

**THERE IS ALWAYS TIME  
FOR COURTESY**

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*File Copy*  
*C.O.J.*  
**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. ASpinwall 7-9771.
- 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. LAsell 7-1323.
- Dr. Alphonse C. Kallan, Office, 17 Bay State Road, Tel. COMmonwealth 6-0694. Residence, 962 Center St., Newton Centre, Tel. BIlgelow 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 794.

**Palmer to Westfield:**

- Dr. Roswell G. Mace, Springfield, Office 146 Chestnut Street. Telephone 7-2956. Day or Night.
- Dr. James L. Smead, Springfield, Office 26 Temple Street. 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**

**Boston:**

- Dr. Joseph J. Lo-Presti, 34 1/2 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.

**Albany**

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

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

**HOSPITALS**

**Boston:**

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

**Allston:**

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.

**Albany:**

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

**Hudson:**

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, and Boston.

**GENERAL INSTRUCTIONS**

All station agents, trainmen or other employes, having occasion to call a physician or surgeon to attend a passenger, employe or other person injured or taken suddenly ill in the trains or on the premises of this railroad, will act promptly to notify the railroad's surgeon. If not available, and a local surgeon must be called, this railroad will be responsible only for such primary treatment or professional attendance as may be temporarily required, or necessary for the proper transportation of the injured person to residence or hospital. In all cases where further treatment is required, the railroad's surgeon will take charge. If the injured person is a trespasser, this railroad will take such action as may be humane for first aid; and if any further attention is required, and the injured person has no home or visible means, the case should be turned over to the Overseers of the Poor in Massachusetts, calling their attention, if necessary, to General Laws of Massachusetts, Chapter 117, Section 14, and to the Overseers of the Poor or Town Supervisor in New York, calling their attention, if necessary, to the "Poor Law." Chapter 42 of the Consolidated Laws, Article III, Sections 20-30 and Article VII, Section 90.

The railroad will not be responsible for bills of any surgeon other than the railroad's surgeons, except as above, or such as are especially authorized by the 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.
- 20-B 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
- Beacon Park..... { Caller's Office  
Engine House
- Riverside..... Waiting Room
- Framingham..... Int. 21
- Worcester..... { Yard Master's Office  
Engine House  
Telegraph Office
- Palmer..... Waiting Room
- Springfield..... { Station Master's Office, Room 236  
Telegraph Office, Room 231
- West Springfield..... { Yard Master's Office  
Engine House
- North Adams..... Freight House
- North Adams Jct..... Yard Master's Office
- Pittsfield..... Former Telegraph Office
- Chatham..... Int. 65
- Selkirk..... { Gen'l Yard Master's Office  
N. Y. C. Engine House
- Rensselaer..... N. Y. C. Engine House
- Albany..... Station Master's Office

**6. LETTERS AND SIGNS.**

- J 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.
- J 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. FUSES.**

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

Fuses 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.**

14-j 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.

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

- Main Line
- Framingham, Bishop St.
- Framingham, Concord St.—Westward
- Ashland, Main St.
- Worcester, Franklin St.

Branches

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

Milford  
Framingham, Waverly St.

14-m

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.

19. MARKERS.

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 of train.

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 tracks.

21a. WHITE SIGNALS.

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

30. ENGINE BELLS.

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 book.

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 arrived.

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 Train Dispatcher.  
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:  
Webster  
Ware River:  
Palmer  
Winchendon  
Athol:  
Athol Jct. and Ludlow, inclusive  
North Adams:  
North Adams Jct.  
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.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Somerville	B. & M. (Fitchburg Div.)	Interlocking
"	B. & M. (L. & F. Jct.)	Interlocking
East Somerville	B. & M.	Interlocking
West of Mystic River Bridge	B. & M.	Interlocking
Everett	B. & M. (Int. E-5)	Interlocking
Framingham	N. Y., N. H. & H.	Interlocking
Palmer	C. V.	Interlocking
Baldwinville	B. & M.	Stop-boards and Interlocking
Winchendon	B. & M.	Stop-boards and Interlocking
Springfield	B. & M. and N. Y., N. H. & H.	Interlocking
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:

Location	E. W. N. or S. of	Station	Crossing	Signals
Ashland	West	Cherry St.	Flashing Lights	
Ware	South	South St.	Auto. Flagman	
Huntington	West	Russell St.	Traffic Lights	
Berkshire	North	Berkshire Ave.	Disc	
Canaan	East	Warner's Crossing	Flashing Lights	
Chatham	East	Austerlitz St.	Flashing Lights	
Chatham Center	West	Station Crossing	Flashing Lights	
Post Road	West	Smith's	Wig Wag (Swinging Disc)	
Van Hoesen	West	Winnie's Crossing	Flashing Lights	
E. Greenbush	West	Genet's	Wig Wag (Swinging Disc)	

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:

Spencer	Chestnut St.—Southward
E. Springfield	Hendee St. Robbins Road
Fiberloid	Fiberloid Crossing
Ludlow	Sewall St.
Cheshire	Main St.
Adams	Cook's Crossing
Ghent	Moore's Crossing
Mellenville	School House 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	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) Waverly St.—West Wye
East Holliston	Washington St. (Perm. Stop board)
Holliston	Church St. (Perm. Stop board) Central St. (Perm. Stop board)
Milford	Hayward St. (Perm. Stop boards)
Millbury	Grafton Road (Perm. Stop boards)
West Auburn	Southbridge Rd. (Perm. Stop boards)
East Brookfield	Main St. (Perm. Stop boards)
Thorndike	Main St. (Perm. Stop boards)
Ware	Church St. (Perm. Stop boards)
Gilbertville	Main St.
Old Furnace	Creamery Crossing (Perm. Stop boards)
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) Ash St. (Perm. Stop boards)
Ludlow	North St. (Perm. Stop boards)
No. Adams Jct.	Merrill Road (Perm. Stop boards)
Adams	Harmony St. (Perm. Stop boards) School St. (Perm. Stop boards) Hoosac St. (Perm. Stop boards)
Ghent	Crossing South of Ghent (Perm. Stop boards)
Country Club	Crossing (Perm. Stop boards)
Hudson	South Front St.

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

Newton Lower Falls.....Washington St. Operated by: Crew

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

Faneuil	No. Beacon and Parsons St.	Operated by: Crew
W. Springfield	Memorial Ave.	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 Int. 66.

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 crossing-man is not on duty, at the following crossings:

Framingham, Clafin 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
Adams, Park St.	Week days 10.00P.M. to 6.00A.M., Sundays 12.01A.M. to 12.01P.M., 8.00P.M. to 12.00 Mid.
Hudson Upper, State St.	Week days 7.15P.M. to 11.15A.M., Sundays 24 hours
Columbia St.	
Warren St.	
Long Alley Union St.	

At highway crossings or private crossings at grade with industrial 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 end.

(b) 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

Table listing electrically locked switches at various stations including Brookline Jct., University, Faneuil, Newton, Natick, Westboro, Jamesville, East Brookfield, Warren, Palmer (Tennyville), Palmer, and Springfield.

Table listing switches at Westfield (Springdale), Chester, West Pittsfield, State Line, Canaan, and Chatham.

SPRING SWITCHES

Spring switches are located as follows: Location Normal position 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

Table showing capacity based on 44-foot cars for two or more tracks at stations like Framingham, Westboro, Charlton, West Brookfield, Warren, Palmer, Westfield, Russell, Chester, Hinsdale, North Adams Jct., West Pittsfield, State Line, and Chatham.

Single Track.

Table showing capacity based on 44-foot cars for single track at stations like Webster Junction, Ware, Gilbertville, Barre Plains, South Barre, Baldwinville, Berkshire, Farnams, Cheshire, Adams, Renfrew, and Ghent.

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 on first track.

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 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.
(2) 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.

Worcester.

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 employees.

Table listing bulletin boards and books at various stations including Boston, East Boston, East Cambridge, Beacon Park, Riverside, Framingham, Milford, Worcester, Palmer, Springfield, and West Springfield.

Table listing buildings at various stations: Hudson (Engine House), Rensselaer (Train Starter's Office, N. Y. C. Engine House), Albany (Station Master's Office, Ice House Office), Selkirk (N. Y. C. Engine House, Eastward Class. Yard 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

Tracks 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 Jct. 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 CURRENT 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 CURRENT 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.**



FIG. 73

282-A

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 Jct., 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.



FIG. 106

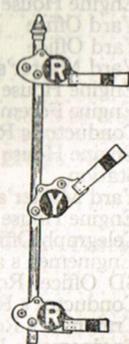


FIG. 108

288-A



FIG. 114



FIG. 115

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**

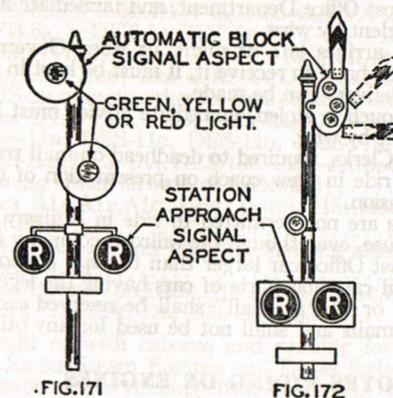


FIG. 171

FIG. 172

289-F

Stop at next station.

The Automatic Block Signal Indication must be obeyed.

**MAIN TRACK SWITCH TARGETS**

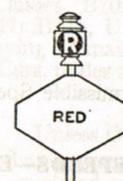


FIG. 221A

LINED FOR DIVERGING ROUTE

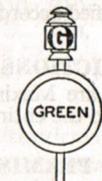


FIG. 225A

LINED FOR MAIN TRACK

**SIDING AND YARD SWITCH TARGETS**

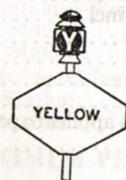


FIG. 230A

LINED FOR DIVERGING ROUTE

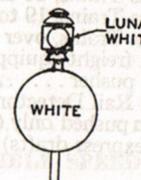


FIG. 234A

LINED FOR STRAIGHT TRACK OR LEAD

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.

293.

**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).

**509a. 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 Saxonsville Br.
Westboro.....	Yard and No. 2
Jamesville.....	No. 1 and No. 3
East Brookfield.....	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
Athol Jct.....	No. 4 and No. 2
Armory St., Springfield.....	No. 5 and No. 3
West Pittsfield.....	No. 1 and No. 2
State Line.....	Trailing Switch West End of Track No. 3
Canaan.....	No. 1 and No. 2
Canaan.....	No. 4 and No. 2
Chatham.....	Trailing Switch West End of Track No. 3

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 Siding.
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	Tracks	Locked From
Warren.....	East switch of Westward siding	Int. 7
Palmer (Tennyville)....	East switch of Westward siding	Int. 9
Westfield (Springdale)...	East switch of Westward siding	Int. 31
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.....	Int. 9
Faneuil.....	Siding and No. 1.....	Int. 10
East Brookfield.....	No. 4 and No. 6.....	Int. 31
East Brookfield.....	No. 1 and No. 7.....	Int. 31
Palmer.....	West switch of Eastward siding.....	Int. 35
Palmer.....	No. 1 and Ware River (Bridge 83.47) Branch Main.....	Int. 35
	No. 1 and No. 2.....	Int. 35

Rule 513 modified accordingly.

515. WHEEL BASE.

Engines with less than 28 feet wheel base must not be operated in Automatic Block System Territory except when coupled to another engine or car.

Rule 515 modified accordingly.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Table with 3 columns: Location, Station, Tracks. Lists interlocking stations like Brookline Junction, Charlton, East Brookfield, Athol Junction, Washington, Peck's Bridge, West Pittsfield.

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.

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.

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 carrier.

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

Table showing sack counts and dimensions: 1 to 46 sacks (3 ft), 47 to 92 sacks (6 ft), 93 to 138 sacks (9 ft), 139 to 184 sacks (12 ft), 185 to 230 sacks (15 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.

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

Table listing equipment types and speeds: Passenger, Mail and Express Trains (20 cars or less to 24 cars), Freight Trains (BB-1 and BB-2, All Other Freight Trains), Work Trains, Circus Trains, Snow Plows, etc.

Table listing equipment types and speeds: Freight Trains (BB-1 and BB-2, All Other Freight Trains), Work Trains, Circus Trains, Snow Plows, etc.

Table listing equipment classes and speeds: Classes DPA-1A, DPB-1A, DPA-1B, DPB-1B, DPA-1C, DPB-1C, etc.

Table listing equipment classes and speeds: Classes DFA-1A, DFB-1A, DFA-1B, DFA-2A, DFB-2A, DFA-3A, DFB-3A, etc.

Local Unless Otherwise Restricted

Table listing local routes and speeds: Trains other than passenger, mail and express; passenger trains 25 cars or more; mail and express trains 21 cars or more; Westward, Eastward, etc.

MAXIMUM PERMISSIBLE SPEED—TRACK

MAIN LINE—GENERAL Unless Otherwise Restricted

Table showing track speeds for various routes: Int. 4 and Int. 5, Int. 5 and Brookline Jct., Brookline Jct. and Int. 9, etc.

Table showing track speeds for various routes: Edwards Park and Canaan, Canaan and Signal 171.11, Signal 171.11 and M.P. 180.50, etc.

Switches and Crossovers, other than interlocking, when diverging: Main Tracks, All others.

Switches and Crossovers, interlocking, when diverging: Speed in accordance with Signal Indication. Except Int. 4, Rule 290, Figure 175 and Figure 186, etc.

