	.78	16 CI	100	18 00 0	8 TG	Se TS.	8,00.8		88.7		6 31 s	4.14) s 5.60 s	Centre	lewton
Allston	.76	8.49	9.26	11.28		8 18	8.12	0	av. o	36.7	6.34 e 6.37 e	a (80.8	HH	united!
	1.22	24.0	3.20	11.20		8 8 1 1 5	a. is	8		7.37	8 88.3	e 20.7	beld	leservo Reacons
Brookline Jct.	.59	9 4 105		19.1118.4	e Car	0 6 1	81.5	4		60.7	Marie de la constitució	1 130.3	SELLICE BY	dizioox
	-	- 0 FF	- 0.05	-11 40	a (72)	9 a 700 s	3 10.9	0		135,77	0.41.0	9 38 8		<u>ill/cort</u>
TO A STATE OF THE PARTY OF THE	1.14	8 8.55	s 9.35	s11.40		8 E   OA	8.23   8	8			6.45 B	a   00.0	be	OVERDO
BostonA.	1.35	s 9.00	s 9.40 P.M.	s11.45 P.M.		8 a   08 3	8,30 s 8,35 s		8.13	7.56 a	6.55 a	10.90 m 12.25 s	ton Ave	Lunting toston

NOTES 59 Icaves mail and express cars in Newton Center Freig 13 picks up express car in Newton Center Freight Yard

No. 420 runs on track No. 2 east of Riverside.
No. 514 runs on track No. 2 east of Framingham.
No. 558 runs on track No. 2 east of Framingham, except Sundays. On Sundays, except December 18, 25, 1949, January 1, April 2 and 9, 1950, runs on track No. 2 east of Riverside.
On Sundays, December 18, 25, 1949, January 1, April 2 and 9, 1950, runs on track No. 2 east of Framingham.

32	Andrew Street	to the state of th		W/FIGH	MARKET STATES	AD AGE: 65 787	D BR	250 E 3 6 E 3	N. 18 18				
Contract years and the second	1	OFF	250	Name and Address of the Owner, where the Owner, which the	The state of the s	the state of the s	CONTRACTOR OF THE PARTY OF	Control of the Contro		200	901		1
STATIONS	Miles	257	259	277	283	285	291	293	295	299	301		the province of the same
		Daily ex. Sat &Sun		Daily ex. Sat & Sun	Daily ex. Sunday	Sat & Sun	Daily ex. Sat & Sun			Daily ex. Sat & Sun		ed 107 4.7	STATION
33 S.	Ar some	A.M.	BH see note	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	12 13 NV	+
BostonL.	0.00	7.05	A.M. 7.50	11.35	1.10	2.20	4.05	4.30	4.55	5.18	5.21	- Charles	
Trinity Place	1.25	s 7.09	s 7.54	s11.39	s 1.14	s 2.24	s 4.09	s 4.34	s 4.59	s 5.22	s 5.25		+
Longwood	3.16	s 7.14	s 8.01	s11.44	s 1.19	s 2.29	s 4.14	s 4.39	s 5.05		s 5.31	P.34	
Brookline	3.89	s 7.16	s 8.14	s11.48	s 1.21	s 2.32	s 4.16	s 4.41	s 5.07		s 5.34	17.14	Medgah
Brookline Hills.	4.43	s 7.18	s 8.16	s11.50	s 1.23	s 2.34	s 4.18	s 4.43	s 5.09		s 5.37	.non	punt lou
Beaconsfield	5.20	s 7.20	s 8.20	s11.52	s 1.26	s 2.36	s 4.21	s 4.46	s 5.12		s 5.40		k Street
Reservoir	5.62	s 7.22	s 8 22	s11.54	s 1.28	s 2.38	s 4.23	s 4.48	s 5.14		s 5.42	ham.	sadliW.a
Chestnut Hill	6.65	s 7.27	s 8.27	s11.57	s 1.31	s 2.42	s 4.26	s 4.51	s 5.18	s 5.33	s 5.45	- A	( Secondor
Newton Centre.	8.11	s 7.35	s 8.31	s12.03	s 1.34	s 2.50	s 4.30	s 4.55	s 5.22	s 5.37	s 5.48	44.46	imer
Newton H'lds	8.94	s 7.39	s 8.44	s12.06	s 1.37	s 2.54	s 4.33	s 4.58	s 5.25	s 5.40	s 5.51		1000
Eliot	9.70	s 7.42	s 8.46	s12.08	s 1.39	s 2.56	s 4.35	s 5.00	s 5.27	s 5.43	s 5.54	1 1/2/2017	airra 185
Waban	10.54	s 7.45	s 8.48	s12.11	s 1.41	s 2.58	s 4.37	s 5.02	s 5.29	s 5.46	s 5.57	17.10	est Warr
Woodland	11.56	s 7.48	s 8.50	s12.14	s 1.43	s 3.01	s 4.40	s 5.05	s 5.32	s 5.49	s 6.00		arren
RiversideA.	12.25	s 7.50	s 8.51	s12.17	s 1.45	s 3.03	s 4.42	s 5.07	s 5.34	s 5.52	s 6.03	blafts	est Broo
is and and there are the	40-14-06	A.M.	A.M.	P.M.	P.M.	PM.	P.M.	P.M.	P.M.	P.M.	P.M.		bloblop
ATTORNEY TO A STATE OF THE STAT	Miles	305	309	313	315	327		80.0	1 70.	8	8.21		st Brood
STATIONS	between Stations	Daily ex.	Daily ex.	Daily ex.	Daily ex.	Daily ex.		1000			188.	190	uth Spe
	Deactors	Sunday B H	Sat & Sun B	Sun& Sat BHsee notes	Sat & Sun B	Sat & Sun B		01.1	8 81		100		ole bloos
Augusta		P.M.	P.M.	P.M.	P.M.	P.M.		N. A.			47	17.36	1
Boston L.	0.00	5.35	6.05	6.15	7.20	11.55							ochdale.
Trinity Place	1.25	s 5.39	s 6.09		s 7 24	s11.59			.24   18		2.32	17:5	ebster J
Longwood	1.92	s 5.45	s 6.15	and the second	s 7.29	s12.04	Annual Contraction		Annual Constitution	and the second	88.8		megville
Brookline	.73	s 5.48	s 6.17	s 6.43	s 7.31	s12.06	and the second		133 - al	8-4	and the second	- A	
Brookline Hills.	.54	s 5.50	s 6.19		s 7.33	s12.08			1-170:		LG. C	4.1	
Beaconsfield	.77	s 5.53	s 6.22		s 7.35	s12.10					16		1755
Reservoir	.42	s 5.55	s 6.24		s 7.37	s12.12						12.72	ilibury
Chestnut Hill	1.03	s 5.58	s 6.28	s 6.51	s 7.40	s12.15			La Lad		132	. HOIL	and mis
Newton Centre.	1.46	s 6.01	s 6.32	s 7.00	s 7.43	s12.18		0.54	10		6.93	14:14	
Newton H'lds	.83	s 6.04	s 6.35	s 7.25	s 7.46	s12.21	- I - I - I - I - I - I - I - I - I - I				188.8	- November	offiville
Eliot	.76	s 6.06	s 6.38	s 7.35	s 7.48	s12.23				1 1 1 2	180.		
Waban	.84	s 6.08	s 6.40		s 7.50	s12.25			189 1		24		
Woodland	1.02	s 6.11	s 6.43		s 7.53	s12.28	market months		.03 sl	M	9		
RiversideA.	.69	s 6.14	s 6.45	s 7.45	s 7.55	s12.30			18 200		2.85	S 400	etgnime
		P.M.	P.M.	P.M.	P.M.	A.M.				1 100		) which	
Surfey L	40.00					The state of the s	-CLASS		-	200	200	12200	at thous
CTATIONS.	Miles	258	262	264	268	270	272	274	286	296	300		encestey
STATIONS	IVIIIes	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun	Daily ex.	Daily ex. Sat & Sun	Daily ex.	- Silai	A STATE
	1000000	BH	BH	BHSeeNote	B See Note	BH	В	BHZ	В	ВН	Z	accus	eliceley
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	1	abiazovi
Riverside L.	0.00	s 6.20	s 7.18	7.35	s 7.50	s 8.10	8 8.23	s 9.15	s12.15	s 4.05	8 5.26	9.	sharudu
Woodland	.69	s 6.22	s 7 20	s 7.45	s 7.53	s 8.12	s 8.26	s 9.17	s12.17	s 4.07	s 5.28	ton	est New
Waban	1.71	s 6.24	s 7.22	s 7.49	s 7.56	s 8.17	s 8.29	s 9.20	s12.20	s 4.09	s 5.31	le	ewtonvi
Eliot	2.55	s 6.26	s 7.24	s 7.52	s 7.59	s 8.20	s 8.32	s 9.22	s12.22	s 4.12	s 5.34		
Newton H'lds	3.31	s 6.28	s 7.26	s 7.55	s 8.02	s 8.23	s 8.34	8 9.25	s12.24	8 4.14	s 5.37		ewton.s
Newton Centre.	4.14	s 6.31	s 7.29	s 7.58	s 8.05	s 8.27	s 8.37	s 9.27	s12.27	s 4.16	s 5.46		aneuil
Chestnut Hill	5.60	s 6.34	s 7.32	s 8.02	s 8.09	s 8.31	s 8.41	s 9.30	s12.30	s 4.19	8 5.50	1	Laostian
Reservoir	6.63	s 6.37	s 7.35		s 8.12		s 8.44	s 9.33	s12.33	8 4.22	8 5.53		lnotel
Beaconsfield	7.05	s 6.39	s 7.37	D 2	s 8.15	3 11.54	s 8.46	s 9.35	s12.35	s 4.24 s 4.26	0 5 50		niversity
Brookline Hills.	7.82	s 6.41	s 7.39		s 8.18	0 0 27	8 8.48	s 9.37	s12.37		s 5.58 s 6.00		nookline
Brookline	8.36	Bart State State State	s 7.41		s 8.21	s 8.37	s 8.50 s 8.52	s 9.39 s 9.41	s12.39 s12.41	s 4.29 s 4.31	s 6.00		
Longwood	9.09	s 6.45	s 7.44	0 0 10	s 8.23	s 8.40		-		-	s 6.02 s 6.07	97A #	irgaitau
<b>Huntington Ave</b>	10.90 12.25	s 6.50	s 7.51	s 8.13	s 8.30	s 8.45	s 8.58 s 9.03	s 9.45 s 9.50	s12.45 s12.50	s 4.35 s 4.40	s 6.07 s 6.12		notac
Dogton	14.40	s 6.55	s 7.56	s 8.18	s 8.35	s 8.50		THE RESERVE OF THE PERSON NAMED IN			2000年1月1日日本のファイント		
BostonA		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		E A SHOW THE REAL PROPERTY OF THE PARTY OF T

with Train No. 404.

## **NEWTON LOWER FALLS BRANCH**

Southward						FIRST-CLASS	TRAIN	S		Nort	hward			Ellinoon	
		03	05	021	025		2 52 5 4 57. 	1	06	08	026	028			1
STATIONS	Miles	Daily ex. Sat & Sun	ST	TATIONS	Miles	Daily ex. Sat & Sun	Daily ex.	Daily av	Daily	DAZE DAZENJONIO KONIKA	5×5×50/8	met-consission			
		H	H	H	H	als property		PG	H	H	Н	H	290.750		Toy or other
		A.M.	A.M.	P.M.	P.M.	mint by M. Car N	yeb	Sus	A.M.	A.M.	P.M.	P.M.	W-250	SMOTT	PIE.
RiversideL.		6.50	7.28	s 5.46	s 6.23	N.L.	FallsL	.0.00	s 7.02	s 7.53	6.04	6.38			1
Pine Grove	.82	1 2 1		s 5.49	s 6.25	Pine	Grove	. 43	s 7.06	s 7.57					-
N.L. Falls A.	1.25	6.55 A.M.	7.34 A.M.	s 5.51 P.M.	s 6.28 P.M.	CONTRACTOR OF THE PERSON NAMED IN CONTRA	rsideA	A CANADA TO STATE OF THE PARTY	s 7.09 A.M.		177 7 Show 2014 (20)	6.43 P.M.	0.0	81214	bAsc

### MILFORD BRANCH

Southward	a mile		27 8 6.2	FIRST-C	LASS TRAINS	N. N	orthward	11.11.	eonaba
124 93		401	413	419	4.32	8.20	404	408	420
STATIONS	Miles	Daily ex- Sat & Sun	Daily ex. Sat. & Sun.	Daily ex. Sunday	STATIONS	Miles bet. Sta.	Daily ex. Sat & Sun	Daily ex. Sunday	Daily ex. Sat & Sun
		(See Note)	3 T 16	(See Note)	5 1 100.4 1	1500	(See Note)	ВТН	(See Note)
47 A T2088	No.	A.M.	P.M.	P.M.		70.0	A.M.	A.M.	P.M.
Framingham L.	0.00	5.51	5.45	6.46	MilfordL.	0.00	6.58	7.45	7.35
Whitneys	2.58	f 6.03	8 5.52	s 6.52	Rocky Hill	1.74	f 7.02	f 7.49	7.39
East Holliston	4.20	s 6.05	s 5.56	s 6.56	Braggville	0.96	s 7.05	s 7.52	7.42
Holliston	5.44	s 6.16	s 5.59	s 6.59	Metcalfs	2.13	s 7.09	s 7.57	7.46
Metcalfs	7.15	s 6.21	s 6.03	s 7.03	Holliston	1.71	s 7.14	s 8.02	s 7.50
Braggville	9.28	s 6.26	s 6.08	s 7.08	East Holliston	1.24	s 7.17	s 8.05	s 7.53
Rocky Hill	10.24	f 6.29	8 6.11	f 7.11	Whitneys	1.62	s 7.21	s 8.09	7.57
MilfordA.	11.98	s 6.35	s 6.15	8 7.15	FraminghamA.	2.58	s 7.27	s 8.15	s 8.03
		A.M.	P.M.	P.M.	ST-CLASS THAN	SA'S	A.M.	A.M.	P.M.

