

Boston & Maine Railroad
TERMINAL DIVISION

NORTH STATION

Track and Yard Book No. 60

Including Special Instructions Applicable to
North Station, Boston Passenger and Freight Yards

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

In Effect 12:01 A. M. Sunday, April 24, 1955

TRACK AND YARD BOOK NO. 60
EFFECTIVE 12.01 A.M., SUNDAY, APRIL 24, 1955

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REFERENCES

- 1) Will not run May 30, June 17, July 4, Sept. 5, Oct. 10.
- 2) Will not run May 30, July 4, Sept. 5, Oct. 10.
- 3) Deadhead equipment, does not carry passengers.
- 4) Does not carry baggage.
- 5) Train shifts in station.
- 6) Train spots in station.
- 11) Draft handled with switcher.
- 19) Switcher sets over head end cars.

"NS" denotes North side yard 1.
"SS" denotes South side yard 1.
"XO" denotes Short side yard 3.
"XP" denotes Long side yard 3.

Departures. Week Days.

Div.	Tr'n No.	To	Time	Track	Made Up
1F	51	Troy	1.00 am	14	Yard 4 ready 8.00 pm
12P	101	Portland	1.25 am	7	Yard 3 ready XP 8.00 pm
11NH	301	White River Jct.	1.30 am	12	Yard 3 ready XP 9.00 pm
1P	2501	Rockport	4.20 am	4	No. 244 due 8.05 pm
12F	3101	Hudson (ex. Sats.)	4.35 am	19	New Eng. Term. 4.05 am
12P	111	Reading	4.50 am	5	New Eng. Term. 4.20 am
1P	2201	Marblehead (ex. Sats.)	5.00 am	2	New Eng. Term. 4.30 am
11NH	303	Concord	5.00 am	13	Yard 3 ready XP 1.00 am
12NH	3301	Wilmington (ex. Sats.)	5.15 am	19	Yard 3 ready XO 1.00 am
1F	501	Fitchburg	5.25 am	14	Yard 4 ready 2.00 am
1P	2907	Intervale	5.30 am	9	Yard 3 ready XP 1.00 am
12NH	3401	Stoneham (ex. Sats.)	5.30 am	13	No. 3302 due 5.15 am
12P	1301	Wakefield Ctr (ex. Sats)	5.35 am	3	Yard 2 ready 1.00 am
12P	2423	Danvers (ex. Sats.)	5.35 am	12	Yard 3 ready XO 1.00 am
12NH	3303	Wilmington	5.37 am	15	Yard 3 ready XO 1.00 am
1P	2401	Danvers (ex. Sats.)	5.45 am	5	New Eng. Term. 5.15 am
12P	1105	Medford (ex. Sats.)	6.00 am	8	Yard 2 ready 1.00 am
12P	127	Reading (ex. Sats.)	6.06 am	10	Yard 2 ready 1.00 am
1P	2505	Rockport (ex. Sats.)	6.20 am	6	No. 106 due 5.34 am
12P	1305	Wakefield Ctr(ex.Sats)	6.25 am	9	No. 2500 due 6.03 am
12NH	345	Wilmington	6.30 am	13	No. 3306 due 6.20 am
12P	2307	Marblehead (ex. Sats.)	6.37 am	4	No. 2200 due 6.25 am
1P	207	Portsmouth	6.40 am	2	No. 206 due 5.13 am
11NH	3305	Lowell	6.40 am	18	Yard 3 ready XO 1.00 am
1P	105	Reading	6.50 am	8	Yard 2 ready 1.00 am
12NH	347	Wilmington (ex. Sats.)	7.05 am	13	No. 3404 due 6.45 am
1F	5503	Bellows Falls	7.05 am	21	Yard 4 ready 2.00 am
1P	103	Portland	7.15 am	9	Yard 3 ready XP 6.30 am
1P	129	Haverhill	7.20 am	10	No. 2404 due 6.50 am
1P	2509	Rockport	7.30 am	7	Yard 2 ready 1.00 am
1F	55	Troy	7.45 am	19	New Eng. Term. 7.15 am
12P	109	Haverhill	7.55 am	9	No. 1308 due 7.36 am
11NH	5	Montreal (daily)	8.00 am	16	Yard 3 ready XP 5.00 am
12NH	349	Wilmington	8.05 am	13	No. 3314 due 7.50 am
12P	2203	Marblehead (ex. Sats.)	8.20 am	6	No. 2208 due 8.05 am
1P	2511	Rockport	8.30 am	5	No. 110 due 6.00 am
1P	11	Bangor	8.30 am	13	Yard 4 ready 6.45 am
12NH	3309	Lowell (ex. Sats)	8.40 am	19	No. 3100 due 6.19 am
1P	209	Portsmouth	8.45 am	11	Yard 2 ready 3.00 am
P	113	Haverhill	8.55 am	4	No. 2406 due 7.33 am

- 23) Road engine picks up head end cars on track 1.
- 40) Makes regular stop opposite Power House New Eng. Terminal.

NOTE: See inside front cover for symbols 1) to 9) inc. 11) and 19).

Departures. Week Days.

Div.	Tr'n No.	To	Time	Track	Made Up	
①NH	3311	Lowell	9.20 am	14	No. 3316 due	8.17 am
①P	2515	Rockport	9.30 am	3	No. 2506 due	7.43 am
P	115	Haverhill	9.55 am	11	Yard 2 ready	9.25 am
P	2517	Rockport	10.30 am	7	Yard 2 ready	9.45 am
NH	3313	Lowell	10.50 am	14	Yard 3 ready XO	10.10 am
①P	15	Bangor	11.00 am	13	Yard 4 ready	10.45 am
P	117	Haverhill	11.03 am	8	Yard 2 ready	10.33 am
①P	217	Portsmouth	11.15 am	3	No. 224 due	9.55 am
①②P	2909	Intervale (M.C.R.R.)	11.30 am	11	New Eng. Term.	10.45 am
①②F	505	Fitchburg (ex. Sats.)	11.30 am	20	New Eng. Term.	11.00 am
①③NH	307	Montreal (daily)	11.30 am	18	Yard 3 ready XP	10.20 am
P	2521	Rockport (daily)	11.30 am	5	Yard 2 ready	11.00 am
P	119	Haverhill	11.31 am	9	Yard 2 ready	10.15 am
NH	3315	Lowell	11.40 am	14	New Eng. Term.	11.40 am
①②③P	123	Portland	12.15 pm	10	Yard 4 ready	11.00 am
P	2525	Rockport	12.30 pm	6	No. 142 due	11.20 am
①②NH	3317	Lowell	12.40 pm	15	No. 3318 due	9.25 am
①②③NH	3319	Lowell (ex. Sats.)	12.45 pm	16	Yard 4 ready	11.00 am
P	133	Haverhill	12.55 pm	8	Yard 2 ready	12.25 pm
①F	3107	Clinton (ex. Sats.)	1.00 pm	18	Yard 3 ready XO	12.25 pm
①P	2527	Rockport	1.30 pm	7	No. 2518 due	11.00 am
NH	3321	Lowell	1.40 pm	14	Yard 3 ready XO	1.10 pm
P	135	Haverhill	1.55 pm	8	Yard 2 ready	1.25 pm
①②P	139	Reading	2.20 pm	10	No. 150 due	1.35 pm
①②③F	509	Fitchburg (ex. Sats.)	2.30 pm	16	Yard 4 ready	11.00 am
P	2529	Rockport	2.30 pm	5	No. 3324 due	11.44 am
P	235	Portsmouth	2.45 pm	4	New Eng. Term.	1.30 pm
NH	3323	Lowell	2.45 pm	14	Yard 3 ready XO	2.15 pm
P	141	Haverhill	2.55 pm	7	Yard 2 ready	2.15 pm
①②P	2217	Marblehead (ex. Sats.)	3.00 pm	3	No. 236 due	2.30 pm
①NH	313	White River Jct.	3.00 pm	18	No 3328 due	1.45 pm
①③F	513	Greenfield (ex. Sats.)	3.15 pm	20	Yard 4 ready	1.00 pm
P	2917	Intervale	3.17 pm	9	New Eng. Term.	2.45 pm
①P	145	Reading	3.20 pm	8	Yard 2 ready	2.50 pm
①P	2413	Danvers (ex. Sats.)	3.30 pm	6	Yard 2 ready	3.00 pm
NH	311	Lowell	3.40 pm	18	Yard 3 ready XP	3.10 pm
①②③P	19	Bangor	3.45 pm	13	Yard 4 ready	2.30 pm
①②NH	3329	Wilmington (ex. Sats.)	3.45 pm	16	No. 3330 due	2.41 pm
①P	2531	Rockport	3.50 pm	3	No. 2530 due	3.15 pm
①F	3109	Clinton (ex. Sats.)	3.50 pm	17	Yard 3 ready XO	3.20 pm

② Road engine picks up head end cars on track 1

③ No. 3319 Handles Mail and papers.

④ No. 19 Road engine picks up Mail Car Track 11.

⑤ No. 2909 Fridays only—first trip, June 24. Last trip, Sept. 2.

Departures. Week Days.

Div.	Tr'n No.	To	Time	Track	Made Up	
P	147	Haverhill (ex. Sats.)	3.53 pm	10	Yard 2 ready	3.15 pm
P	241	Portsmouth (ex. Sats.)	3.55 pm	4	Yard 2 ready	3.00 pm
①②P	149	Reading (ex. Sats.)	3.56 pm	9	Yard 2 ready	2.58 pm
①②P	2219	Marblehead (ex. Sats.)	3.58 pm	5	Yard 2 ready	3.28 pm
①②F	5507	White River Jct.	4.00 pm	19	No. 520 due	3.15 pm
①P	1311	Danvers (ex. Sats.)	4.00 pm	11	Yard 2 ready	3.30 pm
①F	59	Troy	4.00 pm	20	New Eng. Term.	3.15 pm
①②NH	3331	Lowell	4.05 pm	16	Yard 3 ready XO	3.35 pm
①P	2537	Rockport (ex. Sats.)	4.08 pm	2	Yard 2 ready	3.38 pm
①②③P	2109	Salem (ex. Sats.)	4.12 pm	3	Yard 2 ready	3.42 pm
P	151	Dover (ex. Sats.)	4.14 pm	6	Yard 2 ready	3.25 pm
①F	515	Fitchburg (ex. Sats.)	4.14 pm	18	Yard 3 ready XP	3.34 pm
①NH	315	Concord (ex. Sats.)	4.15 pm	13	Yard 4 ready	3.40 pm
①②P	153	Reading (ex. Sats.)	4.17 pm	8	Yard 2 ready	3.20 pm
①P	243	Portsmouth (ex. Sats.)	4.17 pm	7	Yard 2 ready	3.47 pm
①F	3111	Clinton (ex. Sats.)	4.18 pm	21	Yard 3 ready XO	3.48 pm
①NH	3333	Wilmington (ex. Sats.)	4.20 pm	14	Yard 3 ready XO	3.00 pm
①②F	3215	Bedford (ex. Sats.)	4.22 pm	17	Yard 3 ready XP	3.52 pm
①P	2221	Marblehead (ex. Sats.)	4.23 pm	2	Yard 2 ready	3.54 pm
①P	1313	Danvers (ex. Sats.)	4.23 pm	5	Yard 2 ready	3.58 pm
①②P	1115	Medford (ex. Sats.)	4.26 pm	12	No. 160 due	3.46 pm
①②NH	3413	Stoneham (ex. Sats.)	4.30 pm	15	No. 3332 due	3.47 pm
P	2539	Rockport	4.32 pm	4	Yard 2 ready	4.02 pm
①②P	157	Lawrence (ex. Sats.)	4.32 pm	10	Yard 2 ready	4.02 pm
P	159	Lawrence	4.35 pm	7	Yard 3 ready	4.05 pm
①P	2417	Danvers (ex. Sats.)	4.35 pm	3	Yard 2 ready	4.05 pm
①F	5205	Maynard (ex. Sats.)	4.35 pm	20	Yard 3 ready XO	4.05 pm
①②③P	2113	Salem (ex. Sats.)	4.38 pm	2	Yard 2 ready	4.08 pm
①②③P	1317	Wakefield Ctr (ex. Sats.)	4.40 pm	9	No. 2534 due	4.07 pm
①NH	319	Lowell (ex. Sats.)	4.40 pm	16	Yard 3 ready XP	4.00 pm
①F	3217	Bedford (ex. Sats.)	4.48 pm	21	Yard 3 ready XO	4.18 pm
①NH	3335	Wilmington	4.50 pm	14	Yard 3 ready XO	4.20 pm
①F	3117	Clinton	4.52 pm	19	Yard 3 ready XO	4.20 pm
P	161	Haverhill	4.55 pm	12	Yard 2 ready	4.25 pm
①P	251	Portsmouth	4.55 pm	3	Yard 2 ready	4.15 pm
①P	2223	Marblehead	5.01 pm	4	No. 2220 due	4.40 pm
①②③P	163	Reading (ex. Sats.)	5.05 pm	6	No. 164 due	4.27 pm
①③F	61	Greenfield (ex. Sats.)	5.05 pm	15	Yard 4 ready	4.20 pm
①NH	3337	Wilmington (ex. Sats.)	5.20 pm	17	No. 328 due	5.03 pm
①P	2541	Rockport	5.35 pm	4	No. 2536 due	5.10 pm

⑦ Via Saugus Branch.