MAIN LINE—LOCAL Unless Otherwise Restricted

\*Indicates speed shown on Permanent Speed Board

Table listing main line and local routes and speeds: Brookline Jct., curves and frogs; Track No. 3, Track No. 4, Auburndale and Riverside, etc.

Branches Unless Otherwise Restricted

Table listing branch routes and speeds: \* Indicates speed shown on Permanent Speed Board. Switches and Crossovers, other than interlocking, when diverging, etc.

Grand Junction Branch Tracks No. 1 and No. 2.....	15
Except across streets and highway crossings.....	6
Newton Highlands Branch Tracks No. 1 and No. 2.....	45
Except Brookline Jct., Track No. 2 to Main Line Track No. 4.....	35*
Except Brookline and Brookline Hills.....	30*
Except Newton Highlands and Eliot.....	30*
Except Riverside, Int. Signal, Track No. 1 to Main Line Track No. 4.....	15
Newton Lower Falls Branch Main Track.....	20
Saxonville Branch Main Track.....	20
Milford Branch Main Track.....	35
Except Framingham Station and Waushakum St.....	10*
Except Rocky Hill, Beaver St.....	6*
Millbury Branch Main Track.....	25
Webster Branch Main Track.....	25
Except North Oxford Mills and Howarths.....	20*
Spencer Branch Main Track.....	20
Except Spencer, Chestnut St., northward movements.....	10
North Brookfield Branch Main Track.....	20
Except North Brookfield, Tylers' Crossing, southward movements.....	6*
Ware River Branch Main Track.....	35
Except Steam engines.....	30
Except Palmer.....	10*
Except Palmer — Burleigh's (Long) Crossing, 1.84 Mi. North.....	15
Except Palmer, E. Main St., 2.8 Mi. North.....	10*
Except Thorndike, 0.9 Mi. North.....	10*
Except Whipples.....	10*
Except Ware — South St., 0.8 Mi. South.....	15*
Except Ware Station.....	20*
Except Gilbertville.....	10*
Except Creamery — Fish Brook (Hitchcock) Crossing, 0.31 Mi. South.....	15
Except Old Furnace — Smith Crossing 0.57 Mi. South.....	15
Except Williamsville between 1.2 and 2.6 Mi. North.....	20*
Except Baldwinville, 0.7 Mi. South.....	20*
Except Waterville and Winchendon.....	20*
Athol Branch Main Track.....	20
Except Hendee St., E. Springfield, 0.3 Mi. North of Athol Jct.....	5
Except Robbins Rd., E. Springfield, 1.6 Mi. North of Athol Jct.....	5
North Adams Branch Main Track.....	45
Except Coltsville, Crane Ave.....	15*
Except Berkshire, Chapel St.....	6*
Except Cheshire, Highway crossing 0.5 Mi. South.....	6*
Except Cheshire Harbor.....	10*
Except Adams-Harmony St. Northward movements over facing point switch of Brown Paper Co.....	15*
Between Park St. and School St.....	10*
Except Renfrew — Crossing at Station.....	6*
Lime St., 0.2 Mi. North.....	10*
Except Zylonite, Hodges crossing 0.9 Mi. North.....	6*
Except North Adams, over switches, south end of yard.....	10
Hudson Branch Main Track.....	30
Except Ghent, Moore's Crossing, 1.6 Mi. South.....	6
Except Mellenville, Smith's Crossing, 0.5 Mi. South.....	6*
Except Claverack — Freight House Crossing Southward.....	6*
Freight House Crossing Northward.....	15*
Union Turnpike 2.0 Mi. South.....	6*
Except Hudson Upper and Hudson, southward movements.....	10
Selkirk Branch Tracks No. 3 and No. 4:	
Int. 70 and Sig. 143.....	30
Sig. 143 and Int. SM.....	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 trains.

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, Boston.

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 A1A,A1B,A1C, J1A,J1B,J1C,J1D,J1E, J2A,J2B, J2C, J3A, K3N, K3P, K3Q, K3R, K11A, K11B, K11C, K11D, K11E, K11F, K14A, K14B, K14C, K14E, K14F, L1A, L1B, L1C, L1D, 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-11E, 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 Brookline Hills.

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 L1A,L1B,L1C,L1D, S1A,S1B, S2A, and U3B, must not operate east of Porter Street Yard.

Engines, Classes J1A,J1B,J1C,J1D,J1E, 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 A1A,A1B,A1C, J1A,J1B,J1C,J1D,J1E, J2A, J2B, J2C, J3A, K3N, K3P, K3Q, K3R, K11A, K11B, K11C, K11D, K11E, K14A, K14B, K14C, K14E, K14F, K14G, K14H, L1A, L1B, L1C, L1D, L2A, L2B, L2C, L2D, 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 A1A,A1B,A1C, H5F,H5G,H5J,H5P,H5T, J1A,J1B, J1C,J1D,J1E, J2A,J2B,J2C, J3A, K3N,K3P,K3Q,K3R, K11A,K11B, K11C,K11D,K11E, 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,	Trap Rock Siding.
Boston Freight Terminal.	Huntington.
Beacon Park Yard.	
Riverside Station.	Washington.
Framingham Station.	North Adams Junction.
Worcester.	Pittsfield (Freight trains, only in emergency.)
West Brookfield.	State Line.
Palmer.	Chatham.
Springfield Station.	Rensselaer (freight yard).
West Springfield Yard.	Selkirk.

**Branches**

East Boston.	North Brookfield.
East Cambridge.	North Adams.
Riverside (Highland Branch).	Hudson.
Milford.	

**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 follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs...	Pullman...	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to persons using vestibule.
Private.....	Pullman...		
De Luxe, Obs coach.....	Pullman...		
Diner.....	Pullman...		
	Coach.....	Rear of coach.	Rear of coach.
		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.
Pullman, without observation end.			

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:

- (1) 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.

Train limit..... 15 loads or 25 empties.

**LOW CLEARANCES WITHOUT BRIDGE GUARDS.**

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

Location	Main Line. Description	Track Nos.
West end Kneeland St. Yard.....	Overhead cable	19, 24, 26
1.42 miles east of Jamesville.....	Overhead wires	13, (Reed & Prince)
0.96 mile east of Jamesville.....	Overhead wires	37, (Worc.Elec.Lt.)
0.05 mile west of Int. 31.	Overhead wires	Cinder Dump Track

**TONNAGE RATINGS FOR DIESEL ENGINE OPERATION.**

**Freight Service**

Territory	Classes		Classes		Classes	
	DFA-1A, DFB-1A, DFA-1B, DFA-2A, DFB-2A, DRS-1A & DRS-1B	DFA-3A, DFB-3A, DFA-3B, DFB-3B, DFA-3C, DFB-3C, DFA-4A & DFB-4A	DFA-5A, DFA-5B & DFB-5A	DCA-1A & DCB-1A	DCA-2A & DCB-2A	
<b>EASTWARD</b>						
Selkirk to Springfield	900	1050	1000	648	710	
Selkirk to Chatham	1360	1700	1620	900	1040	
Springfield to Worcester	1200	1375	1310	895	960	
Worcester to Boston	2150	2350	2240	1610	1720	
<b>WESTWARD</b>						
Boston to Worcester	1380	1680	1600	1300	1320	
Worcester to Springfield	1160	1410	1380	905	940	
Springfield to Selkirk	780	850	810	520	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.

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 Highlands Branch.**

0.11 mile east of Brookline	Overhead wires	3, (Street Dept.)
0.04 mile east of Brookline Hills.....	Overhead cable	1, 2
0.32 mile west of Newton Highlands.....	Overhead wires	N.H. 4, (Cook St.)

**Milford Branch.**

0.02 mile south of Framingham Eng. House.....	Overhead wires	Milford Main 4, 6, 8
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**North Adams Branch.**

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

Location	Main Line. Description	Track Nos.
1.24 miles west of Edwards Park.....	State Line Tunnel.....	1, 2, 4
0.05 mile east of East Chatham.....	Overhead bridge	171.30..... 1, 2, 4
2.84 miles west of East Chatham.....	Overhead bridge	174.19..... 1, 2, 4
Payn's, Columbia Box Board Mill Sidings....	Building.....	6, 8
1.41 miles east of Chatham	Overhead bridge	175.76..... 1, 2
0.57 mile east of Chatham Center.....	Overhead bridge	181.49..... 1, 2
0.66 mile west of Chatham Center.....	Overhead bridge	182.72..... 1, 2
0.13 mile west of Van Hoesen.....	Overhead bridge	190.27..... 1, 2
0.76 mile east of Brookview.....	Overhead bridge	191.64..... 1, 2
0.03 mile east of Brookview.....	Overhead bridge	192.37..... 1, 2
1.18 miles east of Rensselaer.....	Overhead bridge	198.63..... 1, 2
0.33 mile east of Rensselaer.....	Overhead bridge	199.50..... 1, 2, 5, 31, 33, 39, 41
0.09 mile east of Rensselaer.....	Overhead bridge	199.74..... 5, 13, 37

**Hudson Branch.**

0.19 mile north of Claverack.....	Overhead bridge	H12.79..... Main track
1.20 miles south of Claverack.....	Overhead bridge	H14.18..... Main track
Claverack, Canada Dry Ginger Ale Co. Sidings.	Building.....	7
Claverack, V. & O. Press Co. Siding.....	Building.....	15
0.64 mile north of Hudson Upper.....	Overhead bridge	H15.35..... Main track
Hudson, Gifford Wood Co. Siding.....	Crane.....	3
Hudson, Gifford Wood Co. 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 Tracks**

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 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 14-1, 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. Broadway Cambridge St.)
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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 crossings:**

Aspect	Indication
Yellow light . . . . .	Proceed over crossing, not exceeding 6 M.P.H.
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
Medford St. . . . .	(East Gate, J. P. Squire Co. West Gate, J. P. Squire Co.)

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:

Location	Operated by:
Cambridge . . . . . Commercial Ave. . . . .	Crew
(Commercial Ave. Trust Co. Track)	

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

East Boston . . . . .	{ Island and Frankfort St. 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 travel to cross.

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	Signals
Somerville . . . . . Mystic River . . . . .	Gates
Chelsea . . . . . Chelsea Creek . . . . .	Interlocking

**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 if 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.

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
- Train Masters.*

J. J. BOWES *Assistant Train Master.*

C. L. MERRITT, *Chief Train Dispatcher.*

E. F. INGALLS  
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
- Train Dispatchers.*

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.

**BOSTON TO SPRINGFIELD**

WESTWARD—FIRST-CLASS TRAINS

STATIONS	Miles	9	5	65	257	153	575	259	67	157	75	49
		Mail & Express	Newspapers	Fram. Local	Highland	Newton	New York & Berkshire Express	Highland	Fram. Local	Express	Fram. Local	The Knickerbocker
		Daily ex. Sunday B See Notes	Sunday only	Daily ex. Sunday B	Daily ex. Sat & Sun	Daily ex. Sat & Sun B H	Daily (See Note)	Daily ex. Sat & Sun B H	Daily ex. Sat & Sun H	Daily ex. Sat & Sun HB See Note	Daily ex. Sunday	Daily (See Note)
Boston . . . . .L.	0.00	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Trinity Place...	1.25	1.00	2.40	7.00	7.05	7.08	7.30	7.50	8.20	9.10	10.15	11.30
Brookline Jct..	2.49			s 7.04	s 7.09	s 7.12	s 7.34	s 7.54	s 8.24		s10.19	s11.35
University.....	3.08											
Allston.....	4.30	1.09	2.49	s 7.12		s 7.19	7.40		s 8.32	s 9.20	s10.27	11.41
Brighton.....	5.06								s 8.35	A.M.		
Faneuil.....	5.84			s 7.15		s 7.23			s 8.38		s10.30	
Newton.....	7.10			s 7.18		s 7.28			s 8.41		s10.37	
Newtonville...	8.14	1.14	2.54	s 7.21		s 7.32	s 7.46		s 8.44		s10.40	s11.48
West Newton..	9.19		s 2.57	s 7.24		s 7.36			s 8.47		s10.44	
Auburndale....	10.29		s 3.00	s 7.27		s 7.39			s 8.50		s10.47	
Riverside.....	10.90	1.18	s 3.02	s 7.30	s 7.50	s 7.42	7.50	s 8.51	s 8.53		s10.50	11.53
Wellesley Farms	12.58		s 3.06	s 7.35	A.M.	A.M.		A.M.	s 8.58		s10.55	
Wellesley Hills.	13.50			s 7.38					s 9.01		s10.59	
Wellesley.....	14.73		s 3.13	s 7.41					s 9.04		s11.07	P11.57
Natick.....	17.64		s 3.21	s 7.47					s 9.10		s11.13	
Framingham A.	21.36	s 1.30	s 3.28	s 7.55			s 8.05		s 9.17		s11.20	s12.06
L.		1.35	3.33	A.M.			8.06		A.M.		A.M.	12.07
Ashland.....	24.21	1.40	s 3.40				8.10					12.12
Cordaville.....	27.45		s 3.46									
Southville.....	28.08		s 3.48									
Westboro.....	31.92	1.49	s 3.56				8.18					12.20
North Grafton.	37.85		s 4.06									
Millbury Jct....	39.17											
Worcester A.	44.33	s 2.05	s 4.20				s 8.34					s12.36
L.		2.40	4.35				8.38					12.41
Jamesville.....	47.86											
Webster Jct....	50.74	2.49	4.45				8.47					12.51
Rochdale.....	53.06		s 4.53									
Charlton.....	57.53	3.13	s 5.02				8.56					1.01
South Spencer..	61.90		s 5.11									
East Brookfield.	63.78	s 3.21	s 5.17				9.03					1.08
Brookfield.....	66.99	s 3.27	s 5.22									
West Brookfield	69.60		s 5.27									
Warren.....	72.62		s 5.33				s 9.13					
West Warren...	74.94	s 3.35	s 5.37				9.17					1.19
West Brimfield.	78.38											
Palmer A.	83.61	s 3.50	s 5.48				s 9.27					s 1.29
L.		3.55	5.55				9.28					1.30
No. Wilbraham.	88.68		s 6.05									
Oak Street.....	92.55		s 6.15									
Athol Junction..	96.10											
Springfield...A.	98.33	s 4.15	s 6.25				s 9.48					s 1.55
		A.M.	A.M.				A.M.					P.M.