On Milford Branch, northward trains are superior to southward trains of the same class, unless otherwise specified.

NOTES

No. 401 is superior to No. 404.

No. 419 is superior to No. 420.

### WARE RIVER BRANCH

Northward		Second (	Class Trains	South	hward	A CONTRACTOR OF THE PROPERTY O
STATIONS	Miles	571	STATIONS	Miles bet. Sta.	572	mans 8 59 12.37 12.59 2.02
to de capación	V-25.16	Daily ex. Sat & Sun	Part Control		Daily ex. Sat & Sun	provide the fact that the second of the seco
1 - 1		A.M.	Or O		A.M.	
Palmer L.	0.00		Winchendon L.	0.00	P. NACH CO., NEWS CO., ST. Burns	ple Grove 14 43 2012 51 71.10 19 19 213
Thorndike	3.42		Waterville	1.80	0.6	8 2 17 2 2 17 20 912.57 e 1 14 4 2 2 17
Whipples	5.51		Baldwinville	4.80	12.00	one of the state o
Forest Lake Jct	7.13	7.20	Templeton	3.69	9 1	13.8 81.1 10.1 [68.7]
A	11.71	7.35	Williamsville	5.93	8 6 G	Adams A. 20.91 s. 1.10 s. 1.25 s 2.28
WareL		8.15	Coldbrook	6.09	19	and Mag
Gilbertville	15.72	8.35	South Barre	2.26		And the second s
Creamery Jct	18.26	9.10	Barre Plains	1.00	12.50	a North Adams Branch, scuthward trains are superior
Old Furnace	20.72	ton state all	Old Furnace	3.07		
Barre Plains	23.79	9.20	Creamery Jct	2.46	1.01	NOTES
South Barre	24.79		Gilbertville	2.54	1.10	
Coldbrook	27.05		WareA	4.01	As the state of th	Vo. 921 will run November 24, December 26,
Williamsville	33.14	100 ED 10	· 是"但,我们 的变形 对"电力"。这一	4.72.412.70.1	1.35	
Templeton	39.07	Paul R. S. B.	Forest Lake Jct.		1.50	vo. 7219 will not van Dockmider 2.1. 1819 and
Baldwinville	42.76	10.40	Whipples	1.62		January 1, 1959.
Waterville	47.56		Thorndike	2.09	0.10	and the second s
WinchendonA.	49.36	11.00	PalmerA.	3.42	2.10	ANA PROPERTY OF THE PROPERTY O
THE THE PARTY OF T	STARTE	A.M.	war trababilda	AND A	P.M.	The transfer of the second of

No. 571 is superior to No. 572

No. 213 does not carry passengers.

No. 264 leaves from the Woodland end of Riverside Yard.

No. 268 holidays makes connection at Riverside

34	Estados de 1847 este co	mari a kanangan propinsi Barangan	NOI	PYTE	AMS B	RANCH	XW3N	A. (M. 10. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.
		<u>nalimon</u>	<u> </u>		Southward		<del>100 100 170</del>	
and the second of the second of			FIRST	-CLASS TRA	AINS			KOLES YEROM LAGON SAROYUNATER
	Miles	1409	2211	5417	5613	921	7219	His risk to the terms of the te
STATIONS	Between Stations	Daily ex. Sunday	Daily ex. Sat & Sun	Sunday	Saturday	(See Note)	Sunday	K AND ON A SHOWING
Harasto Palanta IV	4.48	TY, EMILE		BEING WINEY OF	SOLANDE NO B	0 40 11 10 10 10 10 10 10 10 10 10 10 10 10	B (See Note)	98 (1997) SS
Language (wild in a language)		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	The state of the second
No.Adams L.	0.00	6.15	3.06	4.15	4.55	6.15	6.15	
Zylonite	3.22	6.21	3.12	4.22	5.01	6.21	6.21	i de la companya del companya de la companya del companya de la co
Renfrew	1.08		6 6 28 5 9 2 1			3-2-3194		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Adams	1.11	s 6.27	s 3.17	s 4.29	s 5.07	s 6.27	s 6.27	Southward
Maple Grove	1.07	6.30	3.20	4.32	5.10	6.30	6.30	18 46
CheshireHarbor	A 100 CO. LOS CO.	201	or to the last					STATIONS STREET
Cheshire	2.58	f 6.37	f 3.27	f 4.40	f 5.17	f 6.37	f 6.37	5 1 2500 193 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Farnams	2.03	6.41		4.44	5.21	6.41	6.41	

## P.M. Northward

5.25

5.35

s 5.40

6.45

6.56

s 7.01

P.M.

6.45

6.56

s7.01

P.M.

The last AMERICA	37.7	ALL V	FIRST	-CLASS TE	RAINS		MA I
STATIONS	Miles	5918  Monday only B	4106 Sunday only	508 Daily ex. Sunday	1314 Saturday only	1516 Daily ex. Sat & Sun	On Milford Branch, sorthward for
State of the state		A.M.	P.M.	P.M.	P.M.	P.M.	No. 401 is ampener to no some
Pittsfield L.	0.00	12.14	12 40	1.43	6.04	8.39	No. 419 is superior to No. 420.
N. Adams Jct	2.43	12.19	12.45	1.48	6.09	8.44	
Coltsville	3.48	2 7 543 4	35 + 74-5	HARB	RIVIR B	HAW	And the second s
Berkshire	6.45	12.32	12.55	1.58	6.20	8.55	Northward Second Ch
Farnams	8.59	12.37	12.59	2.02	6.24	8.59	
Cheshire	10.62	f12.42	f 1.04	f 2.07	f 6.29	f 9.04	LIG SUM EMPTATE
CheshireHarbor	13.20	EM. 1	March Page		8 152		M m/8 /8 fs2 4 1
Maple Grove	14.43	12.51	1.10	2.13	6.35	9.10	The state of the s
Adams	15.50	s12.57	s 1.14	s 2.17	s 6.40	s 9.15	Ways Of O. M rembs
Renfrew	16.61		d Color Y. dan S. C.	CORDA, A - 195	00 21 08 4	Jakiveror Hat	Daily en Williams perfectly
Zylonite	17.69	1.04	1.18	2.21	6.44	9.19	orest Lake Jet. In R. S. T. 201
No. Adams A.	20.91	s 1.10	s 1.25	s 2.28	s 6.50	s 9.25	CONT. IN AL. A.
Mireralia, J. L.	0.00	A.M.	P.M.	P.M.	P.M.	P.M.	GIVEN BEST TO SELECTION OF STREET

On North Adams Branch, southward trains are superior to northward trains of the same class, unless otherwise specified

#### NOTES

Berkshire..... 2.14

Coltsville..... 2.97

N. Adams Jct. 1.05

Pittsfield....A. 2.43 s 7.00

6.45

6.55

A.M.

3.35

3.45

s 3.50

P.M.

4.48

4.59

s 5.05

P.M.

No. 921 will run November 24, December 26, 1949, January 2 and February 22, 1950 No. 7219 will not run December 25, 1949 and January 1, 1950.

### GRAND JUNCTION BRANCH

Westward	ensW	Eastward Roomble				
Od. I Stations Jol. 9018.1	Miles	70 Stations	Miles			
East Boston	0.00	Beacon Park	0.00			
Chelsea Creek Drawbridge	1.74	Massachusetts Avenue	1.22			
Chelsea	3.04	Fitchburg Crossing	1.20			
Everett (Int. E-5)	4.05	L. & F. Junction	0.28			
Mystic River Drawbridge	4.16	East Somerville (B&M Int.C)	0.63			
East Somerville (B&M Int. C)	5.81	Mystic River Drawbridge	1.65			
L. & F. Junction	6.44	Everett (Int. E-5)	0.11			
Fitchburg Crossing	6.72	Chelsea	1.01			
Massachusetts Avenue	7.92	Chelsea Creek Drawbridge.	1.30			
Beacon Park	9.14	East Boston	1.74			