Departures. Week Days.

Div.	Tr'n No.	To	Time	Track	Made Up
NH	3339	Lowell	5.40 pm	16	Yard 3 ready XO 5.10 pm
①①P	167	Haverhill	5.55 pm	12	Yard 2 ready 5.00 pm
①①P	21	Bangor	6.15 pm	10	Yard 3 ready XP 5.00 pm
③P	255	Portsmouth (daily)	6.30 pm	9	No. 1114 due 5.07 pm
①F	5511	Bellows Falls	6.30 pm	15	Yard 4 ready 4.20 pm
③P	169	Haverhill	6.55 pm	11	No. 2538 due 6.20 pm
③NH	3341	Lowell	7.00 pm	16	No. 3414 due 5.55 pm
③P	2545	Rockport	7.00 pm	4	No. 1310 due 6.05 pm
③P	171	Haverhill (daily)	7.55 pm	10	No. 3342 due 6.25 pm
①①NH	3343	Concord (daily)	8.00 pm	18	Yard 3 ready XP 6.00 pm
①③P	259	Newburyport (ex. Sats.)	8.00 pm	6	No. 246 due 6.55 pm
①F	521	Worcester	8.45 pm	19	Yard 4 ready 5.10 pm
P	175	Haverhill	8.55 pm	11	Yard 2 ready 8.25 pm
③P	2547	Rockport	9.00 pm	6	No. 178 due 8.30 pm
③NH	3345	Lowell (ex. Sats.)	9.03 pm	15	New Eng. Term. 8.18 pm
①①P	23	St. John (ex. Sats.)	9.30 pm	13	Yard 4 ready 6.00 pm
P	177	Haverhill	9.55 pm	10	Yard 2 ready 8.30 pm
NH	3347	Lowell (daily)	10.00 pm	15	Yard 3 ready XP 9.15 pm
①①NH	325	Montreal (daily)	10.15 pm	8	Yard 3 ready XP 6.30 pm
③F	523	Fitchburg (daily)	10.30 pm	16	No. 524 due 7.18 pm
③P	269	Portsmouth (daily)	10.50 pm	6	New Eng. Term. 10.15 pm
P	2549	Rockport	10.55 pm	5	Yard 2 ready 10.10 pm
P	183	Dover (ex. Sats.)	10.55 pm	9	Yard 2 ready 9.55 pm
①①F	63	Troy (ex. Sats.)	10.55 pm	20	Yard 4 ready 5.10 pm
NH	3349	Lowell (daily)	10.59 pm	13	New Eng. Term. 10.14 pm

②② Road engine picks up head end cars on track 1.

③③ No. 63 does not carry baggage beyond Ayer.

Arrivals. Week Days.

Div.	Tr'n No.	From	Time	Track	Disposition
②③③F	5500	Bellows Falls (daily)			Yard 10 via Valley track.
③P	22	Bangor (ex. Mons.)	4.45 am	20	Yard 4 Pullmans 23
③P	206	Portsmouth	5.13 am	2	Makes No. 207 6.40 am
③NH	3302	Lowell	5.15 am	13	Makes No. 3401 5.30 am
③P	106	Haverhill	5.34 am	4	Makes No. 2505 6.20 am
③③F	500	Worcester (Ry. Ex.)	5.45 am	19	Cars for Nos. 5, 11, 123
③NH	302	Montreal	5.45 am	14	Yard 3 XP 3.25
①③P	110	Reading (ex. Sats.)	6.00 am	5	Makes No. 2511 8.30 am
③P	2500	Rockport	6.03 am	9	Makes No. 1305 6.25 am
P	102	Portland (Mons. only)	6.05 am	20	Yard 4
①③P	3100	Hudson (ex. Sats.)	6.19 am	19	Makes No. 3309 8.40 am
③NH	3306	Lowell	6.20 am	13	Makes No. 345 6.30 am
F	502	Fitchburg	6.26 am	19	Yard 4 513
①③P	2106	Salem (ex. Sats.)	6.29 am	3	Yard 2 2113
P	112	Lawrence	6.29 am	6	Yard 2 159
③P	208	Portsmouth (ex. Sats.)	6.33 am	10	Yard 2 135
①③NH	3308	Wilmington (ex. Sats.)	6.35 am	15	Yard 3 XO 3413
③P	1300	Danvers (ex. Sats.)	6.43 am	6	Yard 2 1311
③NH	3404	Stoneham (ex. Sats.)	6.45 am	13	Makes No. 347 7.05 am
③P	1104	Medford (ex. Sats.)	6.47 am	4	Yard 2
③P	2404	Danvers (ex. Sats.)	6.50 am	10	Makes No. 129 7.20 am
③P	114	Reading	6.55 am	2	Yard 2 149
NH	3310	Lowell	6.56 am	18	Yard 3 XO 3111
P	116	Dover (ex. Sats.)	6.58 am	8	Yard 2 151
③NH	312	Lowell (ex. Sats.)	7.03 am	14	Yard 3 XP 319
③③P	2110	Lynn (ex. Sats.)	7.03 am	4	Yard 2 2109
③F	3210	Bedford (ex. Sats.)	7.04 am	20	Yard 3 XP 3215*
③P	2204	Marblehead (ex. Sats.)	7.06 am	2	Yard 2 2221
③P	1304	Wakefield Ct. (ex. Sats.)	7.09 am	6	Yard 2 115
③P	2504	Rockport (ex. Sats.)	7.10 am	3	Yard 2 2537
③P	118	Reading (ex. Sats.)	7.12 am	8	Yard 2 153
P	214	Portsmouth	7.14 am	4	Yard 2 2521
③F	506	Fitchburg	7.14 am	15	Yard 3 XP 515
③NH	304	Lowell (ex. Sats.)	7.15 am	13	Yard 3 XO 3331

②⑦ No. 22 Pullmans set over to track 17 occupied until 7.00 am.

②⑧ No. 302 Pullmans set over to track 12 occupied until 7.00 am.

③② Does not carry passengers.

③④ No. 5500 SECOND CLASS MILK TRAIN.

③⑦ Via Saugus branch.

④⑩ Makes regular stop opposite Power House, New Eng. Term.

④⑨ No. 5500 due tower H at 1.45 am. (Information only.)

6 Arrivals. Week Days.

Div.	Tr'n No.	From	Time	Track	Disposition
P	120	Lawrence.....	7.22 am	9	Yard 2 157
②F	3104	Clinton.....	7.25 am	20	Yard 3 XO 3109
①②P	122	Reading (ex. Sats.)...	7.28 am	2	Yard 2 2417
②NH	3312	Wilmington.....	7.30 am	13	Yard 3 XO 3333
②F	5202	Maynard (ex. Sats.)...	7.30 am	18	Yard 3 XO 5205
①②P	1306	Wakefield Ct. (ex.Sats.)	7.33 am	10	Yard 3 XO 3323
①②③P	2406	Danvers (ex. Sats.)...	7.33 am	4	Makes No. 113 8.55 am
②NH	306	Concord.....	7.33 am	14	Yard 4 315
①②P	1308	Danvers (ex. Sats.)...	7.36 am	9	Makes No. 109 7.55 am
②F	3212	Bedford (ex. Sats.)...	7.37 am	15	Yard 3 XO 3217
P	2206	Marblehead.....	7.38 am	3	Yard 2 2219
P	124	Dover.....	7.40 am	8	Yard 2 147
③④P	2506	Rockport.....	7.43 am	2	Makes No. 2515 9.30 am
F	510	Fitchburg.....	7.45 am	20	Yard 4 509
P	218	Portsmouth.....	7.48 am	7	Yard 2 133
①②NH	3314	Wilmington.....	7.50 am	3	Makes No. 349 8.05 am
②F	3106	Clinton (ex. Sats.)...	8.00 am	18	Yard 3 XO 3109
P	2510	Rockport.....	8.00 am	8	Yard 2 243
①②P	2208	Marblehead (ex. Sats.)	8.05 am	6	Makes No. 2203 8.20 am
②P	126	Haverhill.....	8.05 am	9	Yard 2 145
P	8	St. John (ex. Mons.)...	8.10 am	20	Yard 4 23
F	508	Greenfield.....	8.15 am	19	Yard 4 61
①②NH	3316	Wilmington (ex. Sats.)	8.17 am	14	Makes No. 3311 9.20 am
NH	308	White River Jct.....	8.25 am	15	New Eng. Term. 3315
NH	314	Lowell.....	8.30 am	18	Yard 2 3313
①P	128	Reading.....	8.34 am	9	Yard 2 117
P	2514	Rockport (ex. Sats.)...	9.00 am	5	Yard 2 135
F	514	Greenfield.....	9.10 am	18	Yard 4 513
②F	5506	White River Jct.....	9.25 am	20	New Eng. Term. 505
③NH	3318	Wilmington.....	9.25 am	15	Makes No. 3317 12.40 pm
P	28	Lewiston.....	9.30 am	19	Yard 4 19
①P	2210	Marblehead (ex. Sats.)	9.40 am	6	Makes No. 2525 12.30 pm
②F	50	Troy.....	9.45 am	16	New Eng. Term. 59
P	2914	Intervale.....	9.50 am	8	New Eng. Term. 2917
②P	224	Portsmouth.....	9.55 am	3	Makes No. 217 11.15 am
②F	3112	Clinton (ex. Sats.)...	9.56 am	20	Yard 3 XO 3107
NH	310	Concord.....	9.58 am	17	Yard 3 XP 311
P	2516	Rockport.....	10.08 am	2	Yard 2 2539
P	140	Haverhill.....	10.34 am	5	Yard 3 XO 3321
③NH	3322	Lowell.....	10.43 am	19	New Eng. Term.