**NOTES**

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**

WESTWARD—FIRST-CLASS TRAINS

Continued on page 20

STATIONS	Miles between Stations	277	77	81	31	283	83	23	27	285	21	179	97
		Highland	Worcester Local	Fram. Local	Springfield Express	Highland	Fram. Local	Springfield Local	New Eng'nd States	Highland	Worcester Local	Newton	The Paul Revere
		Daily ex. Sat & Sun	Sat & Sun only BH	Daily ex. Sat & Sun H	Saturday only (See Note)H	Daily ex. Sunday BH	Saturday only H	Daily ex. Sat & Sun (See Note)	Daily (See Note)	Daily ex. Sat & Sun	Saturday only H	Daily ex. Sat & Sun BH	Daily (See Note)B
Boston . . . . .L.	0.00	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Trinity Place...	1.25	s11.35	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 3.15
Brookline Jct..	1.24												
University.....	.59						s 1.24						
Allston.....	1.22		s12.40	s12.46	1.09		s 1.27	2.10	2.21		s 3.11	s 3.17	3.21
Brighton.....	.76												
Faneuil.....	.78		s12.44	s12.50			s 1.31				s 3.15	s 3.21	
Newton.....	1.26		s12.47	s12.53			s 1.34	s 2.16			s 3.18	s 3.24	
Newtonville....	1.04		s12.50	s12.56	s 1.16		s 1.37	s 2.20	s 2.28		s 3.21	s 3.27	s 3.28
West Newton..	1.05		s12.53	s12.59			s 1.40	s 2.24			s 3.24	s 3.30	
Auburndale....	1.10		s12.56	s 1.02			s 1.43	s 2.28			s 3.27	s 3.33	
Riverside.....	.61	s12.17	s12.58	s 1.05	1.22	s 1.45	s 1.46	s 2.31	2.33	s 3.03	s 3.30	s 3.35	3.33
Wellesley Farms	1.68	P.M.	s 1.02	s 1.09		P.M.	s 1.50	s 2.35		P.M.	s 3.34	P.M.	
Wellesley Hills.	.92		s 1.05	s 1.12			s 1.54	s 2.39			s 3.37		
Wellesley.....	1.23		s 1.08	s 1.15			s 1.57	s 2.43			s 3.40		
Natick.....	2.91		s 1.14	s 1.21			s 2.02	s 2.51			s 3.46		
Framingham A.	3.72		s 1.22	s 1.30	s 1.34		s 2.10	s 2.59	s 2.44		s 3.54		s 3.45
L.			1.23	P.M.	1.35		P.M.	3.04	2.45		3.55		3.46
Ashland.....	2.85		s 1.28		1.39			s 3.10	2.49		s 4.01		3.51
Cordaville.....	3.24		s 1.33					s 3.16			s 4.06		
Southville.....	.63		s 1.35					s 3.18			s 4.08		
Westboro.....	3.84		s 1.40		s 1.47			s 3.24	2.56		s 4.15		3.58
North Grafton.	5.93		s 1.50					s 3.38			s 4.24		
Millbury Jct...	1.32												
Worcester A.	5.16		s 2.02		s 2.07		s 3.50	s 3.11			s 4.35		s4.14
L.			P.M.		2.10		4.20	3.14			P.M.		4.17
Jamesville.....	3.53												
Webster Jct....	2.88				2.18			4.29	3.23				4.27
Rochdale.....	2.32							s 4.32					
Charlton.....	4.47				2.27			s 4.39	3.32				4.36
South Spencer..	4.37							s 4.45					
E. Brookfield A.	1.88												
L.					2.35			s 4.50	3.39				4.43
Brookfield.....	3.21							s 4.59					
West Brookfield	2.61				s 2.43			s 5.03					
Warren.....	3.02							s 5.08					
West Warren...	2.32				s 2.50			s 5.13	3.49				4.53
West Brimfield.	3.44												
Palmer A.	5.23				s 3.00			s 5.32					
L.					3.01			5.35	3.58				5.02
No. Wilbraham.	5.07							s 5.43					
Oak Street.....	3.87												
Athol Junction..	3.55												
Springfield...A.	2.23				s 3.21			s 6.00	s 4.16				s 5.20
					P.M.			P.M.	P.M.				P.M.

**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.

BOSTON TO SPRINGFIELD

Continued from page 19

WESTWARD—FIRST-CLASS TRAINS

STATIONS	Miles	291	33	183	293	413	11	99	187	295	189	93	103
		Highland	New England Wolverine	Newton	Highland	Milford Local	Sou'west'n Limited	Springfield Local	Newton	Highland	Newton	Springfield Local	Worcester Local
		Daily ex. Sat & Sun B H	Daily (See Note)	Daily ex. Sat & Sun	Daily ex. Sunday H	Daily ex. Sat & Sun (See Note) T	Daily (See Note)	Saturday only (See Note) B	Daily ex. Sat & Sun B H	Daily ex. Sat & Sun B H	Daily ex. Sunday B	Daily ex. Sat & Sun (See Note) B	Daily ex. Sat & Sun B H S Note
Boston . . . . . L.	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.
Trinity Place . . .	1.25	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
Brookline Jct. . .	2.49												
University . . . . .	3.08			s 4.29							s 5.10		
Allston . . . . .	4.30		4.25	s 4.32		4.45	4.51	4.55	s 4.55		s 5.13	5.13	5.20
Brighton . . . . .	5.06			s 4.34					s 4.57		s 5.15		
Faneuil . . . . .	5.84			s 4.37					s 5.00		s 5.18		
Newton . . . . .	7.10			s 4.41					s 5.03		s 5.22		
Newtonville . . . .	8.14		s 4.31	s 4.45		4.50	s 4.58	s 5.00	s 5.06		s 5.25	s 5.19	5.26
West Newton . . . .	9.19			s 4.48					s 5.09		s 5.28		
Auburndale . . . . .	10.29			s 4.51					s 5.13		s 5.31		
Riverside . . . . .	10.90	s 4.42	4.35	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 Farms . .	12.58	P.M.		P.M.	P.M.	s 4.59		s 5.09	P.M.	P.M.	P.M.		
Wellesley Hills . .	13.50					s 5.02		s 5.13					
Wellesley . . . . .	14.73		K 4.39			s 5.05		s 5.18				s 5.38	
Natick . . . . .	17.64					s 5.11		s 5.24				s 5.45	
Framingham A . . .	21.36		s 4.48			s 5.19		s 5.32				s 5.38	s 5.52
Framingham L . . .			4.49			P.M.	5.16	5.34				5.39	5.53
Ashland . . . . .	24.21		4.54				5.21	s 5.40				s 5.45	s 5.58
Cordaville . . . . .	27.45							s 5.45				s 5.50	s 6.03
Southville . . . . .	28.08							s 5.47					s 6.05
Westboro . . . . .	31.92		5.01				5.29	s 5.54				s 5.59	s 6.12
North Grafton . . .	37.85							s 6.04				s 6.08	s 6.21
Millbury Jct. . . . .	39.17												
Worcester A . . . .	44.33		s 5.17				s 5.45	s 6.15				s 6.20	s 6.30
Worcester L . . . .			5.21				5.49	6.20				6.25	P.M.
Jamesville . . . . .	47.86											6.36	
Webster Jct. . . . .	50.74		5.30				5.59	6.31				6.36	
Rochdale . . . . .	53.06							s 6.34				s 6.39	
Charlton . . . . .	57.53		5.39				6.09	s 6.43				s 6.48	
South Spencer . . .	61.90							s 6.51				s 6.56	
E. Brookfield A . .	63.78												
E. Brookfield L . .			5.46				6.16	s 6.55				s 7.00	
Brookfield . . . . .	66.99							s 7.00				s 7.05	
West Brookfield . .	69.60							s 7.05				s 7.10	
Warren . . . . .	72.62							s 7.10				s 7.15	
West Warren . . . .	74.94		5.57				6.27	s 7.15				s 7.21	
West Brimfield . . .	78.38												
Palmer A . . . . .	83.61		s 6.06					s 7.31				s 7.33	
Palmer L . . . . .			6.07				6.36	7.41				7.43	
No. Wilbraham . . .	88.68							s 7.50				s 7.55	
Oak Street . . . . .	92.55												
Athol Junction . . .	96.10												
Springfield A . . .	98.33		s 6.30				s 6.55	s 8.05				s 8.10	
			P.M.				P.M.	P.M.				P.M.	

NOTES

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

WESTWARD—FIRST-CLASS TRAINS

Continued on page 22

STATIONS	Miles between Stations	419	299	301	191	305	107	195	109	309	113	313	13
		Milford Local	Highland	Highland	Newton	Highland	Fram. Local	Newton	Worcester Local	Highland	Fram. Local	Mail and Express	Mail and Express
		Daily ex. Sunday B H T	Daily ex. Sat & Sun B H	Daily ex. Sat & Sun B	Daily ex. Sat & Sun B H	Daily ex. Sunday B H	Daily ex. Sat & Sun B H See Note	Daily ex. Sat & Sun B H	Daily ex. Sunday H See Note	Daily ex. Sat & Sun B	Daily ex. Sunday	Daily ex. Sat & Sun HB See Note	Daily ex. Sat & Sun B See Note
Boston . . . . . L.	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.
Trinity Place . . .	1.25	s 5.19	s 5.22	s 5.25	s 5.29	s 5.39	s 5.44	s 5.49	s 6.04	s 6.09	s 6.16		
Brookline Jct. . .	1.24												
University . . . . .	.59				s 5.35						s 6.21		
Allston . . . . .	1.22	5.25			s 5.38			5.50	5.54	6.10	s 6.24		7.15
Brighton . . . . .	.76				s 5.41						s 6.27		
Faneuil . . . . .	.78				s 5.44			s 5.59			s 6.30		
Newton . . . . .	1.26				s 5.48			s 6.03			s 6.33		
Newtonville . . . .	1.04	s 5.31			s 5.51			5.55	s 6.06	6.15	s 6.36		7.22
West Newton . . . .	1.05	s 5.35			s 5.55			s 6.09			s 6.39		
Auburndale . . . . .	1.10	s 5.40			s 5.59			s 6.12			s 6.42		
Riverside . . . . .	.61	s 5.44	s 5.52	s 6.03	s 6.02	s 6.14	6.00	s 6.15	s 6.20	s 6.45	s 6.45	s 7.45	7.27
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					s 6.08		s 6.27		s 6.52		
Wellesley . . . . .	1.23	s 5.54					s 6.12		s 6.31		s 6.55		
Natick . . . . .	2.91	s 5.59					s 6.19		s 6.37		s 7.01		
Framingham A . . .	3.72	s 6.10					s 6.27		s 6.44		s 7.09		s 7.39
Framingham L . . .		P.M.					P.M.		6.55		P.M.		7.54
Ashland . . . . .	2.85							s 7.01					7.58
Cordaville . . . . .	3.24							s 7.07					
Southville . . . . .	.63							s 7.10					
Westboro . . . . .	3.84							s 7.20					8.06
North Grafton . . .	5.93							s 7.35					
Millbury Jct. . . . .	1.32												
Worcester A . . . .	5.16							s 7.50					s 8.22
Worcester L . . . .								P.M.					8.47
Jamesville . . . . .	3.53												
Webster Jct. . . . .	2.88												8.57
Rochdale . . . . .	2.32												
Charlton . . . . .	4.47												9.07
South Spencer . . .	4.37												
East Brookfield . .	1.88												9.14
Brookfield . . . . .	3.21												
West Brookfield . .	2.61												
Warren . . . . .	3.02												
West Warren . . . .	2.32												9.25
West Brimfield . . .	3.44												
Palmer A . . . . .	5.23												9.34
Palmer L . . . . .													
No. Wilbraham . . .	5.07												
Oak Street . . . . .	3.87												
Athol Junction . . .	3.55												
Springfield A . . .	2.23												s 9.53 P.M.

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.