Cochituate	SA2 Northwa		LLE BRANCE Southwa		NORTH I		FIELD BRAI		35
Natick	meth I	c sole	The arminates of the second	1 2 27	T Daily Labor 1 and	a co sell	ALLES CONTRACTOR OF THE SECOND CONTRACTOR OF T		
Worcester Street   1.53	STATIONS		STATIONS	Miles	STATIONS	Miles	STATIONS	Miles	
MILLBURY   BRANCH   Northward   Southward   STATIONS   Miles   STATI	Worcester Street Cochituate	1.53	Cochituate Worcester Street	1.36		77777773 377711111111111111111111111111	North Brookfield	4.02	# 150 BD
STATIONS   Miles   STATIONS		LLBUR		stal . IVI 31   13   42 pint . TVII3			L BRANCH		off S
STATIONS   Miles   STATIONS		lnt     Int	Box, \$50 ft. seat of	[69][6]	1		C.S.		T
Millbury Jct.   0.00   Millbury Jct.   3.19   Millbury Jct.   3.19   Millbury Jct.   3.19   Millbury Jct.   3.19   Fiberioid.   5.48   Fiberioid.   5.48   Fiberioid.   3.20   Athol Junction.   3.25   Athol Junction.   3.25   Athol Junction.   3.25   Springfield.   2.23   Springfield.   2.23   Athol Junction.   3.25   Springfield.   2.25   Springf		Miles	STATIONS	Miles	STATIONS	Miles	STATIONS		
Millbury	DIATIONS	Los II S	STATIONS	IVIDES	124 124 Janes 14 18 18 18 18 18 18 18 18 18 18 18 18 18	3-13-2	NEW YORK NEW YORK		
STATIONS   Miles   STATIONS	Millbury	3.19	Millbury Jct	3.19	Athol Junction Fiberloid Ind. Orchard	2.23 5.48 6.40	Indian Orchard Fiberloid Athol Junction	1.19 .92 3.25	18
Jamesville	WI	EBSTE	R BRANCH		To the state of th	IUDSO	N BRANCH		IA (
Jamesville	WI Southwa	EBSTE	R BRANCH Northy	vard Miles	Northwa	HUDSO rd Miles between	N BRANCH Southware	ard	LA C
West Oxford   1.16   Howarths	Southw:	EBSTE ard	R BRANCH Northw	ward Miles bet. Sta.	Northwa	Miles between Stations	N BRANCH Southway STATIONS	Miles	IA (
West Auburn	Southwas STATIONS Worcester	EBSTE ard	R BRANCH Northy  STATIONS  Webster	Miles bet. Sta.	STATIONS  Hudson Hudson Upper	Miles between Stations  0.00 1.20	N BRANCH Southway STATIONS ChathamGhent	Miles 0.00 2.66	IA (
Texas	Southwas  STATIONS  Worcester Jamesville	Miles  0.00 3.53	R BRANCH Northy  STATIONS  Webster	Miles bet. Sta. 0.00 1.17 1.57	STATIONS  Hudson Hudson Upper A. & H. Junction	Miles between Stations  0.00 1.20 .57	N BRANCH Southway STATIONS Chatham Ghent Pulvers.	Miles 0.00 2.66 6.34	IA (Cee
N. Oxford Mills   9.73   Howarths   12.61   West Oxford   13.47   Glenwood   14.63   Jamesville   2.88   Worcester   3.53   Jamesville   2.88   Worcester   3.53   SELKIRK BRANCH   Southward   STATIONS   Miles   STATIONS	Southwas  STATIONS  Worcester  Jamesville  Webster Jct	Miles 0.00 3.53 6.41	R BRANCH Northy  STATIONS  Webster	Miles bet. Sta. 0.00 1.17 1.57 1.16	Northwa  STATIONS  Hudson	Miles between Stations  0.00 1.20 .57 2.44	N BRANCH Southway STATIONS  Chatham Ghent Pulvers Mellenville	Miles 0.00 2.66 6.34 8.51	IA (
Howarths	Southwas  STATIONS  Worcester Jamesville  Webster Jct  West Auburn	Miles  0.00 3.53  6.41 6.94	R BRANCH Northy  STATIONS  Webster Webster Mills Glenwood West Oxford Howarths	Miles bet. Sta. 0.00 1.17 1.57 1.16 .86	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42	STATIONS  Chatham Ghent Pulvers Mellenville Country Club.	Miles 0.00 2.66 6.34 8.51 10.56	IN CERT IN CER
West Oxford	Southwas  STATIONS  Worcester  Jamesville  Webster Jct.  West Auburn  Texas	Miles  0.00 3.53  6.41 6.94 8.88	R BRANCH Northy  STATIONS  Webster Webster Mills Glenwood West Oxford Howarths N. Oxford Mills	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17	STATIONS  Chatham Ghent Pulvers Mellenville Country Club Claverack A. & H. Junction	Miles 0.00 2.66 6.34 8.51 10.56 12.98	Part of the second seco
Webster Mills 16.20 Webster 17.37  SPENCER BRANCH Southward  Northward  STATIONS  Miles  STATIONS  Niverville 0.00  Post Rd Crossing 2.69  Post Rd Crossing 4.41  Int SM  Niverville 2.69  Niverville 2.69  Niverville 2.69  Niverville 2.69  Niverville 2.69	Southwas Stations Worcester Jamesville Webster Jct. West Auburn Texas N. Oxford Mills	Miles  0.00 3.53  6.41 6.94 8.88 9.73	R BRANCH Northy  STATIONS  Webster Webster Mills Glenwood West Oxford Howarths N. Oxford Mills Texas	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68	STATIONS  Chatham Ghent Pulvers Mellenville Country Club Claverack A. & H. Junction Hudson Upper	Miles  0.00 2.66 6.34 8.51 10.56 12.98 15.42	IA (1 TANK)
Webster Mills. 16.20 Webster 17.37  SPENCER BRANCH Southward  Southward  STATIONS  Miles  STATIONS  Niverville 0.000  Post RdCrossing 2.69  Post RdCrossing 4.41  Niverville  2.69  Niverville  Niverville  2.69	Southwas Stations Worcester Jamesville Webster Jct. West Auburn Texas N. Oxford Mills Howarths West Oxford.	Miles  0.00 3.53  6.41 6.94 8.88 9.73 12.61 13.47	R BRANCH Northy  STATIONS  Webster Webster Mills Glenwood West Oxford Howarths N. Oxford Mills Texas West Auburn	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68	STATIONS  Chatham Ghent Pulvers Mellenville Country Club Claverack A. & H. Junction Hudson Upper	Miles  0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99	Ne di Lie
SPENCER BRANCH Southward  STATIONS  Miles  STATIONS  Niverville  O.00  Post RdCrossing  2.69  Post RdCrossing  4.41  Niverville  2.69  Niverville  Niverville  2.69	STATIONS  Worcester Jamesville Webster Jct West Auburn Texas N. Oxford Mills Howarths West Oxford Glenwood	Miles  0.00 3.53  6.41 6.94 8.88 9.73 12.61 13.47 14.63	R BRANCH Northy  STATIONS  Webster Webster Mills Glenwood West Oxford Howarths N. Oxford Mills Texas West Auburn Webster Jct.	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94 .53	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68	STATIONS  Chatham Ghent Pulvers Mellenville Country Club Claverack A. & H. Junction Hudson Upper	Miles  0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99	IA ( I I I I I I I I I I I I I I I I I I
SPENCER BRANCH Southward Northward Westward Eastward  STATIONS Miles Detween Stations Stations Stations Niverville 0.00 Post RdCrossing 2.69 Post RdCrossing 4.41 Niverville 2.69 Niverville Niverville 3.69 Niverville	Southwas Southwas Southwas Stations  Worcester Jamesville Webster Jct. West Auburn Texas N. Oxford Mills Howarths West Oxford Glenwood Webster Mills	Miles  0.00 3.53  6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20	R BRANCH Northy  STATIONS  Webster Webster Mills Glenwood West Oxford Howarths N. Oxford Mills Texas West Auburn Webster Jct.  Jamesville	Miles bet. Sta.  0.00 1.17 1.57 1.16 2.88 .85 1.94 .53	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68	STATIONS  Chatham Ghent Pulvers Mellenville Country Club Claverack A. & H. Junction Hudson Upper	Miles  0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99	IA ( ) I I I I I I I I I I I I I I I I I I
Spencer 0.00 South Spencer 2.10 South Spencer 2.10	Southwas Southwas Southwas Stations  Worcester Jamesville Webster Jct. West Auburn Texas N. Oxford Mills Howarths West Oxford Glenwood Webster Mills	Miles  0.00 3.53  6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20	R BRANCH Northy  STATIONS  Webster Webster Mills Glenwood West Oxford Howarths N. Oxford Mills Texas West Auburn Webster Jct.  Jamesville	Miles bet. Sta.  0.00 1.17 1.57 1.16 2.88 .85 1.94 .53	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68	STATIONS  Chatham Ghent Pulvers Mellenville Country Club Claverack A. & H. Junction Hudson Upper	Miles  0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99	E V 22
Spencer	Southwas Southwas Southwas Southwas Southwas Worcester Jamesville Webster Jct West Auburn Texas N. Oxford Mills Howarths West Oxford Glenwood Webster Mills Webster	0.00 3.53 6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20 17.37	STATIONS  Webster	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94 .53 .2.88 3.53	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68 2.66	STATIONS  Chatham	0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99 17.19	V II
Spencer         0.00         South Spencer         0.00         Niverville         0.00         Int. SM         0.00           South Spencer         2.10         Post RdCrossing         2.69         Post RdCrossing         4.41           Int. SM         7.10         Niverville         2.69	Southwas  Stations  Worcester Jamesville  Webster Jct  West Auburn  Texas  N. Oxford Mills.  Howarths  West Oxford  Glenwood  Webster Mills.  Webster	0.00 3.53 6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20 17.37	R BRANCH Northy  STATIONS  Webster	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94 .53 .2.88 3.53	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68 2.66	STATIONS  Chatham	0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99 17.19	V II
South Spencer 2.10 Spencer	Southwas  Stations  Worcester Jamesville  Webster Jct  West Auburn  Texas  N. Oxford Mills.  Howarths  West Oxford  Glenwood  Webster Mills.  Webster	0.00 3.53 6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20 17.37	R BRANCH Northy  STATIONS  Webster	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94 .53 .2.88 3.53	Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68 2.66	STATIONS  Chatham	0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99 17.19	V II
Post RdCrossing 2.69 Post RdCrossing 4.41 Int SM 7.10 Niverville 2.69	Southwas  STATIONS  Worcester	Miles  0.00 3.53  6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20 17.37	R BRANCH Northy  STATIONS  Webster	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94 .53 2.88 3.53	Northwa  STATIONS  Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68 2.66	STATIONS  Chatham	0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99 17.19	V II
Int. SM 7.10 Niverville 2.69	Southwas  STATIONS  Worcester	Miles  0.00 3.53  6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20 17.37	STATIONS  Webster	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94 .53 2.88 3.53	Northwa  STATIONS  Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68 2.66	STATIONS  Chatham	0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99 17.19	V II
	Southwas  STATIONS  Worcester	Miles  0.00 3.53  6.41 6.94 8.88 9.73 12.61 13.47 14.63 16.20 17.37	STATIONS  Webster	Miles bet. Sta.  0.00 1.17 1.57 1.16 .86 2.88 .85 1.94 .53 2.88 3.53	Northwa  STATIONS  Hudson	Miles between Stations  0.00 1.20 .57 2.44 2.42 2.05 2.17 3.68 2.66	STATIONS  Chatham	0.00 2.66 6.34 8.51 10.56 12.98 15.42 15.99 17.19	V II

37.1	STATIONS			Miles	~ 479EWB	SIGN	IALS		TELEPHON	ES	TV KBW STP 1844 and and about the property of the section
No.	Location		Office Calls	from Boston	Track No. 1	Track No. 2	Track No. 3	Track No. 4	Location	Side of Track	Line
4	Open Day and Night.	c.s.		0.52	 o		0.73	INT. 	Interlocking Station	N 0.0	T.DY.
5		C.S.		1.07	INT. 1.21	INT.	INT.		Interlocking Station	N	T.DY.
6	Huntington Ave Open Day and Night.	c.s.	us	1.48	INT.	INT.		INT.	Interlocking Station	S	T.DY.
7	Boylston St Open Day and Night.	c.s.	RA	1.76	INT. INT. INT.	INT.				S	T.DS.LY
	SECTION	C.S.		. 7   V . 1				• • • • • • • • • • • • • • • • • • • •	Pole Box, 950 ft. west of Int. 7	S	Int. 7
301		c.s.			\$2.41		12.03 INT.	8.0	75 ft.west of Br. 2.41 (Sw. Lock)	S	Int. 7
	Brookline Jct	C.S.		2.49		3.22	2.93	INT.	Signal Bridge 2.56 (Sw. Lock)	S	Int. 7
9	E.E. Beacon Park Yd. Open Day and Night.	c.s.	CF	3.32	INT.	INT.	INT.	INT. 3.74	Interlocking Station	N	T.DY.
	Beacon Park	C.S.							Train Master	N	T.DY.
10		C.S.	CM	4.29	INT.		INT.	INT.	Interlocking Station	N	T.DYB.
	Open Day and Night.	C.S.	4	000	4.61	INT.		E 14	Pole Box, Everett St. Bridge (Sw. Lock)	S	W Y
	P. B. BEW SWOLLY	C.S.			5.51 INT. E		5.53		Pole Box, Switch to Brighton Abattoir (Sw. Lock)		T D -B.
	Faneuil			5.84	6.51	6.52	6.53	5.84 6.54	Station inside	S	T.D.
	Newton	Chia Gine Kane		7.10	15	qU hosh qui della	7.13	7.24		S	B.
	envillen 8.63 en	C.S.	<b></b> .		701		700		Pole Box 100 ft. east of Signal		dol. zotedo
	nur Club 10.56 m erack 12.98	C.S.							Pole Box on Tool House East	N S	B.
	Newtonville	c.s.		8.14		772		774	Station inside	S	Т.DР.
	Protice discontinues	De Hi		cate a	8.61	8.62	8.63	8.44	Shelter inside (Sw. Lock)	N	en kroli <b>B.</b> ee sirik raisida
		C.S.					9.03		Pole Box, 100 ft. west of Signal 8.62 (Sw. Lock)	N	В.
	West Newton		J	9.19		9.62			Station inside	S	T.DP
	The State of the American Review	C.S.			9.61	9.02	9.03	9.04	Pole Box, W. Newton Yd. near	N	т.рв.
	Auburndale	.a	12 g	10.29	10.3	10.62	10.63	10.34	Crossover (Sw. Lock) Station inside	S	T.D.
	Riverside			10.90	M	SOTEMA			Station inside	S	T.D.
15	Riverside Open Day and Night.	C.S	. Js	10.92	INT. INT. 12.1	INT. INT.	INT. INT. 12.13	INT. INT.	Interlocking Station	s	T.DYE
	Wellesley Farms Open Daily except Sat. Sun. & Holidays. ⊙ 6.30 A.M. to 12.00 Noon 12.30 P.M. to 3.00 P.M.	e v IV		. 12.58		1421	2 13.1		. Station inside	s	T.DI