Arrivals. Week Days. 7

Div.	Tr'n No.	From	Time	Track	Disposition
②P	2518	Rockport.....	11.00 am	7	Makes No. 2527 1.30 pm
②P	142	Haverhill.....	11.20 am	6	Makes No. 2525 12.30 pm
②NH	3324	Lowell (daily).....	11.44 am	5	Makes No. 2529 2.30 pm
P	14	Bangor.....	11.45 am	13	Yard 4 19
NH	316	Concord.....	11.50 am	21	Yard 3 XP 3339
P	2520	Rockport.....	12.27 pm	3	Yard 2 161
P	226	Portsmouth.....	12.35 pm	2	Yard 2 141
P	146	Haverhill.....	12.37 pm	6	Yard 2 1313
NH	3326	Lowell.....	12.42 pm	17	Yard 3 XO 3335
②F	54	Troy.....	12.45 pm	19	Yard 4
P	2526	Rockport.....	1.10 pm	3	Yard 2 241
②P	150	Haverhill.....	1.35 pm	10	Makes No. 139 2.20 pm
②NH	3328	Lowell.....	1.45 pm	18	Makes No. 313 3.00 pm
P	2528	Rockport (daily)....	2.05 pm	3	Yard 2 251
②P	236	Portsmouth.....	2.25 pm	3	Makes No. 2217 3.00 pm
P	156	Haverhill.....	2.28 pm	10	Yard 2 167
②③NH	3330	Lowell (daily).....	2.41 pm	16	Makes No. 3329 3.45 pm
NH	320	White River Jct.....	2.50 pm	21	Yard 3 XP
①②③F	520	Fitchburg.....	3.15 pm	19	Makes No. 5507 4.05 pm
②⑦NH	Extr	Lowell (Shop).....	3.30 pm	19	Yard 3 XO
②P	160	Haverhill.....	3.46 pm	12	Makes No. 1115 4.26 pm
②NH	3332	Lowell.....	3.47 pm	15	Makes No. 3413 4.30 pm
②P	2534	Rockport.....	4.07 pm	9	Makes No. 1317 4.40 pm
F	58	Troy.....	4.15 pm	19	Yard 4 51
①②P	162	Reading.....	4.17 pm	11	Yard 2 177
②P	164	Haverhill.....	4.27 pm	6	Makes No. 163 5.05 pm
②P	168	Portland.....	4.35 pm	18	New Eng. Term.
NH	326	Lowell (ex. Sats.)...	4.38 pm	13	Yard 2 2549
①②P	2220	Marblehead.....	4.40 pm	4	Makes No. 2223 5.01 pm
②NH	328	Wilmington.....	5.03 pm	17	Makes No. 3337 5.20 pm
①②③P	1114	Medford (ex. Sats.)...	5.07 pm	9	Makes No. 255 6.30 pm
②P	2536	Rockport.....	5.10 pm	4	Makes No. 2541 5.35 pm
①②P	2418	Danvers (ex. Sats.)...	5.21 pm	3	Yard 3 XO 3301
NH	3338	Lowell.....	5.35 pm	14	Yard 3 XO 3343
P	170	Haverhill.....	5.39 pm	7	Yard 2 209
NH	332	Montreal (daily)....	5.45 pm	18	Yard 3 XP 307
②③NH	342	Wilmington (ex. Sats.)	5.50 pm	13	Yard 3 XO 3303
P	2918	Intervale.....	5.50 pm	17	Yard 3 XP 2907
①②③NH	3414	Stoneham (ex. Sats.)...	5.55 pm	16	Makes No. 3341 7.00 pm
①②P	1310	Wakefield Ctr(ex.Sats.)	6.05 pm	4	Makes No. 2545 7.00 pm

③ No. 2520 switcher sets off Express (Lobster) car on "B" track.

⑦ Billerica Shop Train for employees only.

Arrivals. Week Days.

Div.	Tr'n No.	From	Time	Track	Disposition	
P	2538	Rockport.....	6.20 pm	11	Makes No. 169	6.55 pm
NH	3342	Wilmington (ex. Sats.)	6.25 pm	10	Makes No. 171	7.55 pm
①③P	2420	Danvers (ex. Sats.)	6.25 pm	3	Yard 2	127
P	12	Bangor.....	6.30 pm	13	Yard 4	101-15
P	2222	Marblehead (ex. Sats.)	6.33 pm	5	New Eng. Term.	
①F	5510	Bellows Falls.....	6.40 pm	17	Yard 4	5503
①③F	3114	Hudson (ex. Sats.)	6.44 pm	18	Yard 3 XP	3347
NH	3344	Wilmington (ex. Sats.)	6.50 pm	15	New Eng. Term.	3345
P	166	Reading (ex. Sats.)	6.55 pm	5	Yard 2	175
②P	246	Portsmouth (daily)	6.55 pm	6	Makes No. 259	8.00 pm
P	174	Haverhill.....	7.00 pm	12	Yard 2	183
P	2540	Rockport.....	7.00 pm	7	Yard 2	2509
②⑤F	524	So. Acton (ex. Sats.)	7.18 pm	16	Makes No. 523	10.30 pm
①P	184	Reading.....	7.23 pm	12	Yard 2	261
P	176	Portland.....	7.45 pm	17	Yard 4	
①③③P	2428	Danvers (ex. Sats.)	7.45 pm	5	Makes No. 1301	5.35 am
NH	3346	Wilmington (ex. Sats.)	7.47 pm	14	Yard 3 XP	303
①③P	244	Portsmouth (ex. Sats.)	8.05 pm	4	Makes No. 2501	4.20 pm
P	2544	Rockport.....	8.25 pm	9	Yard 2	2413
②P	178	Haverhill.....	8.30 pm	6	Makes No. 2547	9.00 pm
②F	60	Troy.....	8.50 pm	17	New Eng. Term.	3101
P	16	Bangor.....	9.15 pm	17	Yard 4	11
NH	3348	Lowell.....	9.17 pm	15	Yard 3 XO	2423
P	2546	Rockport.....	9.28 pm	9	New Eng. Term.	111
P	180	Haverhill.....	9.29 pm	11	New Eng. Term.	2401
②NH	324	White River Jct.....	9.30 pm	18	Yard 3 XP	
①③P	2924	Intervale M.C.R.R.	9.31 pm	5	New Eng. Term.	
①P	252	Newburyport (ex. Sats.)	10.20 pm	6	New Eng. Term.	235
P	182	Haverhill (daily)	10.30 pm	10	Yard 3 XP	3305
F	62	Troy.....	10.45 pm	19	Yard 4	

①③ Does not carry passengers.

③ No. 2924 runs Fridays, Saturdays, Sundays. First trip June 24. Last trip Sept. 4. Run as extra train July 4, Sept. 5.

Departures. Saturdays.

Div.	Tr'n No.	To	Time	Track	Made Up	
①F	51	Troy.....	1.00 am	14	Yard 4 ready	8.00 pm
①③P	101	Portland.....	1.25 am	7	Yard 3 ready	8.00 pm
①NH	301	White River Jct.....	1.30 am	12	Yard 3 ready	9.00 pm
①P	2501	Rockport.....	4.20 am	4	No. 244 due	8.05 pm
①③P	111	Reading.....	4.50 am	10	New Eng. Term.	4.20 am
①③⑦NH	303	Concord.....	5.00 am	13	Yard 3 ready XP	1.00 am
①F	501	Fitchburg.....	5.25 am	14	Yard 4 ready	1.00 am
①P	2907	Intervale.....	5.30 am	9	Yard 3 ready XP	1.00 am
②NH	3303	Wilmington.....	5.37 am	13	No. 3302 due	5.15 am
②NH	345	Wilmington.....	6.31 am	13	No. 3306 due	6.20 am
②P	207	Portsmouth.....	6.40 am	2	No. 206 due	5.13 am
①NH	3305	Lowell.....	6.40 am	18	Yard 3 ready XO	2.00 am
②P	105	Reading.....	6.50 am	5	No. 106 due	5.34 am
①F	5503	Bellows Falls.....	7.05 am	21	Yard 4 ready	1.00 am
②P	103	Portland.....	7.15 am	13	Yard 3 ready XP	6.30 am
P	129	Haverhill.....	7.20 am	8	Yard 2 ready	4.00 am
②P	2509	Rockport.....	7.30 am	3	Yard 2 ready	2.00 am
②⑦P	2905	Intervale (M.C.R.R.)	7.45 am	10	New Eng. Term.	7.00 am
②F	55	Troy.....	7.45 am	19	New Eng. Term.	7.15 am
①P	109	Haverhill.....	7.55 am	7	Yard 2 ready	2.00 am
①NH	5	Montreal (daily)	8.00 am	16	Yard 3 ready XP	5.00 am
③NH	349	Wilmington.....	8.05 am	19	No. 3314 due	7.50 am
①P	11	Bangor.....	8.30 am	13	Yard 4 ready	6.45 am
②P	2511	Rockport.....	8.30 am	6	No. 114 due	6.55 am
①P	209	Portsmouth.....	8.45 am	11	Yard 2 ready	3.00 am
P	113	Haverhill.....	8.55 am	9	Yard 2 ready	2.00 am
②NH	3311	Lowell.....	9.20 am	14	No. 3312 due	7.30 am
②P	2515	Rockport.....	9.30 am	3	No. 2506 due	7.43 am
①F	57	Troy.....	9.30 am	17	Yard 4 ready	1.00 am
P	115	Haverhill.....	9.55 am	8	Yard 2 ready	9.25 am
P	2517	Rockport.....	10.30 am	6	Yard 2 ready	9.45 am
NH	3313	Lowell.....	10.50 am	14	Yard 3 ready XO	10.10 am
①P	15	Bangor.....	11.00 am	13	Yard 4 ready	9.00 am
P	117	Haverhill.....	11.03 am	8	Yard 2 ready	10.33 am
②P	217	Portsmouth.....	11.15 am	3	No. 224 due	9.55 am
P	2521	Rockport.....	11.30 am	4	Yard 2 ready	11.00 am
①③NH	307	Montreal (daily)	11.30 am	18	Yard 3 ready XP	10.15 am
P	119	Haverhill.....	11.31 am	9	Yard 2 ready	10.15 am
NH	3315	Lowell.....	11.40 am	14	New Eng. Term.	11.00 am
F	507	Fitchburg (Sats. only)	12.00 n'n	19	New Eng. Term.	11.15 am

② Road engine picks up head end cars track 1.

⑦ No. 2905 runs Saturdays and Sundays. First trip June 25. Last trip Sept. 4. Run as extra train July 4 and Sept. 5.

⑦ No. 303 Saturdays runs via Woburn Loop. Stops at Woburn.

⑦ No. 125 runs as extra train all holidays.

Note:—Track 2 occupied with storage cars.

For references ① to ③ inc. and ① and ② see inside front cover.