**BOSTON TO SPRINGFIELD**

Continued from page 21

**WESTWARD—FIRST-CLASS TRAINS**

STATIONS	Miles	115	315	35	121	43	1	127	327						
		Fram. Local	Highland	The Iroquois	Worcester Local	New York State Express	Mail and Express	Fram. Local	Highland						
		Daily ex. Sat & Sun	Daily ex. Sat & Sun B	Daily (See Note)	Daily B	Daily (See Note)	Daily ex. Sun & Mon B See Notes	Daily B	Daily ex. Sat & Sun B						
Boston . . . . .L.	0.00	P.M. 7.10	P.M. 7.20	P.M. 7.45	P.M. 9.45	P.M. 10.30		P.M. 11.50	P.M. 11.55						
Trinity Place...	1.25	s 7.14	s 7.24	s 7.50	s 9.49	s10.35		s11.54	s11.59						
Brookline Jct..	2.49														
University.....	3.08				s 9.55										
Allston.....	4.30	s 7.21		7.56	s 9.58	10.41		s12.00							
Brighton.....	5.06														
Faneuil.....	5.84	s 7.24	Via Highland Branch		s10.02			s12.03							
Newton.....	7.10	s 7.30			s10.05			s12.06							
Newtonville...	8.14	s 7.34			s 8.03	s10.09	s10.48		s12.09						
West Newton..	9.19	s 7.37				s10.12			s12.12						
Auburndale....	10.29	s 7.40				s10.15			s12.15						
Riverside.....	10.90	s 7.42		s 7.55	8.08	s10.18	10.53		s12.17	s12.30					
Wellesley Farms	12.58	s 7.46		P.M.		s10.22			s12.21	A.M.					
Wellesley Hills.	13.50	s 7.50				s10.25			s12.24						
Wellesley.....	14.73	s 7.54				s10.29			s12.28						
Natick.....	17.64	s 8.01				s10.35			s12.35						
Framingham A.	21.36	s 8.10		s 8.21	s10.43	s11.06		s12.43							
L.		P.M.		8.22	10.44	11.07		A.M.							
Ashland.....	24.21			8.27	s10.49	R11.13									
Cordaville....	27.45				s10.54										
Southville....	28.08				s10.56										
Westboro.....	31.92			8.35	s11.03	s11.24									
North Grafton.	37.85				s11.12										
Millbury Jct..	39.17														
Worcester... A.	44.33			s 8.50	s11.23	s11.42	A.M.								
L.				8.55	P.M.	11.57	12.40								
Jamesville....	47.86														
Webster Jct...	50.74			9.05		12.07	12.50								
Rochdale.....	53.06														
Charlton.....	57.53			9.15		12.16	12.59								
South Spencer..	61.90														
East Brookfield.	63.78			9.22		12.24	1.07								
Brookfield....	66.99														
West Brookfield	69.60					s12.32									
Warren.....	72.62			s 9.32											
West Warren...	74.94			9.36		12.39	1.24								
West Brimfield.	78.38														
Palmer..... A.	83.61			s 9.46		s12.49									
L.				9.47		12.50	1.35								
No. Wilbraham.	88.68														
Oak Street....	92.55														
Athol Junction.	96.10														
Springfield... A.	98.33			s10.05		s 1.10	s 1.55								
				P.M.		A.M.	A.M.								

**NOTES**

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**

**WESTWARD—FIRST-CLASS TRAINS**

Continued on page 24

STATIONS	Miles From Boston	43	509	9	1409	575	49	2211	5417	27	5613	97	921
		New York State Express	Albany Local	Mail and Express	Harlem	Berkshire Express	The Knickerbocker	Harlem	Harlem	New England States	Harlem	The Paul Revere	Harlem
		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sat & Sun	Sunday only	Daily	Saturday only	Daily	See Note
Springfield...L.	98.33	A.M. 1.40	A.M. 4.30	A.M. 5.00		A.M. 10.05	P.M. 2.10			P.M. 4.21		P.M. 5.25	
Int. 42.....	99.18												
Int. 43.....	100.37	1.46	4.35	5.05		10.10	2.15			4.25		5.29	
West Springfield	100.83												
Westfield... A.	107.90	s 1.56		s 5.15		s10.21	s 2.26						
L.		1.57	4.45	5.25		10.22	2.27			4.34		5.38	
Woronoco....	112.87												
Russell.....	115.39												
Huntington....	119.25	2.14	5.02	5.41		s10.39	2.43			4.48		5.52	
Chester.....	125.84	2.24	5.12	5.50		s10.48	2.52			4.57		6.01	
Middlefield....	130.63												
Becket.....	134.12					s11.04							
Washington....	137.65	2.50	5.37	6.15		11.12	3.17			5.19		6.24	
Hinsdale.....	141.91	2.55	5.42	6.20		11.19	3.22			5.24		6.29	
Dalton.....	145.25					s11.24	w 3.28						
No. Adams Jct.	148.16				A.M. 6.55			P.M. 3.45	P.M. 4.59		P.M. 5.35		P.M. 6.56
Pittsfield... A.	150.59	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 7.01
L.		3.17	6.23	6.55	7.05	11.37	3.42	3.53	5.10	5.38	5.44	6.44	7.05
West Pittsfield.	154.20												
Richm'd Sum't.	156.74												
Richmond....	158.77				f 7.18			f 4.06			f 5.57		f 7.19
Richm'd Furn'e	159.81												
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 7.25
Edwards Park..	163.59		s 6.58										
Canaan.....	166.98		s 7.04		s 7.32	s12.01		f 4.19	f 5.37		f 6.11		f 7.32
East Chatham .	171.35		s 7.13		f 7.38			f 4.26	f 5.44		f 6.19		f 7.39
Chatham... A.	177.17	s 3.55	s 7.22	s 7.35	s 7.47	s12.14	s 4.20	s 4.35	s 5.55		s 6.30	s 7.18	s 7.50
L.		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										
Niverville....	184.72	4.10	s 7.40	7.47		s12.28	4.32			6.22		7.31	
Post Rd. Cros'g	187.41		s 7.47										
Van Hoesen....	190.14		s 7.53										
Brookview....	192.40		s 7.58			s12.38							
East Greenbush	195.41		s 8.03										
Int. 99.....	199.74	4.31	8.13	8.16		12.51	4.51			6.40		7.51	
Albany... A.	200.41	s 4.35	s 8.17	s 8.20		s12.55	s 4.55			Rensselaer Yard P.M.		s 7.55	P.M.

**NOTES**

No. 9 does not carry passengers.  
 No. 509 carries passengers, Pittsfield to Albany only.  
 No. 921 will run November 24, December 26, 1949. January 2 and February 22, 1950.  
 Time shown at Albany is for information only.

SPRINGFIELD TO ALBANY

Continued from page 23

WESTWARD—FIRST-CLASS TRAINS

Table with columns for Stations, Miles between Stations, and train numbers 7219, 33, 11, 35, 13. Includes times for various stations like Springfield, Westfield, Chatham, and Albany.

NOTES

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. No. 13 does not carry passengers. Time shown at Albany is for information only.

No. 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.

ALBANY TO SPRINGFIELD

EASTWARD—FIRST-CLASS TRAINS

Continued on page 26

Table with columns for Stations, Miles, and train numbers 42, 46, 44, 28, 78, 6, 98, 22, 4106, 508, 90, 1314. Includes times for various stations like Albany, Chatham, Westfield, and Springfield.

NOTES

Time shown at Albany is for information only. No. 2 will not run November 25, December 27, 1949, January 3 and February 23, 1950. No. 2 does not carry passengers. Time shown at Albany is for information only.

No. 2 will not run November 25, December 27, 1949, January 3 and February 23, 1950. No. 2 does not carry passengers. Time shown at Albany is for information only.

ALBANY TO SPRINGFIELD

Continued from page 25

EASTWARD—FIRST-CLASS TRAINS

STATIONS	Miles between Stations	514	1516	36	5918																
		Boston Local Daily	Harlem Daily ex. Sat & Sun	Mail and Express Daily ex. Saturday B See Note Rensselaer Yard P.M.	Harlem Sunday only B																
Albany . . . . . L.	0.00	P.M. 5.30																			
Int. 99 . . . . .	.67	5.34		9.25																	
East Greenbush . . . . .	4.33	s 5.41																			
Brookview . . . . .	3.01	s 5.47																			
Van Hoesen . . . . .	2.26	s 5.52																			
Post Rd. Cros'g . . . . .	2.73																				
Niverville . . . . .	2.69	s 6.03		9.46																	
Chatham Cent'r . . . . .	2.66	s 6.08																			
Chatham . . . . . A.	4.89	s 6.18	P.M.		P.M.																
Chatham . . . . . L.		6.19	7.49	9.58	11.25																
East Chatham . . . . .	5.82	s 6.30	f 7.59		f 11.35																
Canaan . . . . .	4.37	s 6.39	f 8.08		f 11.44																
Edwards Park . . . . .	3.39	s 6.44																			
State Line . . . . .	1.81	s 6.48	f 8.16	10.22	11.52																
Richm'd Furn'e . . . . .	1.97																				
Richmond . . . . .	1.04	s 6.55	f 8.21																		
Richm'd Sum't. . . . .	2.03																				
West Pittsfield . . . . .	2.54																				
Pittsfield . . . . . A.	3.61	s 7.09	s 8.35	s 10.39	s 12.10																
Pittsfield . . . . . L.		7.13	8.39	10.59	12.14																
No. Adams Jct. . . . .	2.43		8.44		12.19																
Dalton . . . . .	2.91	s 7.25	P.M.		A.M.																
Hinsdale . . . . .	3.34	s 7.31		11.19																	
Washington . . . . .	4.26	7.37		11.25																	
Becket . . . . .	3.53																				
Middlefield . . . . .	3.49																				
Chester . . . . . A.	4.79																				
Chester . . . . . L.		s 7.58		11.45																	
Huntington . . . . .	6.59	s 8.07																			
Russell . . . . .	3.86	s 8.14																			
Woronoco . . . . .	2.52	s 8.20																			
Westfield . . . . . A.	4.97	s 8.26																			
Westfield . . . . . L.		8.27		12.09																	
West Springfield . . . . .	7.07																				
Int. 43 . . . . .	.46																				
Int. 42 . . . . .	1.19																				
Springfield . . . . . A.	.85	s 9.00		s 12.25																	
		P.M.		A.M.																	

NOTES

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

SPRINGFIELD TO BOSTON

EASTWARD—FIRST-CLASS TRAINS

Continued on page 28

STATIONS	Miles between Stations	36	2	62	258	66	42	68	262	162	404	264	72
		Mail and Express Daily ex. Sunday B See Note A.M.	Mail and Express Daily ex. Sun & Mon B See Note A.M.	Fram. Local Daily ex. Sunday A.M.	Highland Daily ex. Sat & Sun B H	Worcester Local Daily ex. Sunday H A.M.	De Witt Clinton Daily (See Note) A.M.	Fram. Local Daily ex. Sunday B H	Highland Daily ex. Sunday B H	Newton Daily ex. Sat & Sun B H	Milford Local Daily ex. Sat & Sun BT See Note	Highland Daily ex. Sat & Sun BH See Note	Worcester Local Daily ex. Sunday B (See Note) A.M.
Springfield . . . . . L.	0.00	1.35	3.15					4.45					
Athol Junction . . . . .	2.23												
Oak Street . . . . .	3.55												
No. Wilbraham . . . . .	3.87												
Palmer . . . . . A.	5.07												
Palmer . . . . . L.		1.57	3.36				5.05						
West Brimfield . . . . .	5.23												
West Warren . . . . .	3.44	2.07	3.49				5.15						
Warren . . . . .	2.32												
West Brookfield . . . . .	3.02												
Brookfield . . . . .	2.61												
East Brookfield . . . . .	3.21	2.20	4.03				5.27						
South Spencer . . . . .	1.88												
Charlton . . . . .	4.37	2.31	4.16				5.35						
Rochdale . . . . .	4.47												
Webster Jct. . . . .	2.32	2.41	4.26				5.44						
Jamesville . . . . .	2.88												
Worcester . . . . . A.	3.53	s 2.50	s 4.35			A.M.	s 5.53						A.M.
Worcester . . . . . L.		3.25	A.M.	5.45	6.03								6.55
Millbury Jct. . . . .	5.16												
North Grafton . . . . .	1.32					s 5.57							s 7.08
Westboro . . . . .	5.93	3.40				s 6.06	6.21						s 7.18
Southville . . . . .	3.84					s 6.12							s 7.24
Cordaville . . . . .	.63					s 6.14							s 7.27
Ashland . . . . .	3.24	3.47				s 6.20	6.31						s 7.32
Framingham . . . . . A.	2.85	s 3.51		A.M.		s 6.25	s 6.36	A.M.			A.M.		s 7.37
Framingham . . . . . L.		4.16	5.30	6.26	6.38	6.48			7.31				7.38
Natick . . . . .	3.72			s 5.40		s 6.34		s 6.55			s 7.37		s 7.45
Wellesley . . . . .	2.91			s 5.49		s 6.41	X 6.47	s 7.01			s 7.43		s 7.52
Wellesley Hills . . . . .	1.23			s 5.55		s 6.44		s 7.04			s 7.47		s 7.55
Wellesley Farms . . . . .	.92			s 5.58	A.M.	s 6.47		s 7.08	A.M.	A.M.	s 7.50	A.M.	s 7.59
Riverside . . . . .	1.68	4.33		s 6.02	s 6.20	s 6.52	6.52	s 7.12	s 7.18	s 7.35	s 7.54	7.35	s 8.04
Auburndale . . . . .	.61			s 6.05				s 7.14		s 7.37			
West Newton . . . . .	1.10			s 6.08		s 6.56		s 7.17		s 7.40			
Newtonville . . . . .	1.05	4.39		s 6.11		s 6.59	s 6.57	s 7.20		s 7.45	7.58		8.09
Newton . . . . .	1.04			s 6.19	Via Highland Branch			s 7.23	Via Highland Branch	s 7.49		Via Highland Branch	
Faneuil . . . . .	1.26			s 6.23				s 7.26		s 7.52			
Brighton . . . . .	.78			s 6.26				s 7.29		s 7.55			
Allston . . . . .	.76	4.46		s 6.29				s 7.32		s 7.58	8.02		8.13
University . . . . .	1.22							s 7.35		s 8.01			
Brookline Jct. . . . .	.59												
Huntington Ave . . . . .	1.14	s 4.55		s 6.35	s 6.50	s 7.10	s 7.15	s 7.40	s 7.51	s 8.07	s 8.10	s 8.13	s 8.20
Boston . . . . . A.	1.35	s 5.00		s 6.40	s 6.55	s 7.15	s 7.20	s 7.45	s 7.56	s 8.12	s 8.15	s 8.18	s 8.25
		A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

On the following holidays, November 24, December 26, 1949 and January 2, 1950 does not run east of Riverside; equipment proceeding to Boston as No. 2164.