		STA	TIO	NS, O		CALLS,			TELEPHONES		37
lgaz)	STATIONS			Miles	2020	SIGN	IALS		TELEPHONE	S	<del>310000000</del> more and composition of the composition
Vo.	Location	- 0	Office	from Boston	Track No. 1	Track No. 2	Track No. 3	Track No. 4	Location	Side of Track	Line
	Wellesley Hills			13.50	14.21		14.23		Station inside	s	Т.ДВ
	Open Daily except Sat., Sun. & Holidays. ⊙ 6.30 A.M. to 12.00 NOON 12.30 P.M. to 3.00 P.M.	sull	beg	Jes 77	tword of	14.32		*14.34	Wellesley Freight House inside.	N	{ T.DP Well. Sta.
	H-CLT N H-C			(3	Bar Loc Richard Ins				To the way was		Petertis Cidito
		C.S.				Standard Co.		the desired to the	Pole Box West End Track 5 (Sw. Lock)	N	<b>T.D</b> B
	Wellesley	71.7	1	off ha	15.21		15.23		Station inside	S	T.DS.LPB
	5.45 A.M. to 6.00 P.M.	c.s.		y SIFILING		15.42		*15.44	Pole Box at Wellesley Gravel Pit Crossover (Sw. Lock)	N	T.D.
				Probability and Property	16.31	16.52	16.33	16.54	The Crossover (Sw. Lock)	IN	1.D.
	00	. 55	bai	17 64	17.41	10.02	17.43		il kalon il processi (il <b>2.3</b> 1).	10	
	Natick	c.s.	:::	17.64				21.13	Pole Box at Natick, Facing Point Switch to Saxonville Branch (Sw. Lock)	N	T.D-B
		4.8			18.71	17.72	18.73	17.74	The Lagrange Control of Lagrant 122 (20)		
	Y-d.T	c.s.		r Bradiq	viblent re.	18.82		18.84	Pole Box at Derail Switch	nstrict Industrial	one vect enic
	y Jones	0,2,00		British	19.91	G .TM	19.93		Northways (Sw. Lock)	N	T.DB
20	E. of Framingham	c.s.	M	21.21	INT.	20.12		20.14	Interlocking Station	N	T.DY-B
100	Open Day and Night. Framingham	Line Land	0	, Stock	iblochs		the Rollings	Part of the second	Station inside	S	PY.
	Sorge Special 2		ME	s'boo'í	le Box. Lock).			. Ty	This field he said paid of six per		
	Open Day and Night	C.S.	193	21.43	INT.	Part Barrella	11 1 1 1 1 1 1 1 1 1	A TENER OF	Interlocking Station	N	T.DY -B
22	W. of Framingham	C.S.	PC	21.70	INT.	INT.	10.5	INT.	Interlocking Station	S	T.DY -B
	Framingham Yard	c.s.	• • • •	Moe.I.	70			28.9	Yard Office	N	PY.
	tige	C.S.	720	7 .31 as	le Box	9			Pole Box Bridge 21.84 (Sw. Lock)	N	Y.
		c.s.	198	97 .21 0	22.31			:::\$8.5	Lobby east of Bridge 22.35		Ville State Labor
	H-CLT N	c.s.	* ! *	al JOUR	5,06.7.5	22.52	1061	22.54	Parks Corner (Sw. Lock)	N	<b>Y.</b>
23		C.S.	DC	24.27	23.31	23.32		23.34	Pole Box at Derail West End Track 3 (Sw. Lock)	N	YB
	Open Day and Night.	J. J.	CA	24.21	INT. 24.91	INT		1	Interlocking Station	N	T.D-B
	a-GR at being lag.			Lock	C) G. OY	25.32				1 24	7.0.
	acritical		. (2	boll w	25.91	26.22		1			
					26.91	27.12	58.8	18:8:	reter en hobby propata in Vilane et Malabo (file Koch).		100
	Cordaville			27.45	27.91			17:8	Station inside	N	T.D
	Southville	c.s.		28.08					Station inside	N	T.DB
	A CONTRACTOR A TOTAL A CONTRACTOR ACCOUNT				28.91	28.22	A CONTRACTOR OF THE PARTY OF TH		Crossover. (Sw. Lock)	N	T.DB
	L vai	CLE	a 1	dryll2. t		29.32		The second second	it folg skip his wat was the Bill we		
	ET-18 Jul   M	00			29.91	30.52	1.000.00	116.50			The second section of
	Life De la list	C.S.	TAO N	193-606 1001	*30.91		:::::::	1:1:::::	Pole Box, Westboro Yd. at Freight Track Junction (Sw.	1 6	13.1
	-M-Q.T	35790	lon	i abi	id noite kod si				Freight Track Junction (Sw. Lock)	S	T.D-B
	T-18 int M	(alph re er	LY W	2) esiro	31.8	31.72	1::::::		Les lande last	12,20 u	65.50 A.M. 86 65.50 A.M. 86 66.520 <u>6</u> 34.50
	Westboro Open Daily except Sat., Sun. & Holidays. ⊙	200	wo	31.92	32.7		100.53	10 01	Station inside	S	T.DPB
	7.00 A.M. to 8.00 A.M.	549		45 7575	33.6	*32.82			Potential as Character, the		1
	T-18 and I M	c.s.	denie się	Tank Inch					Pole Box at Westboro Gravel Pic (Montans) (Sw. Lock)	N	T.DB
	CT-12 3nt V Isini	G 10	W. V.	bol.w	34.5	35.52	2	1.1.1.24		-	
					35.8						

3	5			SIAT	ions, u		Charles St. W. A. St.		LS AND TELEPHONES SELAER		
1000	STATIONS			Miles		SIGN		1.6.56578.00	TELEPHON	ES	ATTATA .
Vo.	Location		Office Calls	from Boston	Track No. 1	Track No. 2	Track No. 3	Track No. 4	Location	Side of Track	Line
- N	#37	C.S.		. V. št	sni notn	Jan Land	1 2 3	4 - 4 - 1 - 1 - 1	Pole Box, Colony Siding (Sw. Lock)	N	T.DB
	le N ( T.DP	C.S.	ecok	reigin	*37.01			a property and	Pole Box, West End Track 3	2.00 kg 2.00 kg 2.00 p.1	18.30 F.M. to 11.50 12.30 F.M. to
	North Grafton Open Daily, except Sat., Sun. & Holidays. O 7.00 A.M. to 11.00 A.M.	e e Prack	GN	37.85		37.92			(Sw. Lock)	N S	T.DB T.DPI
8	7.00 A.M. to 11.00 A.M. 12.00 Noon to 4.00 P.M.	c.s.	) is	. 1.56	38.91		pg. 21		Pole Box at Derail Wyman-	5 3 Aqeo	Wellesley. Open Delly e
	Millbury Jct	C.S.	violesi L. L.	39.18	xoH al	SING	- PALL	ARKI	Gordon Siding (Sw. Lock) Pole Box (Sw. Lock)	100	T.DB T.DB
		C.S.			40.11			sa. a.	Pole Box, Sunderland Rd., 500 ft west of Bridge 40.23 (Sw.		7 ,teli Natiò <u>k</u> ,
	int cb H- G.T N T.D -E		ine'i sliiw	Netick Saxos Occ	41.31	42.12			Lock)		T.DB
26	E. End Worcester Yd. Open Day and Night.	2	AD	43.24	42.31 INT. 43.71 INT.	INT. 43.72	43.73	43.74	Interlocking Station	S	T.DY
	Worcester	3-46		44.33	TRIT	11.08		101	Worcester Station		Y. T.DMYF
28	West of Worcester	c.s.	GW	44.50	INT.	INT.	INT.		1 .1 M 12.12 M .C.	S	T.DY
	Open Day and Night	C.S.	Cha	A 39	45.5			DVT	Pole Box, Pond's Siding (Sw. Lock)	S	Y
	YOUTPER AND HELD.	C.S.	100	t Statie Statie	45.51	45.52		::NTV	46.10 (Sw. Lock)	N	T.DB
	A-'d N, '''	C.S.			othO by	46.32	, , ä, 5i		10 00 (C- T1-)	N	T.DB
	W. Y. N .we			Bridge 48.6 1.01.1	46.71			1.5.6	Pole Box 125 ft. west of Bridge 46.73 (Sw. Lock) Pole Box, 50 ft. West of Bridge	N	T.DB
	y N S	c.S.	W. L	mer (S	Track No. 3	Track No. 1	Track No. 2	Track No. 4	47.30 (Sw. Lock)	N	T.DB
	Jamesville	c.s.	(38	47.86		47.81			Station insidePole Box, West end of Track	N	T.DMP.
	Newtonie	c.s.		8.14			40.16	32.6	No. 5 (Sw. Lock) Pole Box, West end of Track No. 3 (Sw. Lock)	N	T.DB T.DB
	ат и.			de,	na moth	48.81			(short we) short reside	38	E Cordavilla
31	Webster Jct Open Day and Night.	c.s	. wj	50.74	INT.	INT.	50.12 INT.	2	Interlocking Station	S	T.DMS.I
	Open Day and Tright.	c.s				‡51.5	1.1	2	Pole Box at Signal 51.51 (Sw Lock)	N	Int. 31–T.
	MAINTERBOOK CO.	c.s	ene	tao W	\$.01.1 e Box	. \$*52.3	52.3	2	Pole Box, 1000 ft. west of Signa 52.31 (Sw. Lock).	1	Int. 31-T.
	RochdaleOpen Daily except Sat. Sun. & Holidays.			53.06	3		::::::		Station inside	. N	T.DM
	6.50 A.M. to 12.20 P.M. 12.50 P.M. to 3.20 P.M.	C.S	.,16	- 500 gl	i agi		1 53.3	2	Pole Box at derail, west end o Rochdale Yard (Sw. Lock).	f	Int. 31-T.
	119	c.s	100	dizoW	i si		1 \$54.12		Pole Box, 600 ft. west of Signa 54.11 (Sw. Lock)	. N	Int. 31-T.
	I-CLIFFO Family	C.S	3	797), (4	Now.	155.1	1		Pole Box, 100 ft. east of Signa 55.11 (Sw. Lock)	1	Int. 31-T.
	38.30 J.M. C. 8.00 302			1	<b> </b>		. 55.3	2	35.81		

							OSTON	TO RE				7 × 12
ST	TATIONS	SIMO	LEIS.I	Office	Miles	ļ	SIGN		SIGNA	TELEPHON		22820
Line	Location			Calls	from Boston		Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
a.A.S.	N This is the	ge.	C.S.	DOM:	ngi yar mineld	West Br		67.00		Pole Box, FitzGerald's Siding, 300 ft. west of Signal 55.91 (Sw. Lock)	N	Int. 31-T.D.
			c.s.					The state of the state of		Pole Box, 200 ft. west of Signal	N	Int. 31-T.D.
			1.73	u s	of# * (S	roff ok	‡56.71 INT.	int. W		Interlocking Signal Track No. 1 (Sw. Lock) Relay Cabin (Sw. Lock)	NN	Int. 31 Int. 31, T.DN
Charlton					57.53	and the state	The state of the state of			Station inside Pole Box on west end of station	S	T.DMP.
		830	hand	Tiv	on C	YOU SK	di	INT.		(Sw. Lock)	S	Freight House
			C.S.		use ina	H, ingis	106-47	INI.	INI.	Interlocking Signal Track No. 2 and Track No. 4 (Sw. Lock) Freight House	S	Int. 31
			Ce	WS)	t Leve		58.31	1 6 22		Pole Box, west end of Westward		TD
			C.S.	Sta	t Leve	le Box	1	<b>‡</b> 58.62	+58 64	Siding (Sw. Lock)	N	Int. 31-T.D.
			C.S.		03.00	ai colt		377		berry Meadow Bridge (Sw. Lock)		Int. 31–T.D.
			c.s.	0	Staffe	terrockth	59.61	‡59.62	1 2 60	Pole Box, 1700 ft. west of Signal 59.61 (Sw. Lock)	N	Int. 31-T.D.
							60.81	\$60.72 60.82W	‡60.74			
			C.S.					150:10		Pole Box opposite M.P. 61 (Sw. Lock)	N	Int. 31-T.D.
Courth C.	encer		00		61 00	11		‡61.82	161.84	Pole Box on east end of station	mad	North Wilbo
JOULIN SI	bencer		C.S.	vices	01.90	ne Box Lock)	61 01	10111111		(Sw. Lock)	N	Int. 31-T.D
			Ce				62 01	1 +62 92	‡62.94	Pole Box 200 ft. east of M.P. 63	4 00.00	2,00 p.m. td
E. Brool	cfield	W			63.78	Lock)		INT W	10.10	(Sw. Lock) Freight House inside (Sw. Lock) Interlocking Signal Track No. 1	NS	Int. 31-T.D. Int. 31-T.D
				I 10	bas set	der Boxc	g / (1)	IIN I. W		(Sw. Lock)	IN	Int. 31 Int. 31-T.D
			c.s	1 500		1 140)	12.20	INT.	.,	Pole Box, west end of Tr. No. 3		
			0.5				65.01 *66.21	65.02 66.22	18.20	(Sw. Lock)	N	Int. 31-T.D.
Brookfie	ld				67.00		94.94	26.76		Station inside	N	T.DMP.
Open D Sun. 8:30 1.30	Daily excep & Holidays A.M. to 12:2 P.M. to 5.3	t Sat. 30 P.M 0 P.M.	C.S.		ingle (8	erlocica (Sw. Lo	67.41	1 22		Pole Box at west end of station (Sw. Lock)	N	T.D.
			C.S	Lock	0 (Sw.	100.100		68.82	::::::	Box on Lobby opposite W		Athol Jct
W. Broo	kfield			НУ	69.60	Sw. Lo				Brookfield Sta. (Sw. Lock) Station inside	S	T.D. T.DMP.
Open I Sun.	Daily excep & Holidays A.M. to 11.4 P.M. to 2.45	t Sat	'				69.7	*70.22	4.10.5	C.S. 497.63		
12.15	P.M. to 2.45	P.M.	A.P.	(S)	Shift d	110000	70.9	71 40	1177	Tale Bit of Pirat Post east of		T.D.
iuntiage seem D			C.S		in or	9 noise	*72.1			Pole Box at Warren Crossover (Sw. Lock)	s N	T.D.
Warren.	10 10 10				72.62			. 172.62		Station inside	N	T.D.
Sun. 8.10	& Holidays A.M. to 12.1	s. ⊙ 0 P.M.		0	Statio	112029	±73.4	i		Freight House inside	. S	Died T.D.
1.10	P.M. to 5.10	Р.М.					74.8	‡73.72 1	olivi.e	1		
Open I	ren Daily excep	t Sat		. RN	74.9	/				Freight House inside	. N	T.DMP.
Sun. 8.30	& Holiday A.M. to 12.0 P.M. to 5.30	8. O 0 NOO	N	.901	U bis			‡75.22		Pole Box at Crossover (Sw. Lock)	N	T.D.
D-Y-C			175	eañ	b huns	0.14	76	+76 45		Par Born opposite Section	by t	W. Springhe
1 × 41 (484)					25, 84		10.4	1 \$76.42		i ikiku tanjie	1 6	7.7231