Div.	Tr'n No.	To	Time	Track	Made Up
1123)P	123	Portland	12.15 pm	10	Yard 4 ready 10.00 am
977)P	125	Lawrence (Sats. only)	12.25 pm	9	Yard 2 ready 11.55 am
9)P	2525	Rockport	12.30 pm	6	No. 142 due 11.20 am
9)NH	3317	Lowell	12.40 pm	14	No. 3318 due 9.25 am
P	133	Haverhill	12.55 pm	8	Yard 2 ready 12.25 pm
9)P	2527	Rockport	1.30 pm	7	No. 2518 due 11.00 am
9)NH	3321	Lowell	1.40 pm	15	No. 3324 due 11.44 am
P	135	Haverhill	1.55 pm	8	Yard 2 ready 1.25 pm
9)P	139	Lawrence	2.20 pm	10	No. 150 due 1.35 pm
P	2529	Rockport	2.30 pm	7	Yard 2 ready 2.00 pm
P	235	Portsmouth	2.45 pm	4	New Eng. Term. 12.30 pm
9)NH	3323	Lowell	2.45 pm	14	Yard 3 ready XO 2.10 pm
P	141	Haverhill	2.55 pm	8	Yard 2 ready 2.10 pm
9)NH	313	White River Jct.	3.00 pm	18	No. 3328 due 1.45 pm
11)F	511	Fitchburg (Sats. only)	3.00 pm	20	Yard 4 ready 1.00 pm
P	2917	Intervale	3.17 pm	9	New Eng. Term. 2.30 pm
P	145	Reading	3.20 pm	7	Yard 2 ready 2.55 pm
NH	311	Lowell	3.40 pm	15	No. 3330 due 2.41 pm
11)43)P	19	Bangor	3.45 pm	13	Yard 4 ready 2.00 pm
9)P	2531	Rockport	3.50 pm	4	No. 2530 due 3.15 pm
P	239	Portsmouth (Sats. only)	3.55 pm	8	Yard 2 ready 3.25 pm
9)F	59	Troy	4.00 pm	19	New Eng. Term. 3.00 pm
9)F	5507	White River Jct.	4.05 pm	20	New Eng. Term. 3.20 pm
9)NH	3331	Lowell	4.05 pm	15	Yard 3 ready XO 3.35 pm
P	143	Haverhill (Sats. only)	4.10 pm	10	Yard 2 ready 3.40 pm
P	2539	Rockport	4.32 pm	4	Yard 2 ready 4.03 pm
P	159	Lawrence	4.35 pm	9	Yard 2 ready 4.05 pm
9)NH	317	Concord (Sats. only)	4.40 pm	13	Yard 3 ready XP 4.10 pm
NH	3335	Wilmington	4.50 pm	14	Yard 3 ready XO 4.20 pm
F	3117	Clinton	4.52 pm	19	Yard 3 ready XO 4.20 pm
P	161	Haverhill	4.55 pm	9	Yard 2 ready 4.25 pm
P	251	Portsmouth	4.55 pm	6	Yard 2 ready 4.25 pm
9)P	2223	Marblehead	5.01 pm	6	No. 236 due 2.30 pm
11)F	561	Greenfield (Sats. only)	5.05 pm	15	Yard 4 ready 4.20 pm
9)P	2541	Rockport	5.35 pm	6	No. 2536 due 5.10 pm
NH	3339	Lowell	5.40 pm	17	Yard 3 ready XO 5.10 pm
P	167	Reading	5.55 pm	11	Yard 2 ready 4.00 pm
1123)P	21	Portland	6.15 pm	13	Yard 3 ready XP 5.00 pm
9)P	255	Portsmouth (daily)	6.30 pm	7	No. 160 due 3.46 pm
11)F	5511	Bellows Falls	6.30 pm	15	Yard 4 ready 4.20 pm

29 Road engine picks up head end cars track 1.
 9 No. 19 road engine picks up Mail car track 11.

Div.	Tr'n No.	To	Time	Track	Made Up
9)P	169	Haverhill	6.55 pm	10	No. 2538 due 6.20 pm
NH	3341	Lowell	7.00 pm	16	No. 3332 due 3.47 pm
9)P	2545	Rockport	7.00 pm	5	No. 2534 due 4.07 pm
9)P	171	Haverhill (daily)	7.55 pm	11	No. 3344 due 6.50 pm
11)NH	3343	Concord (daily)	8.00 pm	18	Yard 3 ready XP 6.00 pm
11)F	521	Worcester	8.45 pm	19	Yard 4 ready 5.10 pm
9)P	175	Haverhill	8.55 pm	10	Yard 2 ready 8.25 pm
9)P	2547	Rockport	9.00 pm	7	No. 178 due 8.30 pm
P	177	Haverhill	9.55 pm	9	Yard 2 ready 9.00 pm
NH	3347	Lowell (daily)	10.00 pm	15	New Eng. Term. 9.15 pm
11)9)NH	325	Montreal (daily)	10.15 pm	8	Yard 3 ready XP 6.30 pm
F	523	Fitchburg (daily)	10.30 pm	17	Yard 3 ready XP 9.30 pm
P	269	Portsmouth (daily)	10.50 pm	6	New Eng. Term. 10.00 pm
P	2549	Rockport	10.55 pm	4	Yard 2 ready 10.10 pm
P	185	Haverhill (Sats. only)	10.55 pm	7	Yard 2 ready 9.30 pm
11)9)F	5063	Troy (Sats. only)	10.55 pm	20	Yard 4 ready 5.10 pm
NH	3349	Lowell (daily)	10.59 pm	13	Yard 3 ready XO 10.14 pm
9)P	187	Portland (Sats. only)	11.40 pm	5	Yard 4 ready 6.00 pm
		(Paper train)			

11) No. 5063 does not carry baggage west of Ayer.
 9) No. 187 leaves from A House 11.25 pm to North Station.
 Note:—Draft of train 187 travels A House to Tower H via "cut" main line to North Station.

Div.	Tr'n No.	From	Time	Track	Disposition
32) 4) F	5500	Bellows Falls Milk...			Yard 10 via Valley track.
27) P	22	Bangor (ex. Mons.)...	4.45 am	20	Yard 4
3) P	206	Portsmouth...	5.13 am	2	Makes No. 207 6.40 am
3) NH	3302	Lowell...	5.15 am	13	Makes No. 3303 5.37 am
3) P	106	Haverhill...	5.34 am	4	Makes No. 105 6.50 am
32) F	500	Worcester Ry. Ex.	5.45 am	19	Yard 4 Nos. 5, 11, 123
23) NH	302	Montreal...	5.45 am	14	Yard 3 325
3) P	2500	Rockport...	6.03 am	3	Makes No. 2509 7.30 am
3) NH	3306	Lowell...	6.20 am	13	Makes No. 345 6.31 am
F	502	Fitchburg...	6.26 am	19	Yard 4 561
P	112	Lawrence...	6.29 am	9	Yard 2 115
3) P	114	Reading...	6.55 am	6	Makes No. 2511 8.30 am
57) NH	3310	Lowell...	7.00 am	18	Yard 3 XO 3323
P	214	Portsmouth...	7.14 am	5	Yard 2 2517
P	506	Fitchburg...	7.14 am	15	Yard 4 507
P	120	Lawrence...	7.22 am	9	Yard 2 125
F	3104	Clinton...	7.25 am	20	Yard 3 XO 3117
NH	3312	Wilmington...	7.30 am	14	Makes No. 3311 9.20 am
NH	306	Concord...	7.33 am	15	Yard 3 XP 317
P	2206	Marblehead...	7.38 am	2	Yard 2 261 Sun.
3) P	2506	Rockport...	7.43 am	3	Makes No. 2515 9.30 am
F	510	Fitchburg...	7.45 am	20	Yard 4 511
55) P	124	Dover...	7.46 am	8	Yard 2 Sun. 1013
P	218	Portsmouth...	7.48 am	5	Yard 2 133
3) NH	3314	Wilmington...	7.50 am	18	Makes No. 349 8.05 am
P	2510	Rockport...	8.00 am	4	Yard 2 143
P	126	Haverhill...	8.05 am	7	Yard 2 145
P	8	St. John...	8.10 am	20	Yard 4 Sun. 23
F	508	Greenfield...	8.15 am	19	Yard 4 123
NH	308	White River Jct.	8.25 am	15	New Eng. Term. 3315
P	128	Reading...	8.34 am	8	Yard 2 135
78) NH	3304	Lowell (Sats. only) ...	8.40 am	18	Yard 3 XO 3349
P	220	Portsmouth (Sats. only)	9.05 am	5	Yard 2 2521
F	514	Greenfield...	9.10 am	18	Yard 4 561
P	132	Haverhill...	9.25 am	9	Yard 2 119
3) NH	3318	Wilmington...	9.25 am	14	Makes No. 3317 12.40 pm
3) F	5506	White River Jct.	9.25 pm	20	New Eng. Term. 5507

27) No. 22. Pullmans set over to track 17, occupied until 7.00 am.

32) Does not carry passengers.

34) No. 5500 SECOND CLASS MILK TRAIN.

35) No. 302. Pullmans set over to track 12, occupied until 7.00 am

46) No. 5500 due to arrive Tower H 1.45 am. (Information only.)

55) No. 124 due Boston Saturdays 7.46 am.

57) No. 3310 due Boston Saturdays 7.00 am.

78) No. 3304. Runs as extra train all holidays.

Div.	Tr'n No.	From	Time	Track	Disposition
P	28	Lewiston...	9.30 am	19	Yard 4 19
3) F	50	Troy...	9.45 am	18	New Eng. Term. 59
P	2914	Intervale...	9.50 am	9	New Eng. Term. 2917
3) P	224	Portsmouth...	9.55 am	3	Makes No. 217 11.15 am
NH	310	Concord...	9.58 am	17	Yard 3 XP 141
P	2516	Rockport...	10.08 am	4	Yard 2 2539
P	140	Haverhill...	10.34 am	5	Yard 2
3) NH	3322	Lowell...	10.43 am	19	Yard 3 XO 3331
3) P	2518	Rockport...	11.00 am	7	Makes No. 2527 1.30 pm
P	142	Haverhill...	11.20 am	6	Makes No. 2525 12.30 pm
3) NH	3324	Lowell (daily)...	11.44 am	15	Makes No. 3321 1.40 pm
P	14	Bangor...	11.45 am	13	Yard 4 19
NH	316	Concord...	11.50 am	17	Yard 3 XP 325
P	2520	Rockport...	12.27 pm	3	Yard 2 161
P	226	Portsmouth...	12.35 pm	5	Yard 2 2529
P	146	Haverhill...	12.37 pm	9	Yard 2
NH	3326	Lowell...	12.42 pm	17	Yard 3 XO 3335
F	54	Troy...	12.45 pm	19	Yard 4
P	2526	Rockport...	1.10 pm	5	Yard 2 239
3) P	150	Haverhill...	1.35 pm	10	Makes No. 139 2.20 pm
3) NH	3328	Lowell...	1.45 pm	18	Makes No. 313 3.00 pm
P	2528	Rockport (daily)...	2.05 pm	5	Yard 2 251
P	156	Haverhill...	2.28 pm	9	Yard 2 167
3) P	236	Portsmouth...	2.30 pm	6	Makes No. 2223 5.01 pm
3) NH	3330	Lowell (daily)...	2.41 pm	15	Makes No. 311 3.40 pm
NH	320	White River Jct.	2.50 pm	17	Yard 3 XO
3) P	2530	Rockport...	3.15 pm	4	Makes No. 2531 3.50 pm
F	520	Fitchburg...	3.15 pm	20	Yard 3 523
P	158	Reading...	3.30 pm	12	Yard 2
3) P	160	Haverhill...	3.46 pm	11	Makes No. 255 6.30 pm
NH	3332	Lowell...	3.47 pm	16	Makes No. 3341 7.00 pm
3) P	2534	Rockport...	4.07 pm	5	Makes No. 2545 7.00 pm
F	58	Troy...	4.15 pm	20	Yard 4
3) P	162	Reading...	4.17 pm	12	Yard 2 177
3) P	164	Haverhill...	4.27 pm	17	Yard 2 175
P	168	Portland...	4.35 pm	10	New Eng. Term.
79) NH	3334	Lowell (Sats. only) ...	4.41 pm	18	Yard 3 XO
3) P	2536	Rockport...	5.10 pm	6	Makes No. 2541 5.35 pm
NH	3338	Lowell...	5.35 pm	19	New Eng. Term. 3347
P	170	Haverhill...	5.39 pm	14	Yard 3 XP 3343

56) No. 174 due Boston Saturdays 7.10 pm.

79) No. 3334 will run as extra train all holidays.