NOTES

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.

SPRINGFIELD TO BOSTON

Continued from page 27

EASTWARD—FIRST-CLASS TRAINS

Table with 13 columns for train numbers (1164, 268, 2164, 1166, 74, 270, 408, 20, 168, 272, 46) and 13 rows for stations (Springfield, Athol Junction, Oak Street, No. Wilbraham, Palmer, West Brimfield, West Warren, Warren, West Brookfield, Brookfield, East Brookfield, South Spencer, Charlton, Rochdale, Webster Jct, Jamesville, Worcester, Millbury Jct, North Grafton, Westboro, Southville, Cordaville, Ashland, Framingham, Natick, Wellesley, Wellesley Hills, Wellesley Farms, Riverside, Auburndale, West Newton, Newtonville, Newton, Faneuil, Brighton, Allston, University, Brookline Jct, Huntington Ave, Boston). Includes departure times and service notes.

NOTES

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.

SPRINGFIELD TO BOSTON

Continued from page 28

EASTWARD—FIRST-CLASS TRAINS

Continued on page 30

Table with 13 columns for train numbers (80, 28, 76, 274, 48, 78, 86, 98, 88, 286, 6, 184) and 13 rows for stations (Springfield, Athol Junction, Oak Street, No. Wilbraham, Palmer, West Brimfield, West Warren, Warren, West Brookfield, Brookfield, East Brookfield, South Spencer, Charlton, Rochdale, Webster Jct, Jamesville, Worcester, Millbury Jct, North Grafton, Westboro, Southville, Cordaville, Ashland, Framingham, Natick, Wellesley, Wellesley Hills, Wellesley Farms, Riverside, Auburndale, West Newton, Newtonville, Newton, Faneuil, Brighton, Allston, University, Brookline Jct, Huntington Ave, Boston). Includes departure times and service notes.

NOTES

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.

SPRINGFIELD TO BOSTON

Continued from page 29

EASTWARD—FIRST-CLASS TRAINS

STATIONS	Miles	22	194	200	296	96	300	554	106	110	206	90	
		Lake Shore Limited	Newton	Express	Highland	Fram. Local	Highland	New York Boston Express	Worcester Local	Worcester Local	Mail and Express	The Chicagoan	
		Daily (See Note)	Daily ex. Sat & Sun	Daily ex. Sat & Sun HBSecNote	Daily ex. Sat & Sun BH	Daily ex. Sunday H	Daily ex. Sat & Sun Z	Daily (See Note)	Daily ex. Sat & Sun	Sunday only B	Daily ex. Sat & Sun H(SeeNote)	Daily (See Note)	
Springfield...L.	0.00	P.M. 12.20						P.M. 3.45				P.M. 6.25	
Athol Junction..	2.23												
Oak Street.....	5.78												
No. Wilbraham..	9.65												
Palmer..... A.	14.72	s 12.41						s 4.05				s 6.45	
L.		12.42						4.06				6.46	
West Brimfield..	19.95												
West Warren...	23.39	12.53						4.17				6.58	
Warren.....	25.71												
West Brookfield	28.73												
Brookfield.....	31.34												
East Brookfield.	34.55	1.05						4.29				7.08	
South Spencer..	36.43												
Charlton.....	40.80	1.13						4.37				7.16	
Rochdale.....	45.27												
Webster Jct....	47.59	1.22						4.46				7.25	
Jamesville.....	50.47												
Worcester... A.	54.00	s 1.31						s 4.55	P.M.	P.M.		s 7.35	
L.		1.35						5.10	5.25	6.25		7.39	
Millbury Jct....	59.16												
North Grafton..	60.48								s 5.37	s 6.36			
Westboro.....	66.41	1.49						5.24	s 5.48	s 6.45		7.53	
Southville.....	70.25								s 5.53	s 6.51			
Cordaville.....	70.88								s 5.56	s 6.53			
Ashland.....	74.12	1.59						5.34	s 6.03	s 6.58		8.03	
Framingham A.	76.97	s 2.03				P.M.		s 5.38	s 6.08	s 7.03		s 8.08	
L.		2.04				4.40		5.39	6.14	7.04		8.09	
Natick.....	80.69					s 4.47			s 6.23	s 7.11			
Wellesley.....	83.60					s 5.02			s 6.30	s 7.18			
Wellesley Hills.	84.83					s 5.12			s 6.34	s 7.21			
Wellesley Farms	85.75		P.M.		P.M.	s 5.16	P.M.		s 6.37	s 7.24	P.M.		
Riverside.....	87.43	2.16	s 3.20		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		s 3.22			s 5.21			s 6.44	s 7.32			
West Newton..	89.14		s 3.25			s 5.24			s 6.48	s 7.35			
Newtonville...	90.19	s 2.21	s 3.29			s 5.27		s 5.57	s 6.52	s 7.38		s 8.27	
Newton.....	91.23		s 3.33			s 5.34			s 6.55	s 7.41	s 8.05		
Faneuil.....	92.49		s 3.36			s 5.37			s 6.58	s 7.44			
Brighton.....	93.27			P.M.									
Allston.....	94.03	2.26	s 3.39	s 4.10		s 5.44		6.02	s 7.03	s 7.50	8.10	8.33	
University.....	95.25												
Brookline Jct..	95.84												
Huntington Ave	96.98	s 2.35	s 3.45			s 4.35	s 5.50	s 6.07	s 6.10	s 7.10	s 7.55	8.15	s 8.40
Boston.....A.	98.33	s 2.40	s 3.50	s 4.20	s 4.40	s 5.55	s 6.12	s 6.15	s 6.15	s 7.15	s 8.00	s 8.20	s 8.45
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

NOTES

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

SPRINGFIELD TO BOSTON

EASTWARD—FIRST-CLASS TRAINS

STATIONS	Miles between Stations	420	558	514																	
		Milford Local	Twilight Express	Boston Local																	
		Daily ex. Sat & Sun HTSecNote	Daily (See Note)	Daily (See Note)																	
Springfield...L.	0.00		P.M. 7.25	P.M. 9.25																	
Athol Junction..	2.23																				
Oak Street.....	3.55																				
No. Wilbraham..	3.87																				
Palmer..... A.	5.07																				
L.			7.45	9.46																	
West Brimfield..	5.23																				
West Warren...	3.44		7.55	9.56																	
Warren.....	2.32																				
West Brookfield	3.02																				
Brookfield.....	2.61																				
East Brookfield.	3.21		8.07	10.08																	
South Spencer..	1.88																				
Charlton.....	4.37		8.15	10.16																	
Rochdale.....	4.47																				
Webster Jct....	2.32		8.24	10.25																	
Jamesville.....	2.88																				
Worcester... A.	3.53		s 8.33	s 10.34																	
L.			8.37	10.40																	
Millbury Jct....	5.16																				
North Grafton..	1.32																				
Westboro.....	5.93		8.51	10.54																	
Southville.....	3.84																				
Cordaville.....	.63																				
Ashland.....	3.24		8.59	11.02																	
Framingham A.	2.85	P.M.	s 9.03	s 11.06																	
L.		8.15	9.04	11.07																	
Natick.....	3.72	s 8.22																			
Wellesley.....	2.91	s 8.29	G 9.12																		
Wellesley Hills.	1.23	s 8.33																			
Wellesley Farms	.92	s 8.36																			
Riverside.....	1.68	s 8.41	9.16	11.19																	
Auburndale....	.61																				
West Newton..	1.10																				
Newtonville....	1.05	8.45	s 9.21	s 11.23																	
Newton.....	1.04																				
Faneuil.....	1.26																				
Brighton.....	.78																				
Allston.....	.76	8.49	9.26	11.28																	
University.....	1.22																				
Brookline Jct..	.59																				
Huntington Ave	1.14	s 8.55	s 9.35	s 11.40																	
Boston.....A.	1.35	s 9.00	s 9.40	s 11.45																	
		P.M.	P.M.	P.M.																	

NOTES

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.

HIGHLAND BRANCH

WESTWARD--FIRST-CLASS TRAINS

Table with 11 columns for train numbers (257-301) and 11 rows for stations (Boston to Riverside). Columns include Miles, Daily ex. Sat & Sun, and Daily ex. Sun.

Table with 6 columns for train numbers (305-327) and 11 rows for stations (Boston to Riverside). Columns include Miles between Stations, Daily ex. Sun, and Daily ex. Sat & Sun.

EASTWARD--FIRST-CLASS TRAINS

Table with 10 columns for train numbers (258-300) and 11 rows for stations (Riverside to Boston). Columns include Miles, Daily ex. Sat & Sun, and Daily ex. Sun.

NOTES

No. 259 leaves mail and express cars in Newton Center Freight Yard. No. 313 picks up express car in Newton Center Freight Yard. No. 313 does not carry passengers. No. 264 leaves from the Woodland end of Riverside Yard. No. 268 holidays makes connection at Riverside with Train No. 404.

NEWTON LOWER FALLS BRANCH

Southward

FIRST-CLASS TRAINS

Northward

Table with 10 columns for train numbers (03-028) and 4 rows for stations (Riverside to N.L. Falls). Columns include Miles, Daily ex. Sat & Sun, and Daily ex. Sun.

MILFORD BRANCH

Southward

FIRST-CLASS TRAINS

Northward

Table with 10 columns for train numbers (401-420) and 11 rows for stations (Framingham to Framingham). Columns include Miles, Daily ex. Sat & Sun, and Daily ex. Sun.

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

Southward

Table with 10 columns for train numbers (571-572) and 11 rows for stations (Palmer to Winchendon). Columns include Miles, Daily ex. Sat & Sun, and Daily ex. Sun.

No. 571 is superior to No. 572

**NORTH ADAMS BRANCH**

Southward

**FIRST-CLASS TRAINS**

STATIONS	Miles Between Stations	1409		2211		5417		5613		921		7219	
		Daily ex. Sunday	Daily ex. Sat & Sun	Sunday only	Saturday only	Sunday only	Saturday only	(See Note)	Sunday only	Sunday only	(See Note)	Sunday only	Sunday only
		A.M.		P.M.		P.M.		P.M.		P.M.		P.M.	
No. Adams . . . L.	0.00	6.15	3.06	4.15	4.55	6.15	6.15	6.15	6.15	6.15	6.15	6.15	6.15
Zylonite . . . . .	3.22	6.21	3.12	4.22	5.01	6.21	6.21	6.21	6.21	6.21	6.21	6.21	6.21
Renfrew . . . . .	1.08												
Adams . . . . .	1.11	s 6.27	s 3.17	s 4.29	s 5.07	s 6.27	s 6.27	s 6.27	s 6.27	s 6.27	s 6.27	s 6.27	s 6.27
Maple Grove . . .	1.07	6.30	3.20	4.32	5.10	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30
CheshireHarbor	1.23												
Cheshire . . . . .	2.58	f 6.37	f 3.27	f 4.40	f 5.17	f 6.37	f 6.37	f 6.37	f 6.37	f 6.37	f 6.37	f 6.37	f 6.37
Farnams . . . . .	2.03	6.41		4.44	5.21	6.41	6.41	6.41	6.41	6.41	6.41	6.41	6.41
Berkshire . . . . .	2.14	6.45	3.35	4.48	5.25	6.45	6.45	6.45	6.45	6.45	6.45	6.45	6.45
Coltsville . . . . .	2.97												
N. Adams Jct . .	1.05	6.55	3.45	4.59	5.35	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56
Pittsfield . . . . A.	2.43	s 7.00	s 3.50	s 5.05	s 5.40	s 7.01	s 7.01	s 7.01	s 7.01	s 7.01	s 7.01	s 7.01	s 7.01
		A.M.		P.M.		P.M.		P.M.		P.M.		P.M.	

Northward

**FIRST-CLASS TRAINS**

STATIONS	Miles	5918		4106		508		1314		1516	
		Monday only	Sunday only	Daily ex. Sunday	Saturday only	Daily ex. Sat & Sun					
		A.M.		P.M.		P.M.		P.M.		P.M.	
Pittsfield . . . . L.	0.00	12.14	12.40	1.43	6.04	8.39	8.39	8.39	8.39	8.39	8.39
N. Adams Jct . .	2.43	12.19	12.45	1.48	6.09	8.44	8.44	8.44	8.44	8.44	8.44
Coltsville . . . . .	3.48										
Berkshire . . . . .	6.45	12.32	12.55	1.58	6.20	8.55	8.55	8.55	8.55	8.55	8.55
Farnams . . . . .	8.59	12.37	12.59	2.02	6.24	8.59	8.59	8.59	8.59	8.59	8.59
Cheshire . . . . .	10.62	f 12.42	f 1.04	f 2.07	f 6.29	f 9.04					
CheshireHarbor	13.20										
Maple Grove . . .	14.43	12.51	1.10	2.13	6.35	9.10	9.10	9.10	9.10	9.10	9.10
Adams . . . . .	15.50	s 12.57	s 1.14	s 2.17	s 6.40	s 9.15					
Renfrew . . . . .	16.61										
Zylonite . . . . .	17.69	1.04	1.18	2.21	6.44	9.19	9.19	9.19	9.19	9.19	9.19
No. Adams . . . A.	20.91	s 1.10	s 1.25	s 2.28	s 6.50	s 9.25					
		A.M.		P.M.		P.M.		P.M.		P.M.	