4	0			STAT	ions, o		CALLS, ON TO		LS AND TELEPHONES		
	STATIONS	43.1	Office	Miles		SIGI	NALS	240.8	TELEPHON	ES	itate .
No.	Location		Calls		Track No. 3	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line Line
.6	T-18 int W late	C.S.	Chler	iOtalii lo teor	737 1038 038 278	106 511			Pole Box east of Bridge 78.32 West Brimfield (Sw. Lock)	N	T.D.
	lan	100	None	+9 003			80.72		Fig. Sec. [Fee: End [Jack 3		45.00
	J-18 cmb N L			log. Isy	Control Of Control		1 1 1 1 1 1				
	State of the State	c.	saT l	ungilik y	diskage to d		81.82		Pole Box at Time Lock east		
		CS	Loc	k), va (Sw							Y.
	-M-CIT   8 L.	0.0.		eb	uni acits	00.01	00.00		end Track 4 (Sw. Lock) Pole Box, 2nd pole east of Bridge 82.77 (Sw. Lock)	S	T.D.
	nakitarkiotiki 2 . J Proisten	C.S.		ACCUMAL TO		04.01	04.04		Pole Box on Car Inspectors	10	7,534
	Palmer	M ME	27.1	angle, y	ndedræg and Jra	11 27	- I-JTVI		Lobby (Sw. Lock)	Z	Y. T.DMPY
	A   S	c.s.			Ed. Jeloier	31			Pole Box at Lever Stand West End Park Siding (Sw. Lock)	S	Int. 35
	CT-12 mal   M   Since	c.s.	7.10.	via laer	. zočí eli	INT.				707 4 7	III. 33
, A					W. T. S. S. S.	TENER DEFE	18.79 50.4		Pole Box at Lever Stand Main St. (Sw. Lock)	N	Int. 35
	Palmer	0.10	dere. Bric	83.61	rodi. su Marga I				Station inside	S	PY.
35	Palmer Open Day and Night.	c.s.	вм	83.68	10000	INT.	1000	14 2 4 4 4	Interlocking Station	N	T.DMS.L
	AATTA SANATA AA TA'AA				C) 10,60	84.51 85.51	84.52		Southern States		775 34 Y
	1.00	18	G.M	atisoad	d xott sh	86.41	1 186.42	U 16:00			
	THE BARBET OF THE TAIL	en de la constante de la const	1.1	- 64 FO	: I(MML	*87.51 88.71	88.72		Interlocking Stateking (1999)	0.1	T. Ta-YW.
	North Wilbraham Open Daily except Sat., Sun. & Holidays. ⊙ 9.00 A.M. to 1.00 P.M.	c.s.	J Life	88.68	(SMJLO	9.5 52			Station inside	S	T.DMP. T.D.
	2.00 P.M. to 6.00 P.M.	San Si				00.01	*89.72				(10-4)
	T-18 in I N Ea	C.S.	to 38	30 m. e.	i soti si ou we)				Pole Box at Ludlow Jct. (Sw. Lock)	N	T.D.
	3.T-16 and 3 (ab)	M. L.d ele M	de (S	ani san anai2 y		91.21	91.22		10 10 10 12 5	*****	E. Brookheld
	M Int 31	C.S.	Lock	k) a (Sw.	(Sw. Lo lay Call	91			Pole Box, east end of Track No. 4 (Sw. Lock)	S	T.D.
			100	igo 1209			92.52	92.24	T (SW. BOOK)		T.20,-31
	THE DEL N [ T		1.00	(1	61.,481	92 81					
							93.72	115,00			
	THE PERSON AND A PE				art bedra	95.21	94.92	94.94	Circum tolido ya i		histofewall L
	Athol Jct	C.S.	o Del	Jeswij Li	(CE 148)	INT.	2.4 %	14.40	Interlocking Signal Track No. 1 (Sw. Lock)	N	Int. 40
	Athol Jct	C.S.	April 0	96.07	INT. E	2	INT.	+96 14	Relay Cabin (Sw. Lock)	N	Int. 40-T.DI
	8 T.DM	0.0.		. Bod o	97.03		197.02		Interlocking Signal Track No. 2 (Sw. Lock)	S	Int. 40
		C.S.			<b>4</b> 97.63	197.61	<b>\$</b> ‡97.62	\$197.64		dujedas - Leitings	Open Pally
	Violentes 1994 - Lydon Conne Tres nan Mark	C.G.	18.3	50.76	INT.	INT.	INT.	INT.	Pole Box at Crossover west of Armory St. Bridge (Sw. Lock)	N	Int. 40
	Springfield	C.S.	SI	98.34	ile Box (Sw. La		991.00		Station Platforms	N	Y. T.D.
40	Springfield	C.S.		98.40	INT.	INT.	INT.	INT.	Interlocking Station	N	T.DS.LY
	Open Day and Night.				INT.	INT.	INT. W INT. W INT.	INT.	Continer and the Toron of the World of the Continer of the Con	12.10 4 0 C.2 o	11 - MCA VE 8 11 - MCA VE 8 2 - 14 - 4 VE 1 - 17 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
40	E E W C C 1177	00	1.35	00.10		T2.100		i i i i i		depose	The TISM W.
42	E.E. W.Springfield Yd. Open Day and Night.			99.18	zoči sie	INT.	INT.		Interlocking Station	N	T.DY.
	дт и	C.S.			: (dex.)	99.81	99.82		East End Yard Office	S	T.DY.
	W. Springfield Yd	C.S.	ws						West End Yard Office	N	T.DYP.
43	W.E. W.Springfield Yd. Open Day and Night.	C.S.	WY	100.37		INT.	INT.	. 1.2.17	Interlocking Station	N	T.DMY.

.

	and the state of t	51		20110,			O RENS		D TELEPHONES R		41
	STATIONS		Office	Miles	hallow interest comm	SIGN	NALS	AMOIE,	TELEPHON	ES	ITATE
lo.	Location		Calls			Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line 0
100	West Springfield		AX	100.83	ed blo				Station inside	N	T.DP.
	C	c.s.			0.1			1月からの記載	Bridge St. Lobby	N	T.D.
	y-an with			abel k		101.41	101.52		the second distribution of the second		
						102.31				5 1	
	are bridge ( )						102.92	30	Library Commission & March 1		
		4				103.61	104.02			W.	
				1		105.01		rada Gardis			
	C	C.S.	• • •						Lobby at west end of Trap Rock Siding (Sw. Lock)	N	T.D.
	limal	8 16	180	o olim	W		105.12		Olding (Ow. Book)		
	CT   C   A	- 1	(3)	30.4.768		106 41	106.42	1117:00			
							. 0.8. 65		Pole Box, west end of Springdale		m D
	***	C.S.	11/11/07/07/07		m) not se				Siding (Sw. Lock) Freight House inside	NS	T.D. M.–P.–Y.
	T. COURCIA				no be had	l league	199.00	171716		Alcept.	girgil about
	(±).	io in T	h	est end	Lang ein	C TANK	10.00	1 24 16	CS	00.18	8,00 A.M. t 12,00 NOON
	Westfield	STATE OF STA		107.90	Webs	INT.	INT.		Station inside	N	YMP.
	westheid		LA IX	101.50	W. J. W.					25	5 50 CH 13
					Maria A	1000	160 18	* 16 T			
						100 · 100 ·	198, EE	18.82		1	
5	Westfield	CS	wo	107.93		INT.	INT.	111.48	Interlocking Station	S	T.DMYI
	Open Daily except Sunday	5.5.	"	107.50	200		10000000000000000000000000000000000000		lale des 18 es elet ctable		
	6.00 A.M. to 10.00 P.M.			les. Local	i baboti		108.92		Property Street, Streets Pitc. 187		160 87207 60
		9/				110.31	110.32		the describer and Track Not St	100	
						111.71	111.72	164.48	Sw. Loop)	M	7.15.
		C.S.					. 128.33		Pole Box at east end of Track		
							rse.ae	16.95	No. 4, Woronoco Yard (Sw. Lock)	N	T.D.
	Woronoco	]	FD	112.87			110.00		Station inside	S	T.DMP.
	10.88			tecrate	1208 1	113.21	113.22 114.42				
	Russell				0.000						
	Russell	5.14.	100	115.39	La Hox.	9					
		C.S.	113	DIE HIE					Pole Box on Station Facing	N	73.5%-54.
						115.01			Track (Sw. Lock.)	N	T.D.
	to to	c.s.	(81)	tleT #	2041 an	115.91	139:93		Lobby at west end of Track No.	1. 1	
	A S	(Males	Lip	d) 28.8	i ogbrid	LANGE BE	110 00	e lister	3 (Sw. Lock)	N	T.D.
				,		117.51	116.02 117.52	111810			market and
	TEO	02,34		iteel (		111				1	A CONTRACTOR OF THE PERSON OF
	Huntington		N	ALL WAS		*118.91	118.92		Freight House inside	S	T.DMP.
	l loish	Half-	to	HELD THE SE	2008F 91	1711-1	1	1 1 2 3 3 3	The state of the s	5	W. T.
	Y-M-ar & Li			oi luici	terior s	al TH	L- TW	- T5	Part Barrar And Barrar	April 2 4 4	elsbenHi
		c.s.		1		10 8	tulea ei	13.016	Pole Box on First Pole east of	stylle 2	diesi Day as
						140.44	(2)20.14	jilo. N	Tell-tale (Sw. Lock)	N	T.D.
	Huntington		N	119.25	27	3 L.G		191116	Station inside	N	T.DMP.
	Open Daily except Sat., Sun. & Holidays. © 7.00 A.M. to 11.30 A.M.			THE PERSON NAMED IN COLUMN	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 2	*120.32		ation were sure at 15 miles at		
	12.30 P.M. to 4.00 P.M.			S 10		120.41	*120.32		The second second		7,0,-35
	The state of the s	C.S.		och ive	· objecte				Pole Box 200 ft. east of Signa		T.D.
	T-M-CT   N			iab	di noli		121.92		121.92 (Sw. Lock)	N	1.D.
						122.11		1.1.15.3	Parador December 1		1.234-81
	CONTRACTOR OF THE PARTY OF THE			100		123.21			Tolerande la land		1.11 1.11
	The state of the s	C.S.							Lobby, east end of Track No. 3	3	TD
	(1) All All (1) (1)	N sye		at end	e Box.	125.5	1		(Sw. Lock)	N	T.D.
	-day	c.s.		in 00s	le Box	PAR HE		171734	cs   co		
	1 X	J.J.	(2)	piqua	N. Park				Pole Box opposite Section House (Sw. Lock)	N	YT.D.
	Chester	1.1	(C)	125.84	7				Station inside	N S	T.D.MYF
	Y-M-GT N				Emo La	Y Section			C.S	1.101	into Adams