Div.	Tr'n No.	From	Time	Track	Disposition	
NH	332	Montreal (daily).....	5.45 pm	18	Yard 3 XP	307
P	2918	Intervale.....	5.50 pm	17	Yard 3 XP Mon.	2907
P	2538	Rockport.....	6.20 pm	10	Makes No. 169	6.55 pm
P	12	Bangor.....	6.30 pm	13	Yard 4 187	1011
P	2222	Marblehead.....	6.33 pm	4	New Eng. Term.	269
①F	5510	Bellows Falls.....	6.40 pm	18	Yard 4	5553
①NH	3344	Wilmington.....	6.50 pm	11	Makes No. 171	7.55 pm
P	246	Portsmouth (daily)...	6.55 pm	7	New Eng. Term.	—
P	2540	Rockport.....	7.00 pm	6	Yard 2	—
P	174	Haverhill.....	7.10 pm	15	Yard 4 Sun.	1023
P	184	Reading.....	7.23 pm	9	Yard 2	—
P	176	Portland.....	7.45 pm	16	Yard 4	—
P	2544	Rockport.....	8.25 pm	6	Yard 2	2001
①P	178	Haverhill.....	8.30 pm	7	Makes No. 2547	9.00 pm
①F	60	Troy.....	8.50 pm	13	New Eng. Term.	1007
P	16	Bangor.....	9.15 pm	13	Yard 4	1011
NH	3348	Lowell (daily).....	9.17 pm	16	New Eng. Term.	—
P	2546	Rockport.....	9.28 pm	6	New Eng. Term.	—
P	180	Haverhill.....	9.29 pm	10	New Eng. Term.	—
NH	324	White River Jct.....	9.30 pm	19	Yard 3 XP	—
①P	2924	Intervale (M.C.R.R.)...	9.31 pm	16	New Eng. Term.	—
①P	182	Haverhill (daily).....	10.30 pm	10	Yard 3 XP Mon.	3305
F	62	Troy.....	10.45 pm	19	Yard 4	—

⑦ No. 2924. Runs Fridays, Saturdays, Sundays. First trip June 24. Last trip Sept. 4. Runs as extra train July 4, Sept. 5.

Div.	Tr'n No.	To	Time	Track	Made Up
①NH	3001	Concord.....	1.10 am	16	Yard 4, ready 7.00 pm
①P	1003	Portland.....	1.10 am	10	Yard 4, ready 7.00 pm
①F	65	Troy.....	—	—	Yard 3, ready 7.00 pm
①P	2001	Portsmouth.....	2.00 am	10	Yard 4, ready 7.00 pm
①P	1013	Dover.....	6.35 am	7	Yard 2, ready 9.00 pm
P	2555	Rockport.....	7.00 am	8	New Eng. Term. 5.00 am
①F	67	Troy.....	7.30 am	18	Yard 4, ready 9.00 pm
①P	2005	Portsmouth.....	7.45 am	6	Yard 2, ready 4.00 am
①P	2905	Intervale (M.C.R.R.)...	7.45 am	10	N. E. Term., ready 7.15 am
①NH	5	Montreal (daily).....	8.00 am	16	Yard 3, ready, XP 5.00 am
①P	1007	Haverhill.....	8.00 am	8	New Eng. Term. 5.00 am
①P	1011	Bangor.....	8.30 am	13	Yard 4, ready 2.00 am
①P	Extr	Salem (milk).....	8.45 am	11	North Station 6.00 am
①P	2557	Rockport.....	9.00 am	4	New Eng. Term. 8.15 am
①F	5553	Bellows Falls.....	10.45 am	18	Yard 4, ready 7.00 am
①P	1009	Haverhill.....	11.00 am	8	No. 1012, due 10.35 am
①P	2521	Rockport (daily).....	11.30 am	4	No. 2556, due 9.41 am
①NH	307	Montreal (daily).....	11.30 am	16	Yard 3, ready, XP 10.00 am
①NH	3363	Lowell.....	12.00 n'n	15	New Eng. Term. 11.30 am
①P	1023	Portland.....	12.15 pm	13	Yard 4, ready 11.30 am
①P	2013	Portsmouth.....	12.45 pm	5	No. 2006 due 10.55 am
①P	1015	Haverhill.....	1.00 pm	8	No. 1018, due 12.47 pm
①F	5013	Greenfield.....	1.30 pm	19	Yard 4, ready 7.00 am
①P	1017	Haverhill.....	3.00 pm	8	No. 1020, due 2.47 pm
①NH	3367	Lowell.....	3.15 pm	18	No. 3330, due 2.41 pm
P	2565	Rockport.....	3.45 pm	5	New Eng. Term. 3.00 pm
①P	1019	Haverhill.....	3.55 pm	9	No. 1016, due 11.38 am
①P	27	Bangor.....	4.20 pm	13	Yard 4, ready 1.00 pm
①P	2567	Rockport.....	4.45 pm	5	No. 2564, due 4.17 pm
①P	1029	Haverhill.....	5.00 pm	10	No. 2528, due 2.05 pm
NH	3009	Concord, N. H.....	5.00 pm	17	No. 3324 due 11.44 am
①F	69	Troy.....	5.00 pm	20	Yard 4, ready 1.00 pm
①F	5555	White River Jct.....	5.45 pm	20	New Eng. Term. 5.00 pm
①P	1033	Haverhill.....	6.00 pm	10	N. E. Term. 5.30 pm

NOTE: For references ① to ① inc. and ① and ① see inside front cover.

③ Does not carry passengers.

④ No. 3001 leaves from "A" house 12.55 am to North Station.

⑤ No. 1003 leaves from "A" house 1.00 am to North Station.

⑥ No. 65 leaves from "A" house 1.30 am to Troy via Tower H.

⑦ No. 2001 leaves from "A" house 1.45 am to North Station.

⑧ No. 65, coaches, track 12, North Station, leaves 1.05 am with switcher.

⑨ No. 2905 runs Saturdays and Sundays. First trip June 25. Last trip Sept. 4. Run as extra train July 4, September 5.

NOTE: Drafts of trains 3001, 1003, 2001 travel "A" house to Tower H via "cut" main line to North Station.

NOTE: Tracks 2, 3, 12 and 21 used for storage only.

Div.	Tr'n No.	To	Time	Track	Made Up
NH	3371	Lowell	6.15 pm	16	Yard 3, ready, XP 5.45 pm
²² P	1021	Bangor	6.30 pm	13	No. 1040, due 4.30 pm
³ P	255	Portsmouth (daily)	6.30 pm	7	No. 2018, due 4.30 pm
¹¹ F	5557	Bellows Falls	7.15 pm	15	Yard 3, ready, XP 1.00 pm
³ P	2569	Rockport	7.40 pm	5	No. 2566, due 6.36 pm
³ P	171	Haverhill (daily)	7.55 pm	8	No. 1034, due 7.00 pm
NH	3343	Concord (daily)	8.00 pm	18	Yard 3, ready, XP 7.00 pm
³ F	97	Troy, N. Y.	8.30 pm	20	New Eng. Term. 7.45 pm
³ P	1037	Haverhill	9.00 pm	8	No. 1036, due 8.42 pm
¹¹ ²¹ P	23	St. John (ex. Sats.)	9.30 pm	13	Yard 4, ready 6.00 pm
NH	3347	Lowell (daily)	10.00 pm	16	No. 3376 due 8.20 pm
¹¹ ¹³ NH	325	Montreal (daily)	10.15 pm	9	Yard 3, ready, XP 5.00 pm
¹¹ P	1039	Dover	10.30 pm	10	Yard 2, ready 9.30 pm
³ F	523	Fitchburg (daily)	10.30 pm	19	No. 5008 due 7.08 pm
P	269	Portsmouth (daily)	10.50 pm	6	New Eng. Term. 10.00 pm
³ P	2571	Rockport	10.55 pm	4	No. 2560 due 11.45 am
³ NH	3349	Lowell (daily)	10.59 pm	16	New Eng. Term. 10.14 pm

¹¹ No. 325 when more than 12 cars will depart from Track 17.

²² Road engine picks up head end cars, Track 1.

Div.	Tr'n No.	From	Time	Track	Disposition
³² ³³ ⁴³ F	5500	Bellows Falls (Milk)	am		Yard 10 via Valley Track
P	1000	Haverhill	6.41 am	4	Yard 3 XP
¹¹ NH	3002	Montreal	6.55 am	15	Yard 3 325
P	2004	Portsmouth	7.00 am	4	New Eng. Term
P	1008	St. John	7.40 am	20	Yard 4 23
³² ³³ F	5000	Worcester, Ry. Ex.	8.40 am	21	Tracks 2, 3 and No. 1011
³ F	5556	White River Jct.	9.35 am	20	New Eng. Term. 5555
³ P	2556	Rockport	9.41 am	4	Makes No. 2521 11.30 am
³ F	52	Troy, N. Y.	10.15 am	20	New Eng. Term. 97
P	1010	Portland	10.25 am	15	Yard 4 69
NH	3006	Concord, N. H.	10.30 am	17	Yard 3, XP 3343
³ P	1012	Haverhill	10.35 am	8	Makes No. 1009 11.00 am
P	2006	Portsmouth	10.55 am	5	Makes No. 2013 12.45 pm
³ P	1016	Haverhill	11.38 am	10	Makes No. 1019 3.55 pm
NH	3324	Lowell (daily)	11.44 am	17	Makes No. 3009 5.00 pm
³ P	2560	Rockport	11.45 am	4	Makes No. 2571 10.55 pm
P	1022	Bangor	11.55 am	16	Yard 4 27
³ P	1018	Haverhill	12.47 pm	8	Makes No. 1015 1.00 pm
³ P	2528	Rockport	2.05 pm	10	Makes No. 1029 5.00 pm
¹¹ NH	3066	Concord, N. H.	2.30 pm	16	Yard 3, XP 3343
³ NH	3330	Lowell (daily)	2.41 pm	18	Makes 3367 3.15 pm
³ P	1020	Haverhill	2.47 pm	8	Makes No. 1017 3.00 pm
P	1028	Dover	4.05 pm	8	Yard 2 1039
³ P	2564	Rockport	4.17 pm	5	Makes No. 2567 4.45 pm
³ P	1040	Portland	4.30 pm	14	Makes No. 1021 6.30 pm
³ P	2018	Portsmouth	4.30 pm	7	Makes No. 255 6.30 pm
F	56	Troy	4.30 pm	18	Yard 4
³ P	1030	Haverhill	4.52 pm	8	New Eng. Term. 1033
³ NH	332	Montreal (daily)	5.45 pm	18	Yard 3, XP 307
NH	5512	Bellows Falls	5.55 pm	20	Yard 4 5503
¹¹ F	3372	Lowell	5.58 pm	14	New Eng. Term 269
³ P	2566	Rockport	6.36 pm	5	Makes No. 2569 7.40 pm
F	68	Troy	6.45 pm	19	Yard 4
NH	3374	Lowell	6.55 pm	16	Yard 3, XO 3305
P	246	Portsmouth (daily)	6.55 pm	6	Yard 2 2509
³ P	1034	Haverhill	7.00 pm	10	Makes No. 171 7.55 pm
³ F	5008	Fitchburg	7.08 pm	19	Makes No. 523 10.30 pm
P	1042	Bangor	7.20 pm	16	Yard 4 15
P	2568	Rockport	7.48 pm	10	New Eng. Term. 3349
³ P	1044	Portland-No. Conway	8.30 pm	10	Yard 2 2501

³² Does not carry passengers.

³⁴ No. 5500 Second Class train (milk).

³⁹ No. 1044 handles passengers from Conway branch stations.

⁴⁰ Make regular stop opposite Power House New Eng. Terminal.

⁴⁸ No. 5500 due to arrive Tower H 1.45 am. (Information only.)

Div.	Tr'n No.	From	Time	Track	Disposition	
①NH	3376	Concord	8.20 pm	16	Makes No. 3347	10.00 pm
②P	1036	Haverhill	8.42 pm	8	Makes No. 1037	9.00 pm
NH	3348	Lowell	9.17 pm	17	Yard 3 XO	3305
P	1046	Bangor	9.25 pm	15	Yard 4	11
P	2024	Portsmouth	9.28 pm	5	Yard 2	209
①NH	26	Lancaster	9.30 pm	18	Yard 3, XP	—
②P	2924	Intervale (M.C.R.R.)	9.31 pm	8	New Eng. Term.	—
F	66	Troy	9.45 pm	20	Yard 4	—
②P	2570	Rockport	10.20 pm	16	New Eng. Term.	111
P	182	Haverhill (daily)	10.30 pm	13	New Eng. Term.	2401
②P	1050	Haverhill	11.50 pm	13	New Eng. Term.	—

① Makes regular stop opposite Power House N. E. Term.
 ② No. 2924 runs Fridays, Saturdays and Sundays. First trip June 24. Last trip Sept. 4. Runs as extra train, July 4, Sept. 5.