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

**NOTES**

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		Eastward	
Stations	Miles	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

**SAXONVILLE BRANCH**

Northward Southward

STATIONS	Miles bet. Sta.	STATIONS	Miles
Natick . . . . .	0.00	Saxonville . . . . .	0.00
Worcester Street	1.53	Cochituate . . . . .	1.36
Cochituate . . . . .	.93	Worcester Street	2.29
Saxonville . . . . .	1.36	Natick . . . . .	3.82

**MILLBURY BRANCH**

Southward Northward

STATIONS	Miles	STATIONS	Miles
Millbury Jct. . . . .	0.00	Millbury . . . . .	0.00
Millbury . . . . .	3.19	Millbury Jct. . . . .	3.19

**WEBSTER BRANCH**

Southward Northward

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

**SPENCER BRANCH**

Southward Northward

STATIONS	Miles	STATIONS	Miles
Spencer . . . . .	0.00	South Spencer . . . . .	0.00
South Spencer . . . . .	2.10	Spencer . . . . .	2.10

**NORTH BROOKFIELD BRANCH 35**

Southward Northward

STATIONS	Miles	STATIONS	Miles
North Brookfield	0.00	East Brookfield . . . . .	0.00
East Brookfield . . . . .	4.02	North Brookfield	4.02

**ATHOL BRANCH**

Northward Southward

STATIONS	Miles	STATIONS	Miles bet. Sta.
Springfield . . . . .	0.00	Ludlow . . . . .	0.00
Athol Junction . . . . .	2.23	Indian Orchard . . . . .	1.19
Fiberloid . . . . .	5.48	Fiberloid . . . . .	.92
Ind. Orchard . . . . .	6.40	Athol Junction . . . . .	3.25
Ludlow . . . . .	7.59	Springfield . . . . .	2.23

**HUDSON BRANCH**

Northward Southward

STATIONS	Miles between Stations	STATIONS	Miles
Hudson . . . . .	0.00	Chatham . . . . .	0.00
Hudson Upper . . . . .	1.20	Ghent . . . . .	2.66
A. & H. Junction . . . . .	.57	Pulvers . . . . .	6.34
Claverack . . . . .	2.44	Mellenville . . . . .	8.51
Country Club . . . . .	2.42	Country Club . . . . .	10.56
Mellenville . . . . .	2.05	Claverack . . . . .	12.98
Pulvers . . . . .	2.17	A. & H. Junction . . . . .	15.42
Ghent . . . . .	3.68	Hudson Upper . . . . .	15.99
Chatham . . . . .	2.66	Hudson . . . . .	17.19

**SELKIRK BRANCH**

Westward Eastward

STATIONS	Miles	STATIONS	Miles between Stations
Niverville . . . . .	0.00	Int. SM. . . . .	0.00
Post Rd Crossing . . . . .	2.69	Post Rd Crossing . . . . .	4.41
Int. SM. . . . .	7.10	Niverville . . . . .	2.69

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
BOSTON TO RENSSELAER

No.	STATIONS Location	Office Calls	Miles from Boston	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	Location	Side of Track	Line
4	Boston Open Day and Night.	C.S.	0.52			INT. 0.63 0.73	INT. 0.84	Interlocking Station	N	T.D.-Y.
5	Berkeley St. Open Day and Night.	C.S.	1.07	INT. 1.21	INT.	INT.	INT. 1.34	Interlocking Station	N	T.D.-Y.
6	Huntington Ave. Open Day and Night.	C.S. US	1.48	INT.	INT.		INT.	Interlocking Station	S	T.D.-Y.
7	Boylston St. Open Day and Night.	C.S. RA	1.76	INT. INT. INT.	INT.	INT.	INT.	Interlocking Station	S	T.D.-S.L.-Y.
		C.S.						Pole Box, 950 ft. west of Int. 7 (Sw. Lock)	S	Int. 7
		C.S.				2.41	2.03 INT.	75 ft. west of Br. 2.41 (Sw. Lock)	S	Int. 7
	Brookline Jct.	C.S.	2.49					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.D.-Y.
	Beacon Park	C.S.						Train Master	N	T.D.-Y.
10	Allston Open Day and Night.	C.S. CM	4.29	INT.		INT.	INT.	Interlocking Station	N	T.D.-Y.-B.
		C.S.		4.61	INT.	4.63	INT. 5.14	Pole Box, Everett St. Bridge (Sw. Lock)	S	Y
		C.S.		5.51	5.52	5.53		Pole Box, Switch to Brighton Abattoir (Sw. Lock)	N	T.D.-B.
	Faneuil		5.84	6.51	6.52	6.53	5.84 6.54	Station inside	S	T.D.
	Newton		7.10				7.13 7.24	Station inside	S	B.
		C.S.		761		763		Pole Box 100 ft. east of Signal 761 (Sw. Lock)	N	B.
		C.S.			772		774	Pole Box on Tool House East End of Freight Yd. (Sw. Lock)	S	B.
	Newtonville	C.S.	8.14					Station inside	S	T.D.-P.
		C.S.						West end of Passenger Shelter inside (Sw. Lock)	N	B.
		C.S.		8.61	8.62	8.63	8.44	Pole Box, 100 ft. west of Signal 8.62 (Sw. Lock)	N	B.
	West Newton	C.S.	9.19	9.61	9.62	9.63	9.04 9.64	Station inside	S	T.D.-P.
		C.S.						Pole Box, W. Newton Yd. near Crossover (Sw. Lock)	N	T.D.-B.
	Auburndale		10.29					Station inside	S	T.D.
		C.S.		10.31			10.34 10.64		S	T.D.
	Riverside		10.90					Station inside	S	T.D.
15	Riverside Open Day and Night.	C.S. JS	10.92	INT. 12.11	INT. 12.22	INT. 12.13	INT. 12.24	Interlocking Station	S	T.D.-Y.-B.
	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.		12.58	13.11	13.12	13.13	*13.14	Station inside	S	T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
BOSTON TO RENSSELAER

No.	STATIONS Location	Office Calls	Miles from Boston	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	Location	Side of Track	Line
	Wellesley Hills Open Daily except Sat., Sun. & Holidays. ☉ 6.30 A.M. to 12.00 NOON 12.30 P.M. to 3.00 P.M.		13.50	14.21		14.23		Station inside	S	T.D.-B
							*14.34	Wellesley Freight House inside	N	{ T.D.-P Well. Sta.
		C.S.						Pole Box West End Track 5 (Sw. Lock)	N	T.D.-B
	Wellesley Open Daily except Sat., Sun. & Holidays. ☉ 5.45 A.M. to 6.00 P.M.		14.73	15.21		15.23		Station inside	S	T.D.-S.L.-P.-B
		C.S.			15.42		*15.44	Pole Box at Wellesley Gravel Pit Crossover (Sw. Lock)	N	T.D.
				16.31		16.33				
				17.41	16.52	17.43	16.54			
	Natick	C.S.	17.64					Pole Box at Natick, Facing Point Switch to Saxonville Branch (Sw. Lock)	N	T.D.-B
					17.72		17.74			
		C.S.			18.82		18.84	Pole Box at Derail Switch Northways (Sw. Lock)	N	T.D.-B
20	E. of Framingham Open Day and Night. Framingham	C.S. M	21.21	INT.	INT.	INT.	20.14	Interlocking Station	N	T.D.-Y.-B
								Station inside	S	P.-Y.
21	Framingham Open Day and Night.	C.S. FK	21.43	INT.	INT.			Interlocking Station	N	T.D.-Y.-B
22	W. of Framingham Open Day and Night. Framingham Yard	C.S. PC	21.70	INT.	INT.		INT.	Interlocking Station	S	T.D.-Y.-B
		C.S.						Yard Office	N	P.-Y.
		C.S.						Pole Box Bridge 21.84 (Sw. Lock)	N	Y.
		C.S.						Lobby east of Bridge 22.35, Parks Corner (Sw. Lock)	N	Y.
		C.S.			22.52		22.54	Pole Box at Derail West End Track 3 (Sw. Lock)	N	Y.-B
23	Ashland Open Day and Night.	C.S. RS	24.27	INT.	INT.		23.34	Interlocking Station	N	T.D.-B
				24.91						
				25.91						
				26.91						
					27.12					
	Cordaville		27.45					Station inside	N	T.D.
	Southville	C.S.	28.08					Station inside	N	T.D.-B
								Pole Box at East end of Crossover. (Sw. Lock)	N	T.D.-B
				28.91						
				29.91						
		C.S.		*30.91						
								Pole Box, Westboro Yd. at Freight Track Junction (Sw. Lock)	S	T.D.-B
					31.72					
	Westboro Open Daily except Sat., Sun. & Holidays. ☉ 7.00 A.M. to 8.00 A.M. 5.45 P.M. to 6.00 P.M.		31.92					Station inside	S	T.D.-P.-B
		C.S.				*32.82	33.62			
				34.51		34.52	35.52	Pole Box at Westboro Gravel Pit (Montans) (Sw. Lock)	N	T.D.-B
				35.81						



STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
BOSTON TO RENSSELAER

No.	STATIONS Location	Office Calls	Miles from Boston	SIGNALS				TELEPHONES		
				Track No. 3	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
		C.S.						Pole Box east of Bridge 78.32 West Brimfield (Sw. Lock)	N	T.D.
					79.41	79.42				
					80.71	80.72				
					81.81	81.82				
		C.						Pole Box at Time Lock east end Track 4 (Sw. Lock)	S	Y.
		C.S.						Pole Box, 2nd pole east of Bridge 82.77 (Sw. Lock)	S	T.D.
		C.S.			82.81	82.82				
	Palmer	C.S.						Pole Box on Car Inspectors Lobby (Sw. Lock)	N	Y.
								Freight House inside	N	T.D.-M.-P.-Y.
		C.S.						Pole Box at Lever Stand West End Park Siding (Sw. Lock)	S	Int. 35
		C.S.			INT.					
	Palmer		83.61					Pole Box at Lever Stand Main St. (Sw. Lock)	N	Int. 35 P.-Y.
								Station inside	S	
35	Palmer Open Day and Night.	C.S. BM	83.68		INT.	INT.		Interlocking Station	N	T.D.-M.-S.L.-Y
					84.51	84.52				
					85.51	85.52				
					86.41	86.42				
					*87.51	87.52				
					88.71	88.72				
	North Wilbraham Open Daily except Sat., Sun. & Holidays. 9.00 A.M. to 1.00 P.M. 2.00 P.M. to 6.00 P.M.	C.S.	88.68					Station inside	S	T.D.-M.-P.
								Pole Box at Crossovers (Sw. Lock)	N	T.D.
		C.S.			90.01	*89.72				
		C.S.						Pole Box at Ludlow Jct. (Sw. Lock)	N	T.D.
					91.21	91.22				
					91.91					
		C.S.						Pole Box, east end of Track No. 4 (Sw. Lock)	S	T.D.
						92.24				
					92.81	92.82				
					93.72	93.74				
					94.01	94.92				
					95.21	94.94				
	Athol Jct	C.S.			INT.			Interlocking Signal Track No. 1 (Sw. Lock)	N	Int. 40
	Athol Jct	C.S.	96.07		INT.			Relay Cabin (Sw. Lock)	N	Int. 40-T.D.-M.
		C.S.			INT. E	INT.	96.14	Interlocking Signal Track No. 2 (Sw. Lock)	S	Int. 40
					97.03	97.01	97.02	97.04		
					97.63	97.61	97.62	97.64		
		C.S.						Pole Box at Crossover west of Armory St. Bridge (Sw. Lock)	N	Int. 40
					INT.	INT.	INT.	INT.		
					INT. E					
	Springfield	C.S.	98.34					Station Platforms	N	Y.
		C.S. SI						Station inside	N	T.D.
40	Springfield Open Day and Night.	C.S.	98.40		INT.	INT.	INT.	Interlocking Station	N	T.D.-S.L.-Y.
					INT.	INT.	INT.			
					INT.	INT. W	INT.			
					98.71	98.72				
	42 E.E. W. Springfield Yd. Open Day and Night.	C.S.	99.18		INT.	INT.		Interlocking Station	N	T.D.-Y.
		C.S.						East End Yard Office	S	T.D.-Y.
					99.81	99.82				
	W. Springfield Yd.	C.S. WS						West End Yard Office	N	T.D.-Y.-P.
43	W.E. W. Springfield Yd. Open Day and Night.	C.S. WY	100.37		INT.	INT.		Interlocking Station	N	T.D.-M.-Y.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
BOSTON TO RENSSELAER