42	2					STA	TIONS,				VALS AND TELEPHONES		
	STA	TIONS	MALY.	OFFEL	TT.	Miles		CONTRACTOR OF THE PERSON NAMED IN CO.	NALS	AMDAR	TELEPHON	ES	STATE
No.	enil I	Location	ř		Office Calls	from	Thack No. 1	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line old
	T.DP.	N		c.s.			ci cols	12631	12622		In old Interlocking Station 50	ble	West Springs
	.q,T			C.S.		yddod	Je agbr				(Sw. Lock) Pole Box, 100 ft. west of Signal 12631 (Sw. Lock)	S	T.D. T.DY.
								±127.21	SG AU	10.00	12001 (SW. LOCK)	14	1.D1.
								1121.21	*127.52				
								‡127.81			The Most At Their Lock chair		
				128				‡128.51	128.32				4-
				30 58 cts	ar id	has tes			129.02		Los of the second	8	TD
	CT			C.S.	(3	ool .w		‡129.11			Y-11- 1/ 1 6 6 1		
	Section 1			C.S.							Lobby, ¼ mile west of Signal 129.11 (Sw. Lock)	S	T.D.
	RESERVED TO STATE OF			MEST				‡129.71			The state of the s	N 1	L. Dr.M P.
				upsan	10, 10	ons ten	1041 94	±130.31			End Park Storm (Sw. Pach	3	Ing. 35
	Middlefield	d			FM	130.63					Station inside	S	T.DMP.
	Open Dai Sun. & 6.00 A.M	Holidays	Sat	t.,				±131.11			the Bex of Lever Stand Male		The Oak
	6.00 A.M 12.00 NO	on to 3.0	0 A.M	C.S.				1131.11			Pole Box, west end of Track No.		Park St
	G-M-Y	014 to 0.0	0 1	0.69			ni noite	0	1.7.74	TA	3 (Sw. Lock)	N	T.D.
	A CONTRACTOR			U.S.							Lobby, west of Bridge 131.50 (Sw. Lock).	N	T.DM.
	A NAME OF THE OWNER.					100		‡131.91	*131.92		(Ow. Dock)	1	1.D1v1.
								1132.71	132.72 133.32				
								1134.11	133.32				
FI.	Becket	TI.R.				134.12				100000000000000000000000000000000000000	Station inside	N	T.DP.
				C.S							Pole Box, west end of Freight	N	Sunday of
	Mortin Will					RR 65			134.42		House (Sw. Lock)	014)	T.D.
	Open Did			1				‡134.71			Constitute by Crossevels (by		hada atta
	5.00 A.2							+135 51	135.52	14 7 4 4 4	Poster Plant Annahad	N	D.D.
	K-180 Z-20			( Trac	d bas	t east	ge Box	1136.31	136.32		l Jcs		
				18 37	Y O	OTOTO	.A. 64	‡136.31 ‡136.91	136.92		the two of Lucides jake (this)		
	Washingto					137 65	eni noise	ell			les orden	N	Wordnoon
	wasimigu	M		C.S.		137.03		13801	INT.	INT.	Pole Box on Signal Bridge 138.01		
				0.0				1 100.00	14.42	14.41	(Sw. Lock)	S	T.DB.
				C.S.				10:11		80 00	Pole Box, 2500 ft. west of Signal		Rudsell
				0.5					\$2.52		1 13801 south side Track No. 2	- 1	
		1		Fadm	noite	on St	de Box	972.34	A. Carlo	1 Section	(Sw. Lock)	S	Y.
	G.T	IN			(.)	w. Loc	Practs (	42 00	111111	100 31			
				C.S.							Pole Box, at Tell Tale east of		
	T.D.	и				(2)26	1 .v/2) 8	139 41	139.42	130 11	Bridge 138.85 (Sw. Lock)	S	Y.
								140.61	140.62	140.64	The section of the section of the		200.40
				C.S.							Pole Box 150 feet east of 70 car		
	3 2 D C 2 D C 2					am-rul		2222	141 32	141.34	marker (Sw. Lock)	S	notanimuli
	F.DMI	13		C.S.	le, .	use inst	ara single	7 2 2 2 2 2			Pole Box, east end of Hinsdale	13.11	Tro-
52							97 (13)	INIT	INT	INT	Yd. (Sw. Lock)	S	T.DY.
00	Hinsdale. Open Day	ond Ni		C.S	HN	141.85		INT.	INT.	INT.	Interlocking Station	N	T.DMYB
	Open Day	and Ni	gnt.	n lains	Moss	tori's a		143.01	\$143.02	‡143.04	OR DEAL OF ALL COMMON PROPERTY.	7.7	100.00
	ALT.				I (ala	U.wei		144.01	1144.02	‡144.04			
	Dalton				GI	145.12		145.11	‡145.12	1145.14	Freight House inside	N	T.DMStaF
	Darton				1	140.12			00.00		Teight Touch Inside.	eveb	1.DWStaF
				00		9-1-2		10000	120 rd	111 00	Dala Dan at Projekt Haves	1.900.5	\$2,80 P.M. to
	Portugfield			C.S	126	i din ta	le BêxG	THE	11.7.4		Pole Box at Freight House outside (Sw. Lock)	N	T.D.
	Glifford				G	145.25					Station inside	N	T.DMY.
								146.41	‡146.42	t146.44			
								147.31	1147.32	\$147.34	1		
1	1 57 May 41			C.S							Lobby West of Bridge 147.71		
	of The			AM N	811		o F was	CT E COLI	In the said	13.14	(Sw. Lock)	S	Y.
				TES				0.717	10 3333	15.51	Lock)	N	Y.
				C.S							Pole Box 1200 ft. west of East-	0	
	ica involved			C.S	838	oo.l.	0				ward Waterplug (Sw. Lock) Pole Box 2000 ft. west of East-	75 1	Y.
7	D.MY-	T				at	mi noim	18			ward Waterplug (Sw. Lock)	S	Y.
13/18/	North Ada	ams Ict	who have	C.S		148.13					Yard Office	N	T.DMYP.

STATIONS Location	His	Office	Miles	Control of the Artist					IES	
Section 1	Location				SIGN	NALS	ENGLIS	TELEPHON	1	GITATE
			from Boston	Brouge Security	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line Line
rth Adams Jct pen Day and Night.	C.S.	JU	148.16		INT. 148.81	INT.	INT.	Interlocking StationPole Box, trailing switch Tr	d dgeo.	T.DMYS.L
	C.S.	1	No. 2	and the second		n.s 72.74	77.77	No. 3 to Tr. No. 1 (Sw. Lock) Pole Box, facing point switch Tr. No. 2 to Tr. No. 4 (Sw.	1	Int. 55
k's Bridge	c.s.	::::	148.88			INT.	4. 20. 87	Pole Box. General Electric		Int. 55–T.D.
. S., Int. 65-	CC	66.7	1.51	bby ac	149.71			C.S.I		1.51.
			t Pays		9		7502	House at Bridge 150.25 (Sw		Y.
tsfield		RG	150.56	, P(alpoul	INT.	INT.	06 8	Interlocking Station	. N	T.DMS.LY
Charles Will ha	doold ins.h	and ni bi	Jenia V		INT. 151.61	INT.		Epathiliae		3.11.
Autorion Charge, an	C.S.	ig las	· desert					Pole Box 200 ft, east of Bridge	e N	Int. 57
		.,	Statio	iblooks	t153.61	153.22		C.S. HK 177.17 INT.		The second
est Pittsfield	C.S.	T. 10	154.28	mileolini.	Mill			Pole Box 75 ft. west of inter	Mach	Open Day and
	-			2,70	4.		8.821	locked Signal Track No.	4	Int. 57-T.D.
				1881	155.41	155 50	[20.1	(Sw. Lock)	· N	T.D.
	-				150.4	1156 72	1156 7	182.61.		
	acic N	(I) k	bas iki	s Rox.	157.91	1 158.72	‡158.74	183.63. American Traff.	5	
chmond	c.s	w n	JR at	2051.3			errin	Pole Box east end of Statio (Sw. Lock)	n . N	T.DM.
	184	irida	Signal O			t159.92	‡i59.94			S T.I.
			notieren	il Moteria			‡161.0	4		
ate Line Open Day and Night.	C.S		161.86		INT.	INT.	INT.	Pole Box on Car Inspector	N S S	T.DMY. Y.
	JEES	1241	010.8	11.0 · 1				. Pole Box, 1300 ft. west of Ca Inspector's Lobby (Sw. Lock	() S	Y.
East Laston Chelsen Could Friba	c.s		lage G	y . 3%		A SOLA		3 (Sw. Lock)	le S	T.DY. Y.
	0.0	a B) gi	S 2000 (			163 5	163.5	4 Assault State a	AVE	3 34
	C.S		adicage	ock)	11000	165.22	165.2	tween Tr. No. 1 and Tr. No.	2	T.DM.
	C.S	i	bo de la	don-iod iode iouse (i	*166.3	1 1166.3	1166.3	Pole Box east of highway cros		T.DM.
anaan	i, inc	. CN	166.99		168.0	1167.6	1167.6	. Station inside	. N	T.DMP.
6.45 A.M. to 10.45 A.M.		C			: : : : : :	. \$168.9	2 ‡168.9	4 PS VER CROSSES & LOSSY		S TEL
	C.S	s				1170.2	2 ‡170.2	. Pole Box at Bradley's waterplu	ıg	T.D.
	tsfield	tsfield	tsfield	tsfield	tsfield	C.S	C.S	C.S. RG 150.56 INT. INT. Open Day and Night. C.S. RG 150.56 INT. INT. INT. 151.61 151.92 153.61 153.22 1153.61 154.31 INT. INT. INT. INT. INT. INT. INT. INT.	149.71   149.72   Crossover 2 to 1 (Sw. Lock)   Crossover 2 to 1 (Sw. Lock)   Pole Box on west wall of Section House at Bridge 150.25, (Sw. Lock)   House at Bridge 150.25, (Sw. Lock)   House at Bridge 150.25, (Sw. Lock)   INT. INT.   Interlocking Station	149.71   149.72   Crossover 2 to 1 (Sw. Lock)   Station   House at Bridge 150.25, (Sw. Lock)   Station   Non platform between Subways   Station   Station

44 STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES BOSTON TO RENSSELAER											
STATIONS	Miles	I	SIGI	NALS	SIGNAL	TELEPHON	ES	NIXIS T			
No. Location	1521 1x 1	Office Calls	from Boston	Track No. 1	Track No. 2	Track No. 4	Principals 1   John	Location	Side of Track	od Line of	
East Chatham  Open Dally excep Sun. & Holidayy 6.45 A.M. to 11.4 12.45 P.M. to 3.48	ot Sat., C.S 8. 0 15 A.M.	MS		00 8 .07	+171 79	+171 74	1.18.8	Station inside	S	T.DMP. T.D.	
S T.DY.	C.S.	to Ha	of decise	e Fox o	(1) (4)		i irrida Ligitar	Lobby at M.P. 174.99 (Sw. Lock)		Int. 65–T.D.	
, x   6	Ċ.s.			· · · · · · · · ·	‡ 17502 			Pole Box at Payn's Mill (Sw. Lock)	N	T.D.	
T.D.—M.—S.I. Y. S.	C.S.		Static Detwi O A. e	175.91 INT.	‡175.92 176.92		5 (TI) 10.40	Chatham First Interlocking Signal. (Westward trains held by this signal must pull up to signal and call Int. 65.) (Sw. Lock).		Int. 65	
65 Chatham Open Day and M	C.S.	нк	177.17	INT.	INT.	INT.	18.85 18.85	Interlocking Station		T.DMS.LY	
66 Chatham Open Day and Ni	c.S.	::::				B. C. Contractive		Interlocking StationLobby at west end of Track No.	S	T.DMY	
LT-78 Jul 8	No 4 No 3 k No 3	Jest Laci Laci	0 II. kenel set end 10	178.81 180.71	‡178.82 ‡180.02			3 (Sw. Lock)	N	T.DY.	
Chatham Center	C.s.		182.06	182.61	†183.42		Livide Li	Pole Box, in waiting room (Sw. Lock)	14	T.D.	
	c.s.					., cr. 26		Pole Box, east end of Track No. 4 (Sw. Lock)	S	Υ.	
Niverville			184.72	INT.	INT.			Station inside	S	T.DMPY. Y.	
West of Nivervill Open Day and Ni	le C.S.	KR	1 <b>85.0</b> 8		INT.	INT.	ie.oa	(Sw. Lock)	S	Y. T.DMY.	
Y T.DM	c.s.	ini O Sow	(Staile on Ca sv. Loc 1800 it	Track No. 1	Track No. 2	Track No. 3	Track No. 4	Pole Box, First Pole east of	idgile" i	60 State Line . Open,Cay an	
Flara	LOS NOR	(T. 10		1464.91	1100.00	186.03	<b>186.04</b>	Packman's Crossing west of Int. 70 (Sw. Lock)	S	7.72 Y.12.04 Y.12.04 Y.12.04	
AY S	C.S.			186.81 188.51 190.11	188.52	186.83		Pole Box at Passenger Shelter, Post Road Crossing (Sw. Lock)	N	T.D.	
Van Hoesen	12 474 .7	uT.i bas	190.20	*191.91		es. 22. 5	• • • • • • • • • • • • • • • • • • • •	Pole Box opposite Station (Sw. Lock)	N	T.D.	
Brookview Open Daily excep Sun. & Holidays 6.00 A.M. to 11.0 12.00 NOON to 3.0	s. O O A.M.	CK	192.40	Soil Hose.		(3.108.35) 1146.406		Station inside	N	T.DM. T.D.	
East Greenbush.			195.40		195.42 196.72 198.12 199.12	19-88-76 19-88-88 19-88-88 19-88-88	68.01	Pole Box in Passenger Shelter (Sw. Lock)	N	T.D.	
99 Rensselaer . Open Day and Nig	C.S. C.S.	M . 10 <sup>7</sup> 52	Bradi .i	oo.L.vel	199.52			N. Y. C. Interlocking Station N. Y. C. Engine House	N <sub>S</sub>	T.D.–M. T.D.–M.	