Div.	Tr'n No.	To	Time	Track	Made Up	
①F	51	Troy	1.00 am	14	Yard 4, ready	8.00 pm
①P	101	Portland	1.25 am	7	Yard 3, ready, XP	8.00 pm
①NH	301	White River Jet	1.30 am	12	Yard 3, ready, XP	8.00 pm
①P	2501	Rockport	4.20 am	4	Yard 2, ready	1.00 am
①NH	303	Concord	5.00 am	13	Yard 3, ready, XP	1.30 am
②NH	3301	Wilmington	5.10 am	18	Yard 3, ready XO	1.00 am
①F	501	Fitchburg	5.25 am	14	Yard 4, ready	2.00 am
①P	2907	Intervale	5.30 am	9	Yard 3, ready, XP	2.00 am
②NH	3303	Wilmington	5.37 am	13	No. 3302, due	5.15 am
②P	2505	Rockport	6.20 am	5	No. 2500, due	6.03 am
②P	207	Portsmouth	6.40 am	2	No. 206, due	5.13 am
①NH	3305	Lowell	6.40 am	19	Yard 3, ready, XO	2.00 am
①F	5503	Bellows Falls	7.05 am	21	Yard 4, ready	2.00 am
②P	103	Portland	7.15 am	13	Yard 3 ready XP	6.30 am
P	129	Haverhill	7.20 am	9	New Eng. Term.	6.50 am
①P	2509	Rockport	7.30 am	7	Yard 2, ready	1.00 am
②P	Extr	Intervale M.C.R.R.	7.45 am	10	New Eng. Term.	7.15 am
②F	55	Troy	7.45 am	19	New Eng. Term.	7.15 am
①P	109	Haverhill	7.55 am	6	Yard 2, ready	2.00 am
①NH	5	Montreal (daily)	8.00 am	16	Yard 3, ready, XP	5.00 am
②NH	349	Wilmington	8.05 am	15	Yard 3, ready, XO	7.35 am
①P	2511	Rockport	8.30 am	13	Yard 4, ready	6.45 am
P	2511	Rockport	8.30 am	6	New Eng. Term.	7.45 am
①P	209	Portsmouth	8.45 am	11	Yard 2, ready	2.00 am
P	113	Haverhill	8.55 am	10	New Eng. Term.	8.00 am
②NH	3311	Lowell	9.20 am	14	No. 3312, due	7.30 am
②P	2515	Rockport	9.30 am	5	No. 2506, due	7.43 am
①F	57	Troy	9.30 am	17	Yard 4, ready	2.00 am
P	115	Haverhill	9.55 am	11	Yard 2, ready	9.25 am
P	2517	Rockport	10.30 am	6	Yard 2, ready	10.00 am
NH	3313	Lowell	10.50 am	15	Yard 3, ready, XO	10.10 am
①P	15	Bangor	11.00 am	13	Yard 4, ready	10.00 am
P	117	Haverhill	11.03 am	8	Yard 2, ready	10.33 am
②P	217	Portsmouth	11.15 am	4	No. 224, due	9.55 am
②P	2909	Intervale	11.30 am	11	New Eng. Term.	11.00 am
P	2521	Rockport (daily)	11.30 am	5	Yard 2, ready	11.00 am
②NH	307	Montreal (daily)	11.30 am	18	Yard 3, ready, XP	10.15 am
②F	505	Fitchburg	11.30 am	20	New Eng. Term.	10.45 am

② Road engine picks up "head end" cars, Track 1, North Station.
 ③ No. 11 picks up head end cars, Track 11.
 ④ No. 2905 runs Saturdays and Sundays. First trip June 25. Last trip Sept. 4.
 Will run as extra train July 4 and Sept. 5.
 ⑤ No. 2909 runs Fridays only. First trip June 24. Last trip Sept. 2.
 ⑥ No. 303 runs Holidays via Woburn Loop. Stop at Woburn.
 ⑦ No. 125 runs as extra train all holidays.
 NOTE: See inside front cover for symbols ① to ⑧, inc. and ①②.

Div.	Tr'n No.	To	Time	Track	Made Up
P	119	Haverhill.....	11.31 am	9	Yard 2, ready 11.46 am
NH	3315	Lowell.....	11.40 am	17	New Eng. Term. 11.10 am
①②③P	123	Portland.....	12.15 pm	10	Yard 4, ready 10.00 am
④⑦P	Extr	Lawrence.....	12.25 pm	9	Yard 2, ready 11.55 am
P	2525	Rockport.....	12.30 pm	6	No. 142, due 11.20 am
②NH	3317	Lowell.....	12.40 pm	14	Yard 3, ready, XO 12.10 pm
③⑥NH	3319	Lowell.....	12.45 pm	16	Yard 4, ready 10.00 am
P	133	Haverhill.....	12.55 pm	8	Yard 2, ready 1.00 pm
②P	2527	Rockport.....	1.30 pm	7	No. 2518, due 11.00 am
②NH	3321	Lowell.....	1.40 pm	15	No. 3324, due 11.44 am
P	135	Haverhill.....	1.55 pm	8	Yard 2, ready 1.25 pm
③F	509	Fitchburg.....	2.30 pm	16	Yard 4, ready 10.00 am
P	2529	Rockport.....	2.30 pm	6	New Eng. Term. 1.45 pm
P	235	Portsmouth.....	2.45 pm	4	New Eng. Term. 12.30 pm
NH	3323	Lowell.....	2.45 pm	14	Yard 3, ready, XO 2.10 pm
P	141	Haverhill.....	2.55 pm	7	Yard 2 ready 2.10 pm
②NH	313	White River Jct.....	3.00 pm	18	No. 3328, due 1.45 pm
①F	513	Greenfield.....	3.15 pm	20	Yard 4, ready 1.00 pm
P	2917	Intervale.....	3.17 pm	9	New Eng. Term. 2.45 pm
②NH	311	Lowell.....	3.40 pm	15	Yard 3, ready XP 3.10 pm
①④④P	19	Bangor.....	3.45 pm	13	Yard 4, ready 2.30 pm
②P	2531	Rockport.....	3.50 pm	4	No. 2530, due 3.15 pm
P	147	Haverhill.....	3.53 pm	10	Yard 2, ready 2.15 pm
P	241	Portsmouth.....	3.55 pm	7	Yard 2, ready 3.10 pm
②F	59	Troy.....	4.00 pm	20	New Eng. Term. 3.15 pm
③⑥F	5507	White River Jct.....	4.05 pm	19	No. 520, due 3.15 pm
P	151	Dover.....	4.14 pm	12	Yard 2, ready 3.29 pm
④⑦⑧P	315	Concord.....	4.15 pm	15	Yard 3, ready, XP 3.45 pm
③⑨NH	3333	Wilmington.....	4.20 pm	14	Yard 3, ready, XO 3.48 pm
P	2539	Rockport.....	4.32 pm	6	Yard 2, ready 4.01 pm
P	159	Lawrence.....	4.35 pm	8	Yard 2, ready 4.05 pm
③④F	5205	So. Acton.....	4.35 pm	19	Yard 3, ready 4.18 pm
③⑨NH	319	Lowell.....	4.40 pm	13	Yard 3, ready, XP 4.10 pm
③F	3217	Bedford.....	4.48 pm	20	Yard 3, ready, XO 4.16 pm
③NH	3335	Wilmington.....	4.50 pm	14	Yard 3, ready, XO 4.20 pm
③F	3117	Clinton.....	4.52 pm	19	Yard 3, ready, XO 4.20 pm
P	161	Haverhill.....	4.55 pm	9	Yard 2, ready 4.25 pm
③P	251	Portsmouth.....	4.55 pm	7	Yard 2, ready 4.15 pm
P	2223	Marblehead.....	5.01 pm	5	Yard 2, ready 4.31 pm
①F	61	Greenfield.....	5.05 pm	15	Yard 4, ready 4.20 pm

②④ Road engine picks up "head end" cars, track 1, No. Station.

③⑥ No. 3319 will handle U. S. Mail and papers.

④④ No. 19 Road engine picks up Mail car on track 11.

⑦⑧ No. 315 runs via Woburn Loop holidays, stop at Woburn.

Div.	Tr'n No.	To	Time	Track	Made Up
②P	2541	Rockport.....	5.35 pm	5	No. 2536, due 5.10 pm
NH	3339	Lowell.....	5.40 pm	13	Yard 3, ready, XO 5.10 pm
①②③P	21	Bangor.....	6.15 pm	10	Yard 3, ready, XP 5.00 pm
④⑦P	255	Portsmouth (daily)...	6.30 pm	6	No. 160, due 3.46 pm
①F	5511	Bellows Falls.....	6.30 pm	15	Yard 4, ready 4.20 pm
②P	169	Haverhill.....	6.55 pm	9	No. 2538, due 6.20 pm
③NH	3341	Lowell.....	7.00 pm	16	No. 3332, due 3.47 pm
④P	2545	Rockport.....	7.00 pm	4	No. 2534, due 4.07 pm
P	171	Haverhill.....	7.55 pm	9	Yard 2, ready 5.00 pm
①NH	3343	Concord (daily).....	8.00 pm	18	Yard 3, ready, XP 7.00 pm
①F	521	Worcester.....	8.45 pm	19	Yard 4, ready 5.10 pm
P	175	Haverhill.....	8.55 pm	11	Yard 2, ready 8.25 pm
②P	2547	Rockport.....	9.00 pm	6	No. 178, due 8.30 pm
③NH	3345	Lowell (ex. Sats.).....	9.03 pm	15	Yard 3, ready, XO 8.10 pm
①②③P	23	St. John (ex. Sats.)...	9.30 pm	13	Yard 4, ready 6.00 pm
P	177	Haverhill.....	9.55 pm	10	Yard 2, ready 9.25 pm
NH	3347	Lowell (daily).....	10.00 pm	17	Yard 3, ready, XO 9.20 pm
P	261	Beverly.....	10.00 pm	6	New Eng. Term. 9.15 pm
①②③NH	325	Montreal (daily).....	10.15 pm	8	Yard 3, ready, XP 5.00 pm
③F	523	Fitchburg.....	10.30 pm	16	No. 524, due 7.18 pm
P	269	Portsmouth (daily)...	10.50 pm	6	New Eng. Term. 10.00 pm
P	2549	Rockport.....	10.55 pm	5	Yard 2, ready 10.10 pm
P	183	Dover.....	10.55 pm	9	Yard 2, ready 9.30 pm
①②③④F	63	Troy, N. Y.....	10.55 pm	20	Yard 4, ready 5.10 pm
NH	3349	Lowell (daily).....	10.59 pm	13	New Eng. Term. 10.15 pm

①③ No. 325, when more than 12 cars, depart on Track 17.

②④ Road engine picks up "head end" cars, track 1, North Station.