No.	STATIONS Location	Office Calls	Miles from Boston	SIGNALS			TELEPHONES			
				Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line	
	West Springfield	C.S. AX	100.83					Station inside	N	T.D.-P.
								Bridge St. Lobby	N	T.D.
					101.41					
						101.52				
					102.31					
						102.92				
					103.61					
						104.02				
		C.S.			105.01					
								Lobby at west end of Trap Rock Siding (Sw. Lock)	N	T.D.
						105.12				
					106.41	106.42				
		C.S.						Pole Box, west end of Springdale Siding (Sw. Lock)	N	T.D.
	Westfield							Freight House inside	S	M.-P.-Y.
					INT.	INT.				
	Westfield		107.90					Station inside	N	Y.-M.-P.
45	Westfield Open Daily except Sunday 6.00 A.M. to 10.00 P.M.	C.S. WO	107.93		INT.	INT.		Interlocking Station	S	T.D.-M.-Y.-P.
					108.91	108.92				
					110.31	110.32				
					111.71	111.72				
		C.S.						Pole Box at east end of Track No. 4, Woronoco Yard (Sw. Lock)	N	T.D.
								Station inside	S	T.D.-M.-P.
	Woronoco	FD	112.87		113.21	113.22				
					114.41	114.42				
	Russell		115.39							
		C.S.						Pole Box on Station Facing Track (Sw. Lock)	N	T.D.
					115.91					
		C.S.						Lobby at west end of Track No. 3 (Sw. Lock)	N	T.D.
						116.02				
					117.51	117.52				
					*118.91	118.92				
	Huntington	N						Freight House inside	S	T.D.-M.-P.
	Huntington Open Daily except Sat., Sun. & Holidays. 7.00 A.M. to 11.30 A.M. 12.30 P.M. to 4.00 P.M.	C.S.	119.25					Pole Box on First Pole east of Tell-tale (Sw. Lock)	N	T.D.
								Station inside	N	T.D.-M.-P.
					120.41	*120.32				
		C.S.						Pole Box 200 ft. east of Signal 121.92 (Sw. Lock)	N	T.D.
						121.92				
					122.11					
					123.21	123.22				
					124.71	124.72				
		C.S.						Lobby, east end of Track No. 3 (Sw. Lock)	N	T.D.
					125.51					
		C.S.						Pole Box opposite Section House (Sw. Lock)	N	Y.-T.D.
	Chester		125.84					Station inside	S	T.D.M.-Y.-P.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
BOSTON TO RENSSELAER**

No.	Location	Office Calls	Miles from Boston	SIGNALS			TELEPHONES		
				Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
		C.S.		12631	12632		In old Interlocking Station 50 (Sw. Lock)	S	T.D.
		C.S.					Pole Box, 100 ft. west of Signal 12631 (Sw. Lock)	N	T.D.-Y.
				\$127.21	*127.52				
				\$127.81	128.32				
				\$128.51	129.02				
				\$129.11					
		C.S.					Lobby, 1/4 mile west of Signal 129.11 (Sw. Lock)	S	T.D.
				\$129.71	129.82				
				\$130.31					
	Middlefield	FM	130.63				Station inside	S	T.D.-M.-P.
				\$131.11	130.82				
		C.S.					Pole Box, west end of Track No. 3 (Sw. Lock)	N	T.D.
		C.S.					Lobby, west of Bridge 131.50 (Sw. Lock)	N	T.D.-M.
				\$131.91	*131.92				
				\$132.71	132.72				
				\$133.31	133.32				
				\$134.11					
	Becket		134.12				Station inside	N	T.D.-P.
		C.S.					Pole Box, west end of Freight House (Sw. Lock)	N	T.D.
				\$134.71	134.42				
				\$135.51	135.52				
				\$136.31	136.32				
				\$136.91	136.92				
	Washington		137.65						
		C.S.		13801	INT.	INT.	Pole Box on Signal Bridge 138.01 (Sw. Lock)	S	T.D.-B.
		C.S.					Pole Box, 2500 ft. west of Signal 13801 south side Track No. 2 (Sw. Lock)	S	Y.
		C.S.					Pole Box, at Tell Tale east of Bridge 138.85 (Sw. Lock)	S	Y.
				139.41	139.42	139.44			
				140.61	140.62	140.64			
		C.S.					Pole Box 150 feet east of 70 car marker (Sw. Lock)	S	Y.
					141.32	141.34			
		C.S.					Pole Box, east end of Hinsdale Yd. (Sw. Lock)	S	T.D.-Y.
	53 Hinsdale	C.S.	HN	141.85	INT.	INT.	Interlocking Station	N	T.D.-M.-Y.-B
				143.01	\$143.02	\$143.04			
				144.01	\$144.02	\$144.04			
				145.11	\$145.12	\$145.14			
	Dalton		GI	145.12			Freight House inside	N	T.D.-M.-Sta.-P.
		C.S.					Pole Box at Freight House outside (Sw. Lock)	N	T.D.
							Station inside	N	T.D.-M.-Y.
				146.41	\$146.42	\$146.44			
				147.31	\$147.32	\$147.34			
		C.S.					Lobby West of Bridge 147.71 (Sw. Lock)	S	Y.
							Pole Box east end of Wye (Sw. Lock)	N	Y.
		C.S.					Pole Box 1200 ft. west of Eastward Waterplug (Sw. Lock)	S	Y.
		C.S.					Pole Box 2000 ft. west of Eastward Waterplug (Sw. Lock)	S	Y.
	North Adams Jct.	C.S.	148.13				Yard Office	N	T.D.-M.-Y.-P.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
BOSTON TO RENSSELAER**

No.	Location	Office Calls	Miles from Boston	SIGNALS			TELEPHONES			
				Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line	
55	North Adams Jct.	C.S.	JU	148.16	INT.	INT.	INT.	Interlocking Station	N	T.D.-M.-Y.-S.L
	Open Day and Night.	C.S.			148.81			Pole Box, trailing switch Tr. No. 3 to Tr. No. 1 (Sw. Lock)	N	Int. 55
		C.S.						Pole Box, facing point switch Tr. No. 2 to Tr. No. 4 (Sw. Lock)	S	Int. 55-T.D.
	Peck's Bridge			148.88		INT.		Pole Box, General Electric, Crossover 2 to 1 (Sw. Lock)	S	T.D.-Y.
		C.S.			149.71	149.72				
		C.S.						Pole Box on west wall of Section House at Bridge 150.25 (Sw. Lock)	S	Y.
57	Pittsfield	C.S.	RG	150.56	INT.	INT.		Interlocking Station	N	T.D.-M.-S.L.-Y.
	Open Day and Night.	C.S.			INT.	INT.		On platform between Subways.		Y.
					151.61					
		C.S.				151.92		Pole Box 200 ft. east of Bridge 152.32 (Sw. Lock)	N	Int. 57
					\$152.61	153.22				
					\$153.61					
					\$154.31					
	West Pittsfield			154.28		INT.	INT.	Pole Box 75 ft. west of interlocked Signal Track No. 4 (Sw. Lock)	S	Int. 57-T.D.
		C.S.						Pole Box west end Track No. 3 (Sw. Lock)	N	T.D.
		C.S.								
					155.41					
					156.41	155.52	155.54			
					\$156.72	\$156.74				
					\$157.72	\$157.74				
					157.91					
					\$158.72	\$158.74				
	Richmond	C.S.						Pole Box east end of Station (Sw. Lock)	N	T.D.-M.
					159.51					
					\$159.92	\$159.94				
					160.91					
					\$161.02	\$161.04				
60	State Line	C.S.	WR	161.86	INT.	INT.	INT.	Interlocking Station	N	T.D.-M.-Y.
	Open Day and Night.	C.S.						Pole Box on Car Inspector's Lobby (Sw. Lock)	S	Y.
		C.S.						Pole Box, 1300 ft. west of Car Inspector's Lobby (Sw. Lock)	S	Y.
		C.S.						Lobby at west end of Track No. 3 (Sw. Lock)	N	T.D.-Y.
		C.S.						Pole Box, 200 ft. east of Mile Post 163 (Sw. Lock)	S	Y.
					163.11					
					164.71	163.52	163.54			
		C.S.						Lobby, east end of Tunnel between Tr. No. 1 and Tr. No. 2		T.D.-M.
					\$166.31	165.22	165.24			
					\$166.32	\$166.34				
		C.S.						Pole Box east of highway cross. (Sw. Lock)	N	T.D.-M.
								Station inside	N	T.D.-M.-P.
	Canaan		CN	166.99		\$167.62	\$167.64			
	Open Daily except Sat., Sun. & Holidays. 6.45 A.M. to 10.45 A.M. 11.45 A.M. to 3.45 P.M.					168.01				
						\$168.92	\$168.94			
						\$169.51				
						\$170.22	\$170.24			
		C.S.						Pole Box at Bradley's waterplug (Sw. Lock)	S	T.D.
						171.11				



STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
NEWTON LOWER FALLS BRANCH

No.	Location	Office Calls	Miles from Riverside	SIGNALS		TELEPHONES		
				Southward	Northward	Location	Side of Track	Line
15	Riverside Open Day and Night	C.S. C.S.	0	INT.	INT.	Interlocking Station	W	T.D.-Y.
	Newton Lower Falls		1.25			Pole Box at switch Track No. 34 (Sw. Lock)	E	Y.

SAXONVILLE BRANCH

No.	Location	Office Calls	Miles from Natick	SIGNALS		TELEPHONES		
				Northward	Southward	Location	Side of Track	Line
	Natick	C.S.				Box at Facing point switch to Saxonville Branch (Sw. Lock)	N	T.D.
	Saxonville		3.82					

MILFORD BRANCH

No.	Location	Office Calls	Miles from Framingham	SIGNALS		TELEPHONES		
				Southward	Northward	Location	Side of Track	Line
21	Framingham Open Day and Night	C.S. C.S.	0	Color Light	INT.	Station inside	E	P.-Y.
			.07			Interlocking Station	W	T.D.-Y
						Lobby Hollis St. Crossing	E	Y.
						Pole Box north end of Track No. 040	W	T.D.-Y.
						General Motors Yard (Sw. Lock)	W	T.D.-Y.
						Pole Box south end of Crossover XIO	W	T.D.-Y.
						General Motors Yard (Sw. Lock)	W	T.D.-Y.
						Pole Box south end of Track No. 040	W	T.D.-Y.
						General Motors Yard (Sw. Lock)	W	T.D.-Y.
	Holliston Open Daily except Sat., Sun. & Holidays. 6.00 A.M. to 11.00 A.M. 12.00 NOON to 3.00 P.M.		5.44			Station inside	W	T.D.-P
	Milford Open Daily except Sat., Sun. & Holidays. 6.30 A.M. to 7.45 P.M. Open Sat. & Holidays. 6.30 A.M. to 8.30 A.M. 5.45 P.M. to 7.45 P.M.		11.98			Station inside	E	T.D.-P.

MILLBURY BRANCH

No.	Location	Office Calls	Miles from Millbury Jct.	SIGNALS		TELEPHONES		
				Southward	Northward	Location	Side of Track	Line
	Millbury Jct.	C.S.				Pole Box (Sw. Lock)	S	T.D.
	Millbury		3.19			Freight House		T.D.-P.

WEBSTER BRANCH

No.	Location	Office Calls	Miles from Worcester	SIGNALS		TELEPHONES		
				Southward	Northward	Location	Side of Track	Line
31	Webster Jct. Open Day and Night	C.S.	6.41		INT.	Interlocking Station	E	T.D.-M.-S.L.
	North Oxford Mills		9.73					
	Webster Mills		16.20					
	Webster		17.37			Freight House		P.

SPENCER BRANCH

No.	Location	Office Calls	Miles from South Spencer	SIGNALS		TELEPHONES		
				Northward	Southward	Location	Side of Track	Line
	South Spencer	C.S.				Pole Box on East End of Station (Sw. Lock)	N	T.D.-M. Int. 31-M.
	Spencer		2.10			Freight House		T.D.-P.

NORTH BROOKFIELD BRANCH

No.	Location	Office Calls	Miles from East Brookfield	SIGNALS		TELEPHONES		
				Northward	Southward	Location	Side of Track	Line
	East Brookfield	C.S.				Freight House inside (Sw. Lock)	S	Int. 31-T.D.-M.
	North Brookfield		4.02			Station inside	E	T.D.-P.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
WARE RIVER BRANCH

No.	Location	Office Calls	Miles from Palmer	SIGNALS		TELEPHONES		
				Northward	Southward	Location	Side of Track	Line
35	Palmer Open Day and Night	C.S. C.S.	0	INT.	INT. W.R. 0.5	Interlocking Station	W	T.D.-M. S.L.-Y.
	Thorndike	C.S.	3.42			Third Pole so. of Main St. (Sw. Lock)	E	T.D.
	Forest Lake	C.S.	7.23			Lobby at Junction with B. & M. R.R. (Sw. Lock)	E	T.D.
	Ware	FH	11.71			Freight Office	E	T.D.-P.
	Gilbertville	G	15.72			Station inside	E	T.D.-P.
	Creamery	C.S.	18.39			Lobby at Crossover to old B. & M. (Sw. Lock)	E	T.D.
	Barre Plains	B	23.79			Station inside	W	T.D.-P.
	South Barre	C.S.	24.79			Pole Box (Sw. Lock)	E	T.D.
	Coldbrook	C.S.	27.05			Pole Box north end of Sta. (Sw. Lock)	E	T.D.
	Williamsville	C.S.	33.14			Pole Box at old Sta. location (Sw. Lk.)	E	T.D.
	Templeton	C.S.	39.07			Station inside (Sw. Lock)	W	T.D.-P.
	Baldwinville	WB	42.76	INT.	INT.	Freight Office		
	Waterville	C.S.	47.56			Freight House inside (Sw. Lock)	W	T.D.
	Winchendon	JR	49.36	INT.	INT.	Freight Office		T.D.-P.