STATIONS,	OFFICE CALLS, SIGNALS AND T	ELEPHONES
	NEWTON HIGHLANDS RRANCH	

	1	г
	4	×

Appendict.	STATIONS		10000	Miles	SIG	NALS	TELEPHONES		
No.	Location	- (	Office Calls	from Boston	Track No. 1	Track No. 2	Location	Side of Track	Line 7
				2.59	H- 2.91	INT.	Interlocking Signal Track No. 2		Int. 7
	Longwood			3.16	H- 3.61	H- 3.42	Station inside.	N	T.D.
	Brookline	.00		3.89	H- 4.11	H- 4.12	Station inside	N	T.DP.
	Brookline Hills		(01.00 .w.d.)	4.43	H- 4.61 H- 5.51	H- 4.82 H- 5.52	Station inside	N	T.D.
	Reservoir	TT S		5.62	H- 6.11	H- 6.22	Station Inside.	N	T.D.
	Chestnut Hill	100		6.65	H- 6.91	H- 6.82	Station inside	N	T.D.
	Newton Centre	eaul Lin Brus Jilo	o de bro. V est brig	8.11	H- 7.61 H- 8.31	H- 7.62 H- 8.42	Station inside		T.D.
	Newton Highlands	bus Lio bus	been been Freto		i i i i i i i i i i i i i i i i i i i	34fc 1 52ff 155	Station inside	N	T.D.
	Eliot	erende		9.70	H- 9.81 H-10.51	H- 9.82	Station inside	N	T.D.
	Waban	•••	••••	10.54	H-11.31	H-10.62	Station inside.	N	T.D.
	201/105/43.	c.s.			H-11.81	H-11.92	Pole Box, Switch to Track No. 5	tanani engli dili edi oli oli oli oli oli oli oli oli oli ol	
15	Side of the	arrest a	ramon 7	12 24	INT	of Love making	(Sw. Lock)	N	Υ.
10	Open Day and Night				IIVI.	INT.	Interlocking Station		T.DY.
	Riverside	•••	••••	12.25	INT.		Station inside	S	T.D.
15	Waban.	c.s.	JS		H-11.31 H-11.81 INT.	H-10.62 H-11.52 H-11.92	Station inside.  Pole Box, Switch to Track No. 5 (Sw. Lock).  Interlocking Station.	N S	reck

### GRAND JUNCTION BRANCH

	STATIONS	-		SIC	NALS	TELEPHONES A sara year apopt		
No.	Location	Offic Cal		Track No. 1	Track No. 2	Location .	Side of Track	
E-5	East Boston	C.S	1.74	INT.	INT.	Clyde St. Crossing Lobby Drawbridge Cabin Crossingman's Lobby, Eastern Ave Interlocking Station	S	PBX T.D. T.D. T.D.
	Mystic River Drawbridge . Boston Elev. Crossing (B.	go kano		Gate INT.	Gate INT.	douben Calls South to Steller	6,3.	.005
	Int. C)		5.81	INT.	INT.	Pole Box north of B. & M. Int. "C" on wall opposite Signal LB28 (Sw.Lock)		T.D.
	L. & F. Jct	J.S	. 6.44	INT.	INT.	Lobby east of B. & M. Int. "H"	N	T.DY.
	Fitchburg Crossing	C.S	6.72	INT.	MOINT.	Pole Box at end of two tracks, Fitch- burg crossing (Sw. Lock) Yard Office	N	T.DY. T.DY.
		C.S	7.92		e i mann	Mass. Ave. Crossing Lobby	S	T.DY.
9	E. End of Beacon Park YardOpen Day and Night	C.S. CF	9.14	INT	ļ	Signal (Sw. Lock)	N	Int. 9 T.DS.LY.

46		- 1	respired.	N			LLS BRANCH		
	STATIONS		Office	Miles from	SIG	NALS	TELEPHONES		
No.	Location	MIT.	Calls	Riverside	Southward	Northward	Location	Side of Track	Line
15	Riverside Open Day and Night	C.S. C.S.	JS	0	INT.	INT.	Interlocking Station	W	T.DY.
7	Newton Lower Falls			1.25	MTTMI		Lock	E	Y.
	A.L. P. W. Bright Street	-2.4		.atlani nob	SAXONVIL	LE BRAN	CH	· sinn	w anod
	STATIONS	- 1	1	Miles	SIGN		TELEPHONES		
No.	Location		Office Calls	from Natick	Northward	Southward	Location Location	Side of Track	Line
	Natick	NEW TOWN	189.00	tion inside.	10		Box at Facing point switch to Saxon- ville Branch (Sw. Lock)	N	T.D.
	Saxonville			3.82	1 (2824 +)	ta.k			
	at MI T			etimai anit		D BRANC		rico	v read 51
	STATIONS		Office	Miles	SIG	NALS	TELEPHONES		
No.	Location			from Framingham	Southward	Northward	Location	Side of Track	Line
21	Framingham	C.S.			Color Light	1 10.7 -	Station inside. Interlocking Station. Lobby Hollis St. Crossing	E W E	PY. T.DY Y.
	HollistonOpen Daily except Sat., Sun. & Hollidays. O. 6.00 A.M. to 11.00 A.M.	C.S.		. etheri.noid	7 (4) 6 X	18.8 -	Pole Box north end of Track No. 040 General Motors Yard (Sw. Lock) Pole Box south end of Crossover XIO	w	T.DY.
			1	. al-leni.noli	181		General Motors Yard (Sw. Lock) Pole Box south end of Track No. 040 General Motors Yard (Sw. Lock)	W	T.DY.
				5.44	: 8/8:		Station inside	w	T.DP
	12.00 NOON to 3.00 P.M. Milford			11.98	3.82	18.6	Station inside	E	T.DP.
	Open Sat. & Holidays. 6.30 A.M. to 8.30 A.M. 5.45 P.M. to 7.45 P.M.			102.61	-10:62	11.31	(see Look)		T.D.
	om i mioria	-			MILLBUR	The second second			
No.	STATIONS		Office Calls	Miles from Millbury Jct.	SIGN		TELEPHONES  Location	Side of Track	Line
.3	Millbury JctMillbury	C.S.		3.19			Pole Box (Sw. Lock)	S	T.D. T.DP.
-	14.1 C (C.)				WEDSINE	D DDANG	I Tele Towart Shreat Paricipal 25, 56, 22		
	STATIONS		1			R BRANC	TELEPHONES		- T- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1-
No.	Location		Office Calls	Miles from Worcester	Southward	Northward		Side of Track	Line
31	Open Day and Night	THE PARTY OF	WJ	6.41	a Lag a U	INT.	Interlocking Station	Е	T.DM S.L.
	North Oxford Mills Webster Mills Webster			9.73 16.20 17.37			Freight House.		
	ET 2	la colo	faid	O subindu	IMT. TMI	NT	Drawladde Comment at load average	Creek	Chelses
	AALE YE LOVE WORK	and it	UUUU	B HERRING TO		CER BRAN		1111	Haray II A.
	STATIONS		Office	Miles from	SIG	VALS	TELEPHONES	M1[.59	7, 59 A.
No.	Location		Calls		Northward	Southward	Location	Side of Track	Line
	South Spencer	C.S.	11 11	2.10	N	TM.	Pole Box on East End of Station (Sw. Lock)  Freight House.	N	T.D Int. 31-J T.DP
	Those Statements of the Parkers	13 000	1 30 1	NO	RTH BRO	OKERED	BRANCH	01.) 11	UGBS7FE
	STATIONS	DELI .	ME)	Miles		NALS	TELEPHONES		
			Office	from	1	1	1 00 5 1 2 1 00 0	la	In comment of
No.	Location [East Brookfield		Calls		Northward	Southward	Location	Side of Track	Line

	ES S	TAT	IONS	s, OFFICE	WARE RIV	ER BRAN			47
	STATIONS	Marine Little	Office	Miles	SIG	NALS	TELEPHONES	Chiana Charles	
No.	Location	60	Calls	from Palmer	Northward	Southward	Location	Side of Track	Line
35	Palmer	C.S.	ВМ	0	INT.	INT.	Interlocking Station	w	T.DM.
	Open Day and Night. Thorndike			3.42			Third Pole so. of Main St. (Sw. Lock)	Е	S.LY. T.D.
	Forest Lake	C.S.		7.23	0		Lobby at Junction with B. & M. R.R.	E	T.D.
	Ware	Fire	FH	11.71			(Sw. Lock)Freight Office	E	T.DP.
	Gilbertville		G	15.72	а		Station inside	E	T.DP.
	Creamery	C.S.	oio.M	18.39	Po	, i pringe	Lobby at Crossover to old B. & M.	E	T.D.
	Barre Plains			23.79	яў		(Sw. Lock) Station inside	W	T.DP.
	South Barre	CS	-4.4	24.79	я	TOTAL	Pole Box (Sw. Lock)	WE	T.D. T.D.
	ColdbrookWilliamsville	C.S.		27.05			Pole Box north end of Sta. (Sw. Lock)	E	T.D.
	TempletonBaldwinville	C.S.	WB	33.14 39.07 42.76		INT.	Pole Box at old Sta. location (Sw. Lk.) Station inside (Sw. Lock) Freight Office		T.D. T.DP.
	Waterville	DE N	KINDO	47.56	M	Charles	Freight House inside (Sw. Lock)	w	T.D.
		- committee	- in this seek	Market State of the State of th	INT.	INT.		(a) projection	
	Winchendon		JR	49.36	BOY ASS	MALHIN	Freight Office		T.DP.
4404	SINONIE	DIT				BRANCH		KTATE	85 173
	STATIONS	ne d	Office	Miles from	SIG	NALS	TELEPHONES	lou d	
No.	Location		Calls	Springfield	Northward	Southward	Location	Side of Track	Line
	Athol Jct	C.S.		2.23	152 11		Relay Cabin. Pole Box First Pole north of Hende's Crossing (Sw. Lock)	WW	T.DM. Int. 40 Int. 40
	Indian Orchard	C.S.		6.40	140 141		Hendee's Crossing (Sw. Lock) Station outside (Sw. Lock) Station inside.	W	T.D. T.DP.
	Ludlow	1	77	7.59			Station inside		T.DP.
	- Land Annual Control of the Control	1 10 20 E		1	NORTH AD	-	NCH		
	STATIONS		Office	Miles from		NALS	TELEPHONES		Other bend
No.	Location	AIVE	Calls	North Adams	Southward	Northward	Location Location Location	Side of Track	Line
Sta Sta Sta D.	North Adams			Nine, redst	Interlocking Automotics Line Automotics Constitution and	Int. ed w Int. 50 L Trong	Freight Office.	to its	T.DY
M	Zylonite	1111		3.22	O eyanay Light oligin	Cuparer a	Station inside		T.DYP
plos	2.30 P.M. to 6.30 P.M. Renfrew			4.30	TOTAL HOUSE		Station Inside.	. W	P.
8.	Adams		:::::	W. C.L.	1350E		Station outside (Sw. Lock)	. E	T.D. T.DP.Y
138	AdamsOpen Daily except Sat., Sun.			5.41	10 Min. 22 **		. Station inside	. E	T.D.
Ch	& Holidays. © 6.10 A.M. to 5.00 P.M.  Maple Grove	. C.S	S	(4)			. Pole Box near Station (Sw. Lock)	. E	T.D.
Ini	Cheshire.  Open Daily except Sat., Sun & Holidays.  8.00 A.M. to 4.00 P.M.			10.29		Dat. 28 to	. Station inside	W	T.DP T.D.
ini	Farnam's	. C.S		12.32			. no. 1985 200		9 4
ini	Berkshire	. C.S	5	14.46		:::::::::::	. Lobby near crossover (Sw. Lock) Pole Box south end of Station plat	. W	T.DY.
55	North Adams Jct Open Day and Night	. C.S	jū	18.48	N-0.69 INT.		form (Sw. Lock)	. W	T.D. Y T.DM S.LY.