③⑨ No. 63 does not carry baggage beyond Ayer

Div.	Tr'n No.	From	Time	Track	Disposition	
27	48	5500 Bellows Falls, Milk...	am		Yard 10 via Valley Track	
27	22	Bangor (ex. Mons.)...	4.45 am	20	Yard 4 23	
27	P	206 Portsmouth...	5.13 am	2	Makes No. 207 6.40 am	
27	40	NH 3302 Lowell...	5.15 am	13	Makes No. 3303 5.37 am	
27	P	106 Haverhill...	5.34 am	4	Makes No. 2505 6.20 am	
27	29	NH 302 Montreal...	5.45 am	14	Yard 3, XP 325	
27	22	35	F 500 Worcester (Ry. Ex.)...	5.45 am	18	Yard 4, Various 521
27	P	2500 Rockport...	6.03 am	4	Makes No. 2509 7.30 am	
27	P	102 Bangor (Mons. only)...	6.05 am	20	Yard 4	
27	40	F 3306 Lowell...	6.20 am	15	New Eng. Term.	
27	F	502 Fitchburg...	6.26 am	18	Yard 4	
27	P	112 Lawrence...	6.29 am	10	Yard 2 159	
27	P	208 Portsmouth (ex. Sats.)...	6.33 am	8	Yard 2 2521	
27	NH	3308 Wilmington...	6.35 am	18	Yard 3 XO	
27	53	NH 3310 Lowell...	7.00 am	18	Yard 3, XO	
27	50	P 116 Dover (ex. Sats.)...	7.05 am	8	Yard 2	
27	P	214 Portsmouth...	7.14 am	5	Yard 2 2517	
27	P	120 Lawrence...	7.22 am	8	Yard 2	
27	P	3104 Clinton...	7.25 am	20	Yard 3, XO 3117	
27	NH	3312 Wilmington...	7.30 am	14	Makes No. 3311 9.20 am	
27	F	5202 South Acton (ex. Sats.)...	7.30 am	13	Yard 3, XO	
27	P	3212 Bedford (ex. Sats.)...	7.37 am	9	Yard 3, XO 3217	
27	P	2206 Marblehead...	7.38 am	4	Yard 2 2223	
27	53	NH 306 Concord...	7.40 am	18	Yard 3, XP 315	
27	P	2506 Rockport...	7.43 am	5	Makes No. 2515 9.30 am	
27	F	510 Fitchburg...	7.45 am	20	Yard 4	
27	51	P 124 Dover...	7.46 am	8	Yard 2	
27	P	218 Portsmouth...	7.48 am	4	Yard 2 2517	
27	P	2510 Rockport...	8.00 am	8	Yard 2	
27	P	126 Haverhill...	8.05 am	7	Yard 2	
27	P	8 St. John (ex. Mons.)...	8.10 am	20	Yard 4 23	
27	F	508 Greenfield...	8.15 am	19	Yard 4	
27	NH	308 White River Jct.	8.25 am	15	New Eng. Term.	
27	NH	79 Extr Lowell...	8.40 am	18	Yard 3, XO	

27 No. 22 Pullmans set over to track 17, occupied until 7.00 am.

29 No. 302 Pullmans set over to track 12, occupied until 7.00 am.

32 Does not carry passengers.

34 No. 5500 SECOND CLASS MILK TRAIN.

40 Makes regular stop opposite Power House, New Engine Terminal.

48 No. 5500 due Tower H 1.45 am. (Information only.)

50 No. 116 due Boston holidays, 7.05 am.

51 No. 124 due Boston holidays, 7.46 am.

53 No. 3310 due Boston holidays, 7.00 am.

54 No. 306 due Boston holidays, 7.40 am.

79 No. 3304 runs as extra train all Holidays.

Div.	Tr'n No.	From	Time	Track	Disposition
P	2514	Rockport...	9.00 am	4	Yard 2
F	514	Greenfield...	9.10 am	18	Yard 4
P	132	Haverhill...	9.25 am	9	Yard 2
NH	3318	Wilmington...	9.25 am	14	Yard 3, XO
F	5506	White River Jct.	9.25 am	20	New Eng. Term.
P	28	Lewiston...	9.30 am	19	Yard 4 19
F	50	Troy...	9.45 am	18	New Eng. Term. 59
P	2914	Intervale...	9.50 am	8	New Eng. Term.
P	224	Portsmouth...	9.55 am	4	Makes No. 217 2917
NH	310	Concord...	9.58 am	20	Yard 3, XP
P	2516	Rockport...	10.08 am	5	Yard 2
P	140	Haverhill...	10.34 am	7	Yard 2
NH	3322	Lowell...	10.43 am	19	New Eng. Term.
P	2518	Rockport...	11.00 am	7	Makes No. 2527 1.30 pm
P	142	Haverhill...	11.20 am	6	Makes No. 2525 12.30 pm
NH	3324	Lowell (daily)...	11.44 am	15	Makes No. 3321 1.40 pm
P	14	Bangor...	11.45 am	13	Yard 4 19
NH	316	Concord, N. H.	11.50 am	20	Yard 3, XP
P	2520	Rockport...	12.27 pm	5	Yard 2 2539
P	226	Portsmouth...	12.35 pm	9	Yard 2
P	146	Haverhill...	12.37 pm	10	Yard 2
NH	3326	Lowell...	12.42 pm	17	Yard 3, XO
F	54	Troy...	12.45 pm	19	Yard 4
P	2526	Rockport...	1.10 pm	5	Yard 2
P	150	Haverhill...	1.35 pm	9	Yard 2
NH	3328	Lowell...	1.45 pm	18	Makes No. 313 3.00 pm
P	2528	Rockport...	2.05 pm	5	Yard 2
P	156	Haverhill...	2.28 pm	10	Yard 2
P	236	Portsmouth...	2.30 pm	9	New Eng. Term. 269
NH	3330	Lowell (daily)...	2.41 pm	15	Yard 3, XO
NH	320	White River Jct.	2.50 pm	17	Yard 3, XP
P	2530	Rockport...	3.15 pm	4	Makes No. 2531 3.50 pm
NH	79	Extr Lowell (Shop)	3.15 pm	18	Yard 3, XO
F	520	Fitchburg...	3.15 pm	19	Yard 3 XO 17
P	160	Haverhill...	3.46 pm	11	Makes No. 255 6.30 pm
NH	3332	Lowell...	3.47 pm	16	Makes No. 3341 7.00 pm
P	2534	Rockport...	4.07 pm	4	Makes No. 2545 7.00 pm
F	58	Troy...	4.15 pm	20	Yard 4
P	164	Haverhill...	4.27 pm	12	Yard 2
P	168	Portland...	4.35 pm	17	Wye Yard 3 103

40 Makes regular stop opposite Power House New Eng. Terminal.

79 Billerica Shop Train for employees only.

79 No. 3334 runs as extra train all Holidays.

Div.	Tr'n No.	From	Time	Track	Disposition
79NH	Extr	Lowell.....	4.41 pm	18	Yard 3 XO
9P	2536	Rockport.....	5.10 pm	5	Makes No. 2541
9NH	3338	Lowell.....	5.35 pm	14	Yard 3, XO
P	170	Reading.....	5.39 pm	11	Yard 2
NH	332	Montreal (daily).....	5.45 pm	18	Yard 3 XP
NH	342	Wilmington.....	5.50 pm	14	Yard 3 XO
P	2918	Intervale.....	5.50 pm	17	Yard 3 XP
9P	2538	Rockport.....	6.20 pm	9	Makes No. 169
P	12	Bangor.....	6.30 pm	13	Yard 4
P	2222	Marblehead.....	6.33 pm	5	New Eng. Term.
11F	5510	Bellows Falls.....	6.40 pm	17	Yard 4
NH	3344	Wilmington.....	6.50 pm	14	Yard 3, XO
P	246	Portsmouth (daily).....	6.55 pm	7	New Eng. Term.
P	2540	Rockport.....	7.00 pm	10	Yard 2
52P	174	Haverhill.....	7.10 pm	12	Yard 2
35F	524	So. Acton.....	7.18 pm	16	Yard 3, XO
NH	176	Portland.....	7.45 pm	17	Yard 4
9NH	3346	Lowell.....	7.47 pm	15	Yard 3
P	2544	Rockport.....	8.25 pm	4	Yard 2
9P	178	Haverhill.....	8.30 pm	6	Makes No. 2547
F	60	Troy.....	8.50 pm	17	New Eng. Term.
P	16	Bangor.....	9.15 pm	15	Yard 4
NH	3348	Lowell.....	9.17 pm	17	New Eng. Term.
9P	2546	Rockport.....	9.28 pm	4	New Eng. Term.
P	180	Haverhill.....	9.29 pm	11	Yard 2
9NH	324	White River Jct.....	9.30 pm	18	Yard 3, XP
979P	2924	Intervale (M.C.R.R.).....	9.31 pm	5	New Eng. Term.
979P	Extr	Intervale (M.C.R.R.).....	9.31 pm	5	New Eng. Term.
P	182	Haverhill (daily).....	10.30 pm	10	Yard 2
F	62	Troy.....	10.45 pm	19	Yard 4

- 40 Makes regular stop opposite Power House New Eng. Terminal.
- 52 No. 174 due Boston 7.10 pm. holidays.
- 79 No. 2924 runs Fridays, Saturdays, Sundays. First trip June 24. Last trip Sept. 4. Runs as extra train July 4, Sept. 5.
- 79 No. 3334 runs extra all holidays.

25
**CHANGES IN AND ADDITIONS TO RULES FOR THE
 GOVERNMENT OF THE OPERATING DEPARTMENT**

Rule 11. (Added).—Except in some extreme emergency, fuseses must not be dropped or spiked on track bridges or trestles.

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

Rule 17. The first sentence of Rule 17 is changed to read as follows: The headlight, lighted will be displayed to the front of every Diesel-powered and Rail Motor Car train by day and of every train by night. Remainder of the rule remains unchanged.

Rule 19. Following sentence added:

On Budd rail motor cars, Unit 6000, and stainless steel Passenger Cars, the built-in electric markers at rear of train, displaying red indicator to the rear, and lighted, both day and night, may be used as markers. Display of standard oil marker lamps in addition is not required.

Rule 28 (b). Add to aspects of signals.



Fig. 17E

INTERMEDIATE RESUME SPEED BOARD

Yellow Light, Yellow Board with Black Letters

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

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

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

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

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

501. COLOR-LIGHT AUTOMATIC ROUTING SIGNALS.

Indications and Aspects for Diverging Routes.

- (R)
- (G) Proceed through crossovers or turnouts at not exceeding slow speed, then resume normal speed.
Name: Slow Clear
- (R)
- (Y) Proceed through crossovers or turnouts at not exceeding slow speed, prepared to stop at next signal.
Name: Slow Approach
- (R)
- (R) Stop: then proceed in accordance with Rule S-509 or D-509. (S-509 applies when entering single track from double track.)
Name: Stop and Proceed
Automatic Routing Signals display a yellow disk with a black letter R thereon.

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

Rule 920 (added):

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

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

GENERAL SPECIAL INSTRUCTIONS

These general special instructions are in effect on all divisions.

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

2.

WATCH INSPECTION.

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

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

3.

STANDARD CLOCKS

Boston.	North Station, First floor, Baggage Building.
Boston,	JD Telegraph (Trainmaster's) Office.
Mystic Junction	Charlestown, Mass.
Crew Dispatcher's Office.	Engine Dispatcher's Office

12. HEAD END DIESEL SWITCH ENGINES AND DIESEL ROAD-SWITCHES

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

14(1). ENGINE WHISTLE SIGNAL APPROACHING CROSSING AT GRADE.

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

33.

PUBLIC CROSSINGS

An upper quadrant yellow arm has been installed on whistle or

ring post at all crossings where trains and engines are to stop and protect, or stop and proceed, as designated in Special Instructions of each Division.

GATE-PROTECTED CROSSINGS

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

AUTOMATIC CROSSING PROTECTION

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

At such protected public crossings, manually protect as follows:

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

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

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

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

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

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

In two or more track territory, trains operating against the current of traffic must stop, and then proceed at restricted speed over highway crossings protected by automatic signals which are not operative for reverse running.

Crossings which are signaled for either direction operation will be listed in the Special Instructions of each Division.

At crossings protected by automatic crossing signals of any kind, such protection at most locations does not cover reverse movements after train has passed over the crossing, but has not passed out of the operating circuit for reverse movements. Therefore, when necessary to make reverse movements after a train or engine passes over the crossing, the crossing must be protected by a member of the crew as flagman unless a crossing tender is on duty, or unless it is known that the crossing signals are in operation protecting the crossing.