ATHOL BRANCH

No.	Location	Office Calls	Miles from Springfield	SIGNALS		TELEPHONES		
				Northward	Southward	Location	Side of Track	Line
	Athol Jct.	C.S. C.S.	2.23			Relay Cabin	W	T.D.-M. Int. 40
						Pole Box First Pole north of Hendee's Crossing (Sw. Lock)	W	Int. 40
	Indian Orchard	C.S.	6.40			Station outside (Sw. Lock)	W	T.D.
		D				Station inside	W	T.D.-P.
	Ludlow	K	7.59			Station inside	W	T.D.-P.

NORTH ADAMS BRANCH

No.	Location	Office Calls	Miles from North Adams	SIGNALS		TELEPHONES		
				Southward	Northward	Location	Side of Track	Line
	North Adams Open Daily except Sun., Mon. & Holidays. 6.00 A.M. to 10.00 P.M. Open Sun. & Holidays. 1.00 P.M. to 9.00 P.M. Open Monday 1.01 A.M. to 2.01 A.M. 6.00 A.M. to 10.00 P.M.		0			Freight Office	E	T.D.-Y.-P
	Zylonite Open Daily except Sat., Sun. & Holidays. 9.30 A.M. to 1.30 P.M. 2.30 P.M. to 6.30 P.M.		3.22			Station inside	W	T.D.-Y.-P.
	Renfrew		4.30			Station Inside	W	P.
						Station outside (Sw. Lock)	W	T.D.
	Adams		5.41			Frt. Off.	E	T.D.-P.Y.
	Adams Open Daily except Sat., Sun. & Holidays. 6.10 A.M. to 5.00 P.M.					Station inside	E	T.D.
	Maple Grove	C.S.	6.48			Pole Box near Station (Sw. Lock)	E	T.D.
	Cheshire Open Daily except Sat., Sun. & Holidays. 8.00 A.M. to 4.00 P.M.		10.29			Station inside	W	T.D.-P.-Y.
						Freight House inside (Sw. Lock)	W	T.D.
	Farnam's		12.32					
	Berkshire	C.S. C.S.	14.46			Lobby near crossover (Sw. Lock)	W	T.D.-Y.
						Pole Box south end of Station platform (Sw. Lock)	W	T.D.
						Pole Box at Switch Track 73(Sw.Lock)	W	Y
55	North Adams Jct. Open Day and Night	C.S. C.S.	18.48	N-0.69	INT.	Interlocking Station	W	T.D.-M. S.L.-Y.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

HUDSON BRANCH

No.	STATIONS Location	Office Calls	Miles from Chatham	SIGNALS		TELEPHONES		
				Southward	Northward	Location	Side of Track	Line
65	Chatham	C.S.	0			Interlocking Station	E	T.D.-M.-S.L.-Y.
	Open Day and Night	C.S.	0.13			Green Shanty, 1/4 mile south Chatham	E	F.D.-Y.
	Ghent	C.S.	2.66			Crossing Lobby	E	T.D.-Y.
	Mellenville	C.S.	8.51			Pole Box north end Freight House (Sw. Lock)	W	T.D.
	Claverack	C.S.	12.98			Station inside	E	T.D.-P.
84	Hudson Upper	C.S.				Pole Box south end of Station (Sw. Lock)	E	T.D.
	Hudson	C.S.				Pole Box at Knickerbocker Siding (Sw. Lock)	E	T.D.-Y.
	Hudson Upper	C.S.				Pole Box at Hudson Upper opposite tool house, north end of yard (Sw. Lock)	W	T.D.-Y.
	Hudson	C.S.				Freight Office	W	T.D.-P.-Y.
	Hudson Upper	C.S.				Crossing Watchman's Lobby	W	Y.
	Hudson	C.S.	17.19			N. Y. C. Interlocking Station	W	T.D.-Y.

SELKIRK BRANCH

No.	STATIONS Location	Office Calls	Miles from Niverville	SIGNALS		TELEPHONES		
				Track No. 3	Track No. 4	Location	Side of Track	Line
	Post Road Crossing		2.69	155	152			
				143	140	Pole Box at Baker's Fill (Sw. Lock)	N	T.D.
				129	128			
SM	Schodack Jct.	C.S.	7.10			N. Y. C. Interlocking Station	N	T.D.

ABBREVIATIONS

- \*Has Station Approach Signal.
  - W-Westward Signal.
  - 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".
  - ©-November 24, December 26, 1949, January 2 and February 22, 1950.
- |   |          |
|---|----------|
| Communicating Station                           | C.S.     |
| Interlocking                                    | Int.     |
| Automatic                                       | Number   |
| Train Dispatcher                                | T.D.     |
| Station   | Sta.     |
| Short Line (connects with Interlocking Station) | S.L.     |
| Message Circuit                                 | M.       |
| Public  | P.       |
| Switch Lock                                     | Sw. Lock |
| Yard  | Y.       |
| 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 "	Pittsfield-Hinsdale	10 "
Ashland-Westboro	7 "	Hinsdale-Washington	5 "
Westboro-North Grafton	6 "	Washington-Chester	15 "
North Grafton-Worcester (stop)	8 "	Chester-Huntington	8 "
TOTAL Boston to Worcester	50 Mins.	Huntington-Westfield	13 "
Worcester-Webster Jct.	8 "	Westfield-Tower 43	9 "
Webster Jct.-Charlton	8 "	Tower 43-Springfield (stop)	4 "
Charlton-East Brookfield	7 "	TOTAL Pittsfield to Springfield	1 Hr. 4 Mins.
East Brookfield-West Warren	10 "	TOTAL Albany to Springfield	2 " 0 "
West Warren-Palmer	8 "	Springfield-Athol Jct.	5 "
Palmer-Athol Jct.	12 "	Athol Jct.-Palmer	12 "
Athol Jct.-Springfield (stop)	3 "	Palmer-West Warren	8 "
TOTAL Worcester to Springfield	56 Mins.	West Warren-East Brookfield	10 "
TOTAL Boston to Springfield	1 Hr. 46 "	East Brookfield-Charlton	7 "
Springfield-Tower 43	4 "	Charlton-Webster Jct.	8 "
Tower 43-Westfield	9 "	Webster Jct.-Worcester (stop)	8 "
Westfield-Huntington	13 "	TOTAL Springfield to Worcester	58 Mins.
Huntington-Chester	8 "	Worcester-North Grafton	8 "
Chester-Washington	15 "	North Grafton-Westboro	6 "
Washington-Hinsdale	5 "	Westboro-Ashland	7 "
Hinsdale-Pittsfield (stop)	10 "	Ashland-Framingham	3 "
TOTAL Springfield to Pittsfield	1 Hr. 4 Mins.	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 Ave.-Boston (stop)	4 "
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 "

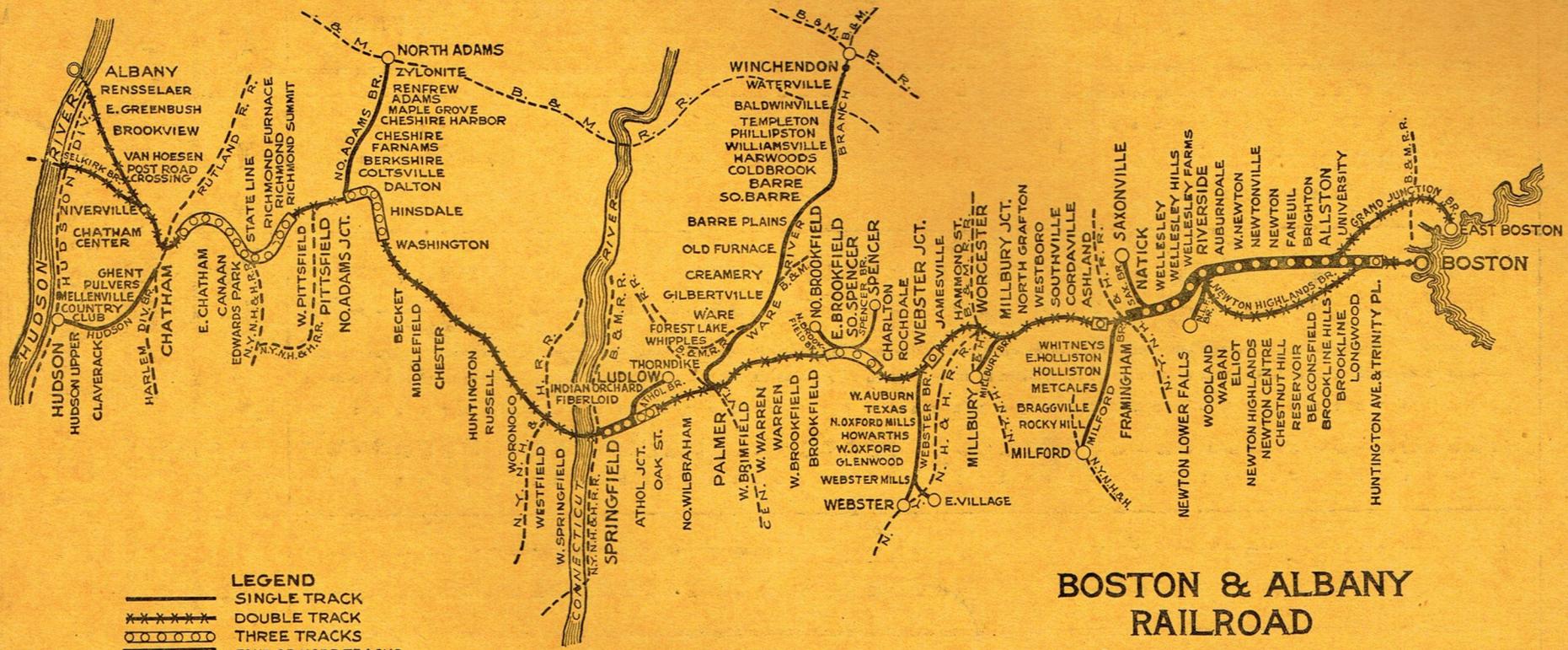
Minimum Permissible Running Time—Freight Trains (Track Nos. 1 and 2)

Westward		Eastward	
Engine Classes A1, H5, G6 and G16	Other Road Engines	Engine Classes A1, H5, G6 and G16	Other Road Engines
Int. 10 to Int. 15	9 Mins.	Rensselaer to Int. 70	19 Mins.
Int. 15 to Int. 21	15 "	Int. SM to Int. 70	15 Mins.
Int. 21 to Int. 23	4 "	Int. 70 to Int. 65	11 "
Int. 23 to Westboro	10 "	Int. 65 to Int. 60	21 "
Westboro to North Grafton	8 "	Int. 60 to Int. 57	16 "
North Grafton to Int. 26	8 "	TOTAL Int. SM to Int. 57	1 Hr. 3 Mins.
TOTAL Int. 10 to Int. 26	54 Mins.	Int. 57 to Int. 55	3 Mins.
Int. 28 to Int. 31	9 Mins.	Int. 55 to Int. 53	9 "
Int. 31 to Charlton	9 "	Int. 53 to Washington	6 "
Charlton to East Brookfield	8 "	Washington to Chester	28 "
East Brookfield to West Warren	15 "	Chester to Int. 45	25 "
West Warren to Int. 35	12 "	Int. 45 to Int. 43	11 "
Int. 35 to Athol Jct.	17 "	TOTAL Int. 57 to Int. 43	1 Hr. 22 Mins.
Athol Jct. to Int. 42	7 "	TOTAL Int. SM to Int. 43	1 Hr. 16 Mins.
TOTAL Int. 28 to Int. 42	1 Hr. 17 Mins.	Int. 42 to Athol Jct.	5 Mins.
Int. 43 to Int. 45	11 Mins.	Athol Jct. to Int. 35	17 "
Int. 45 to Chester	25 "	Int. 35 to W. Warren	12 "
Chester to Washington	15 "	W. Warren to East Brookfield	15 "
Washington to Int. 53	6 "	East Brookfield to Charlton	8 "
Int. 53 to Int. 55	15 "	Charlton to Int. 31	9 "
Int. 55 to Int. 57	5 "	Int. 31 to Int. 28	8 "
TOTAL Int. 43 to Int. 57	1 Hr. 17 Mins.	TOTAL Int. 42 to Int. 28	1 Hr. 14 Mins.
Int. 57 to Int. 60	15 Mins.	Int. 26 to North Grafton	8 Mins.
Int. 60 to Int. 66	22 "	North Grafton to Westboro	8 "
Int. 66 to Int. 70	11 "	Westboro to Int. 23	10 "
Int. 70 to Int. SM, Selkirk	15 "	Int. 23 to Int. 21	4 "
TOTAL Int. 57 to Int. SM	1 Hr. 3 Mins.	Int. 21 to Int. 15	15 "
TOTAL Int. 43 to Int. SM	2 Hrs. 20 "	Int. 15 to Int. 10	9 "
Int. 70 to Rensselaer	19 Mins.	TOTAL Int. 26 to Int. 10	54 Mins.
		E. Brookfield to Charlton, Tr. No. 4	13 Mins.

# SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour						
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



- LEGEND**
- SINGLE TRACK
  - XXXXXX DOUBLE TRACK
  - OOOOO THREE TRACKS
  - FOUR OR MORE TRACKS
  - TRACKAGE RIGHTS
  - - - - - OTHER DIVISIONS AND FOREIGN ROADS

## BOSTON & ALBANY RAILROAD