#### 48

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES HUDSON BRANCH

protection of	STATIONS			Miles SIGNALS		NALS	S TELEPHONES		
No.	Location	730	Office Calls	from Chatham	Southward	Northward	Location	Side of Track	Line
65	Open Day and Night	C.S. C.S. C.S.	нк	0 0.13 2.66 8.51	al TM	UMI	Interlocking Station. Green Shanty, 1/4 mile south Chatham Crossing Lobby.  Pole Box north end Freight House (Sw. Lock).	EEE W	T.DY. T.DY. T.DY.
	Claverack	C.S. C.S.	9V08	12.98 II			Station inside Pole Box south end of Station (Sw. Lock) Pole Box at Knickerbocker Siding (Sw. Lock). Pole Box at Hudson Upper opposite tool house, north end of yard (Sw. Lock). Freight Office.	E	T.DP. T.DY T.DY T.DPY.
84	Hudson Upper Hudson Open Day and Night		ÜD	17.19			Crossing Watchman's Lobby N. Y. C. Interlocking Station	W	Y. T.DY.

### SELKIRK BRANCH

STATIONS			Miles	SIGNALS		TELEPHONES		
No.	Location	Office	from Niverville	Track No. 3	Track No. 4	Location Mark	Side of Track	Line
- MOGA	Post Road Crossing	C.S	2.69	155 143		Pole Box at Baker's Fill (Sw. Lock)	N	T,D.
SM	Schodack Jct Open Day and Night	C.S. SM	7.10		128	N. Y. C. Interlocking Station	N	T.D.

1	*Has Station Approach Signal.
1	W-Westward Signal.
1	E-Eastward Signal.
	‡-Has Grade Signal Marker, letter "G" attached to its mast. (See Special Instruction 509a)
	♣-Has Automatic Train Stop Sign lettered "B" or "E".
	o-November 24, December 26, 1949, January 2 and February 22, 1950.

### ABBREVIATIONS

Communicating Station	C.S
Interlocking.	Int.
AutomaticNum	
Train Dispatcher	C.D.
Station	Sta.
Short Line (connects with Interlocking Station)	
Message Circuit	.M.
Public	P.
Switch LockSw. L	
Yard	
Block	B

## Minimum Permissible Running Time - First Class Trains (Track Nos. 1 and 2) (Station time not included)

Westward		Eastward	
Boston-Trinity Place (stop)	4 Mins.	Albany-Niverville	17 Mins.
Trinity Place-Allston	4 "	Niverville-Chatham	9 "
Allston-Newtonville (stop)	4	Chatham-State Line	19
Newtonville-Riverside	3	State Line-Pittsfield (stop)	11 "
Riverside-Framingham	11 "	TOTAL Albany to Pittsfield	56 Mins.
Framingham-Ashland	3 "		
Ashland-Westboro	6 44	Pittsfield-Hinsdale	10 "
Westboro-North Grafton	8 "	Hinsdale-Washington	5 "
North Grafton-Worcester (stop)		Washington-Chester	15 "
Total Boston to Worcester	50 Mins.	Chester-Huntington	8 "
		Huntington-Westfield	13 "
Worcester-Webster Jct	8 "	Westfield-Tower 43.	9
Webster JctCharlton	8 "	Tower 43–Springfield (stop)	4
Charlton-East Brookfield	1	TOTAL Pittsfield to Springfield 1 Hr.	4 Mins.
East Brookfield-West Warren	10	TOTAL Albany to Springfield 2 "	0 "
West Warren-Palmer	8 "		
Palmer-Athol Jct.	3 "	Springfield-Athol Jct	5 "
Athol JctSpringfield (stop)		Athol JctPalmer	12 "
TOTAL Worcester to Springfield	56 Mins.	Palmer-West Warren	8 "
TOTAL Boston to Springfield 1 Hr.	46 "	West Warren-East Brookfield	10
	1 "	East Brookfield-Charlton	7 "
Springfield-Tower 43	4 "	Charlton-Webster Jct	8
Tower 43–Westfield	9	Webster JctWorcester (stop)	8
Westfield-Huntington	13 "	TOTAL Springfield to Worcester	58 Mins.
Huntington-Chester	15 "		
Chester-Washington	5 "	Worcester-North Grafton	8 "
Washington-Hinsdale. Hinsdale-Pittsfield (stop).	10 "	North Grafton-Westboro	6 "
네트 마양 아이들은 사람들이 있는데 보고 하는데 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은		Westboro-Ashland	1
TOTAL Springfield to Pittsfield 1 Hr.	4 IVIIIIs.	Ashland-Framingham	3
THE C 11 C T.	11 "	Framingham-Riverside	11
Pittsfield-State Line	11	Riverside-Newtonville. (stop)	3 "
State Line-Chatham	19	Newtonville-Allston	4 "
Chatham-Niverville	9 "	Allston-Huntington Ave. (stop)	4 "
Niverville–Albany (stop)	17	Huntington AveBoston (stop)	
TOTAL Pittsfield to Albany	56 Mins.	TOTAL Worcester to Boston	50 Mins
TOTAL Springfield to Albany 2 Hr.	0 "	TOTAL Springfield to Boston 1 Hr.	48
	Addison		

#### Minimum Permissible Running Time—Freight Trains (Track Nos. 1 and 2)

Washer			
Westward Engine C	lasses Other Road	Eastward Engine Clas	ses Other Road
A1, H5, G6		A1, H5, G6 an	
Int. 10 to Int. 15 9 Mi	ns. 10 Mins.	Rensselaer to Int. 70	. 18 Mins.
	13 "	Int. SM to Int. 70	
Int. 21 to Int. 23 4 '	5 "	Int. 70 to Int. 65	12 "
Int. 23 to Westboro 10 '	3	Int. 65 to Int. 60	19 "
Westboro to North Gratton o	7 "	Int. 60 to Int. 57	14 "
North Grafton to Int. 26 8 '	7 "	TOTAL Int. SM to Int. 57 1 Hr. 3 Mins.	1 Hr. 0 Mins.
TOTAL Int. 10 to Int. 26 54 Mi	ns. 51 Mins.		
V + 00 + V + 01	0 16:	Int. 57 to Int. 55	. 3 Mins.
Int. 28 to Int. 31 9 Mi		Int. 55 to Int. 53	5 "
Inc. of to Charleton	8 "	Washington to Chester 28 "	28 "
Charlton to East Brookfield 8		Chester to Int. 45	22 "
West Warren to Int. 35 12	TT	Int. 45 to Int. 43	10 "
Int. 35 to Athol Jct		TOTAL Int. 57 to Int. 43 1 Hr. 22 Mins	
Athol Jct. to Int. 42 7		TOTAL Int. SM to Int. 43 2 Hrs. 25 "	2 Hrs. 16 "
TOTAL Int. 28 to Int. 42 1 Hr. 17 Min	s. 1Hr.9 Mins.		
101AL III. 20 to III. 42 1111.17 Will	is. IIII.5 Willis.	Int. 42 to Athol Jct	6 Mins.
Int. 43 to Int. 45	ns. 10 Mins.	Int. 35 to W. Warren 12 "	10 "
Int. 45 to Chester 25 "	22 "	W. Warren to East Brookfield 15 "	14 "
Chester to Washington 15 "	15 "	East Brookfield to Charlton 8 "	7 "
Washington to Int. 53	5 "	Charlton to Int. 31 9 "	8 "
Int. 53 to Int. 55	15	Int. 31 to Int. 28 8 "	10 "
Int. 55 to Int. 57	3	TOTAL Int. 42 to Int. 28 1 Hr. 14 Mins	. 1 Hr. 10 Mins.
TOTAL Int. 43 to Int. 57. 1 Hr. 17 Mir	is. 1 Hr. 10 Mins.	Int. 26 to North Grafton 8 Mins	
		North Grafton to Westboro 8 "	. 0 Mins.
Int. 57 to Int. 60		Westboro to Int. 23	9 "
Int. 60 to Int. 66	20	Int. 23 to Int. 21	4 "
1 Int. 60 to Int. 70	10 "	Int. 21 to Int. 15	14 "
Int. 70 to Int. SM, Seikirk 15	15	Int. 15 to Int. 10	10 "
TOTAL Int. 57 to Int. SM. 1 Hr. 3 Mi		TOTAL Int. 26 to Int. 10 54 Mins	52 Mins.
TOTAL Int. 43 to Int. SM. 2 Hrs. 20	' 2 Hrs. 9 Mins.	TOTAL INC. 20 W INC. TO 94 WING	5. 52 Willis.
Int. 70 to Rensselaer 19 M	ins. 18 Mins.	E. Brookfield to Charlton, Tr. No. 4 13 Min	s. 13 Mins.
Inc. 10 to Itoliogolaci	and aville.	2. 2. 2	Le mins.

#### SPEED TABLE NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued. Miles Miles Time per Mile Time per Mile Time per Mile Time per Mile per Hour per Hour per Hour 0 min. 36 sec. 100.00 1 min. 30 sec. 40.00 25.00 2 min. 24 sec. 3 min. 18 sec. " 37 " 1 " 31 " 2 " 25 " 3 " 19 " 97.30 39.56 24.83 2 " 26 0 " 38 " " 32 " 3 " 20 " 94.74 39.13 24.66 1 " 33 " 2 " 27 " 39 " 3 " 21 " 92.31 38.71 24.49 3 " " " 34 " 2 " 28 40 90.00 38.30 24.32 22 2 " 3 " 41 87.80 35 37.89 29 24.16 23 3 " 66 36 " 2 " 42 85.71 37.50 30 24.00 24 " 2 " 3 " 25 " 43 37 " 83.72 37.11 31 23.84 2 " 44 38 32 81.82 36.73 26 23.68 45 80.00 " 39 " 2 " 33 36.36 27 23.53 46 " " 40 " 2 " 78.26 36.00 34 23.38 28 47 " " 76.60 41 " 35.64 2 " 35 23.23 29

35.29

34.95

34.62

34.29

33.96

33.64

33.33

33.03

32.73

32.43

32.14

31.86

31.58

31.30

31.03

30.77

30.51

30.25

30.00

29.75

29.51

29.27

29.03

28.80

28.57

28.35

28.12

27.91

27.69

27.48

27.27

27.07

26.87

26.67

26.47

26.28

26.09

25.90

25.71

25.53

25.35

25.17

2 "

2 "

2 "

2 "

2 "

2. "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

2 "

"

"

"

"

"

3

3

3

3

3

3

3

3

3

3

3 "

3 "

3 "

36

37

38

39

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

0

2

3

4

5

6

8 "

9 "

10 "

12 "

13 "

14 "

15 "

16 "

" 17 "

11

40 "

41 "

23.08

22.93

22.78

22.64

22.50

22.36

22.22

22.08

21.95

21.82

21.69

21.56

21.43

21.30

21.18

21.05

20.93

20.81

20.69

20.57

20.45

20.34

20.22

20.11

20.00

19.89

19.78

19.67

19.57

19.46

19.35

19.25

19.15

19.05

18.95

18.85

18.75

18.65

18.56

18.46

18.37

18.27

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

66

" 2

u

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

2 "

2 "

2 "

2 "

2

2 "

2 "

2

2 "

2

42 "

43 "

44 "

45 "

46 "

47 "

48 "

49 "

50 "

51 "

52 "

53 "

54 "

55 "

56 "

57 "

58 "

59 "

0 "

2 "

3 "

5 "

6 "

8 "

9 "

10 "

12 "

13 "

14 "

15 "

16 "

17 "

18 "

19 "

20 "

21 "

22

23

11

48 "

49 "

50 "

52 "

51

53

54

55

56

57

58

11

12

13

14

15

16

17

18

20

21

22

23

24

25

26

27

28

29

19 "

75.00

73.47

72.00

70.59

69.23

67.92

66.67

65.45

64.29

63.16

62.07

61.02

60.00

59.02

58.06

57.14

56.25

55.38

54.55

53.73

52.94

52.17

51.43

50.70

50.00

49.31

48.65

48.00

47.37

46.75

46.15

45.57

45.00

44.44

43.90

43.37

42.86

42.35

41.86

41.38

40.91

40.45

Miles

per Hour

18.18

18.09

18.00

17.91

17.82

17.73

17.65

17.56

17.48

17.39

17.31

17.22

17.14

17.06

16.98

16.90

16.82

16.74

16.67

16.59

16.51

16.44

16.36

16.29

16.22

16.14

16.07

16.00

15.93

15.86

15.79

15.72

15.65

15.58

15.52

15.45

15.38

15.32

15.25

15.19

15.13

15.06

15.00

14.00

13.00

12.00

11.00

10.00

9.00

8.00

7.00

6.00

5.00

30 "

31 "

35 "

36 "

32 66

33

34

37

38

39

40

41

42

43

44

45

47

48

50

53

57

58

59

46 "

49 "

51 "

52 "

54 "

55 "

56 "

0 "

17 "

36 "

27 "

0 "

40 "

30 "

34 "

0 "

0 "

0

3

3

3

3

3

3

3 "

3 "

3 "

3 "

3 "

3 "

3 "

3 "

5 "

10 "

12 "