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

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

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

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

33a. EMERGENCY CONTROL BOXES FOR AUTOMATIC GATES.

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

Boxes are marked:

**"EMERGENCY CONTROL
EASTWARD TRACK"**

**"EMERGENCY CONTROL
WESTWARD TRACK"**

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

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

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

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

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

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

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

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

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

It is the duty of Conductor or Yard Foreman assigned to work equipment to notify the Work Train Foreman when required flag protection is provided before such equipment is placed in service.

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

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

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

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

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

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

110. SPEED RESTRICTIONS — OTHER THAN ENGINES

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

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

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

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

Specially equipped cranes with snubbers and special horizontal boom swivel, with the rotating body locked and the boom free and resting in an idler with boom end trailing, may be operated on rear of freight or work trains at authorized freight train speed.

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

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

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

711 RAILROAD SURGEONS

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

If the injured person is a trespasser, the railroad will take such action as may be humane for first aid, and if any further attention is

required and the injured person has no home or visible means, he should be turned over to the proper local authorities. If, in such case, hospital treatment is required, the hospital should be immediately notified that the railroad will not be responsible for expense.

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

Surgeons to be Called in Emergency

LOCATION	NAME	TELEPHONE
BOSTON, 483 BEACON ST.	DR. G. G. GARCELON	KE 6-8000
BOSTON INDUSTRIAL BLDG.	DR. J. R. KNOWLES	CA 7-6000

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

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

920. Diesel locomotives, diesel-electric rail motor cars and gas-electric rail motor cars must NOT be operated through water deeper than THREE (3) inches above the top of the rail.

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

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

921. MOVEMENT OF LIGHT DIESEL ENGINES

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

When making back-up movements with a single-end unit, engineer must see where he is heading all the time, or know that his fireman can see, and have an O.K. to back up from his fireman.

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

WARNING

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

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

RAIL MOTOR CARS

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

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

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

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

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

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

TONNAGE RATING CLASSIFICATION OF STEAM ENGINES

Class 200 — 4023.

Class 175 — 4113-4116 inclusive.

Class 135 — 3713.

Class 85 — 2403

Class 70 — 1388 to 1498 inclusive; 3621 to 3639 inclusive.

TONNAGE RATING CLASSIFICATION OF STEAM SWITCHES

Class 125 — 612 to 627 inclusive.

Class 85—433 to 452, inclusive.

REVISED TABLE SHOWING PERMISSIBLE COMBINATION OF ENGINES IN DOUBLE-HEADING

Leading Engine	Following Engine
1-Unit Frt. Diesel	P-2 or larger
2000 H.P. Pass. Diesel	
2-Unit Frt. Diesel	P-4 or larger
4000 H.P. Pass. Diesel	

3-Unit or 4-Unit Diesels, with all units working, must not be coupled ahead of any steam engine, except when steam engine is light or handling caboose only.

FREIGHT TRAINS

Leading Engine	Tonnage Rating	Engine Class	Second Engine	Tonnage Rating
Engine Class	Class	Class	Class	Class
B-15,	70	B-15,		70

K-7,	85	K-7,	85
		R-1	175
	Leading Engine		Second Engine
P-4		R-1	175
R-1	175	R-1	175

PASSENGER TRAINS.

Leading Engine		Second Engine	
Engine Class	Tonnage Rating Class	Engine Class	Tonnage Rating Class
B 15	70	B 15	70
P-2	70	P-2 P-3, P-4, R-1	70
P-3	100		100
P-4	135		
B 15	70	P-2 P-3, P-4, R-1	100, 135, 175
R-1	175	P-4 Booster on P-4 R-1 must not be used.	135 175
Motor Car 1140		All classes except R-1.	

K-8 class engines may be used as leading engine ahead of P-class engines in helper service on milk trains and when so used the speed restricted to speed of freight trains in that territory.

SPECIAL INSTRUCTIONS TERMINAL DIVISION.

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

On the Portland Division Routes limit signs are located at a point east of Beverly Station and at a point east of Wilmington Junction.

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

On the Fitchburg Division Route east of Willows, and on the Central Mass. Branch at points east of Clinton Jct. and east switch.

EMPLOYES' TIME-TABLES

Boston yard employes working within Boston yard limits (except enginemen) are not required to have current Time Table in their possession while on duty, but will be required to have copy of current North Station Track and Yard Book in their possession while on duty.

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

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

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

"H" class engines must not operate over any trestle work at Mystic Wharf.

93. Note to Rule 93 is in effect in Boston Yard Limits.

SPEED RESTRICTIONS.

Both Directions Unless Otherwise Indicated

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

SIGNALS GOVERNING ENTRANCE TO NORTH STATION TRACKS

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

SPRING SWITCHES HAVING INTERLOCKING SIGNALS (Rule 670 APPLIES.)

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

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

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

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

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

Everett Jct. — At end of double track on Saugus Branch. Normal position is for outward (Eastward) movements.

Everett Jct. — On connection between Old Main Eastward and Old Main Westward. Normal position is for movements to Old Main Eastward.

SIGNALS FOR MOVEMENTS AGAINST CURRENT OF TRAFFIC

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

SIGNAL INDICATIONS — TOWER "C"

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

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

45 DEGREE INDICATION AT TOWER "H."

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

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

The 45 degree signal will only be displayed when authorized by the Train Dispatcher.

DRAWBRIDGES (MAIN LINE)

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

DRAWBRIDGE SIGNALS.

Draw No. 1 is protected by semi-automatic color light dwarf interlocking signal and by power operated gates controlled from Tower "A".

A warning whistle will be sounded just prior to opening drawbridge.

Draw No. 7 is protected by semi-automatic color light dwarf interlocking signals, also by gates on each side of Draw, displaying target board by day and red light by night over each track. Also by red flags by day and red lights by night placed between the rails of each track on each side of Draw. At night a green light in Draw Tower indicates Draw closed.

At Draw No. 8, both main tracks, the Medford Track and the Boulevard Track are protected by semi-automatic color light dwarf interlocking signals. Both main tracks are also protected by gates on each side of Draw displaying target boards by day and red lights by night over each track. Also all tracks over Draw are protected by red flags by day and red lights by night placed between the rails of each track on each side of Draw.

Trains or engines stopped by semi-automatic color light dwarf interlocking signals at Draw No. 7 or Draw No. 8 may proceed over drawbridge on verbal permission given by drawtender, or in his absence must be preceded by flagman. After passing over drawbridge, train or engine may proceed on signaled tracks as provided in Rule D-509.

SWITCH CONNECTING M.T.A. SIDING

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

DIRECTION OF TRAFFIC ON YARD TRACKS

Mystic Branch tracks toward Mystic Wharf:—	Eastward
Mystic Branch tracks toward Tower "C"	Westward
From East Somerville Station towards Yards 2, 20, 19, and former East Somerville Enginehouse:—	Southward
From Yards 2, 20, 19 and former East Somerville Enginehouse toward East Somerville:—Station	Northward

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

SPECIAL RULES.

The following Special Rules apply only within Boston yard limits.

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

When Tower A, C or H whistles are blown, everything moving under signals at these points must come to a full stop at once, then proceed only in accordance with General Rule 13-(b).

At Tower "5" whistle will be sounded in emergency to stop all movements on freight tracks at lower end of yards 8 and 9 and the "Valley" tracks. This does not affect movements within the interlocking limits of Tower "C".

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

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

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

3a. Enginemen before running on Terminal Division must pass signal examination covering territory over which they are to run.

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

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

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

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

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

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

4. After arrival of inbound trains in North Station, rear trainman will remain at rear end of his train until relieved by backup man who is to move draft to storage yard. Engines removing one or more cars from rear of train will not relieve trainman of this duty.

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

After attaching riding hose to rear end of rear car and giving one long whistle, backup man will make a service reduction sufficient in amount to apply the brakes on the draft, and note that the brake applies.

When draft is ready to move a member of crew or backup man must personally notify engineman that draft is unloaded and ready to back-up. Backup man will then operate push button in train shed to notify Operator in Tower "A" that draft is ready, then give four whistle signals to the engineman to release the train brakes. The backup man will ascertain that the rear brake releases and will give three whistle signals to the engineman when ready to back.

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

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

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

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

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

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

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

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

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

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

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

8a. Backup man backing drafts to Passenger Storage Yard on to tracks already occupied by cars must bring draft to a stop one car length from standing cars.

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

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

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

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

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

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

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

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

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

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

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

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

16. Drafts of trains with steam engines must not stop with smoke-stack of engine under the new arterial highway bridge over the North Station area.

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

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

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

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

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

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

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

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

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

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

24. Riding on top of locomotives, tenders and cars between Draw No. 1 and the bunter end of tracks at North Station is strictly forbidden. Riding on the side of cars at awning height while passing the North Station awnings is forbidden.

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

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

27. Any engine, car, or train operating on Edison Electric track located outside of North Station over Northern Artery must be preceded by a flagman displaying a red flag by day and a red lantern by night, at a speed not exceeding four (4) miles per hour. Said track shall not be used except between the hours of 12:00 mid. and 5:00 a.m.

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

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

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

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

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

32. The "R" track in Yard 2 is a running track for movements from Tower "C" to Hoosac Tunnel Diamond; movements in reverse direction may be made under flag protection only.

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

INSTRUCTIONS REGARDING HANDLING OF EQUIPMENT THROUGH CAR WASHING MACHINES.

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

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

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

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

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

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

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

Movements to be made as follows:

1 blast — Stop.

2 blasts — Move away from North Station.

3 blasts — Move toward North Station.

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

Restrictions Governing Switching of Oil and Other Plants

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

Signs will be located just outside of each of above plants designating—the point beyond which engines are not to go.—and the point beyond which trainmen or others are not to use lighted oil lanterns—and each sign will also instruct crews when stopping at sign, to procure an ELECTRIC LIGHT from Oil Plant Office (leaving oil lantern outside) before going onto Oil Co. premises when switching oil plant during time that lighted lanterns are necessary.

Ford Plant

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

Spring Switches At Former East Somerville Engine House

One at North End Ash Pit Tracks. The normal position of this switch will be for movements on Ash Pit Track #1.

SWITCHES AT NEW ENGINE TERMINAL

Two-light Horizontal Type Switch Indicator Signal located just north of Hoosac Tunnel Diamond between the New Hampshire Division INward main track and enginehouse lead indicates only position of crossover switches between the lead tracks and confers no rights.

The indicator will indicate red when either switch of above crossover is not fully closed in its normal position or is hand thrown to reverse position, and will indicate yellow when each switch of the crossover is set in its normal position.

Trains and engines accepting this indicator must move in accordance with rule 105.

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

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

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

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

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

Track 16 is a Diesel ready track.

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

Between 8.00 a.m. and 7.00 p.m. daily, the Mechanical Department will have exclusive use of the Barrett track and during above hours it will be engine house territory and used for the storage and/or handling of locomotives between the engine house and/or Diesel shop and the Barrett track.

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

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

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

One located in switchtender's shanty at the entrance of New Engine House. Switchtender will call Tower "H" identifying all engines and their destination moving out over track 17.

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

FREIGHT YARDS 8, 9 AND 10, MYSTIC JUNCTION

Clearance Marks Hump Yard Classification Tracks.

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

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

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

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

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

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

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

Retarder operators must have retarders fully released before allowing any engine, train or draft to move through retarders. Snow plows and Jordan spreaders must not operate thru retarders.

Track skates must be placed on the lower end of all classification tracks in Yards 8 and 9. Running track 9 and Receiving tracks 16

and 17 in Yard 8 are not to be skated unless they are being used temporarily for classification purposes; after such use skates must be removed immediately. When humping cars to shop or scale tracks in Yard 8, tracks must be skated the same as classification tracks.

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

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

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

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

Keep Portion of Yard 8 Scale Track Clear.

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

THIRD AND FOURTH IRON

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

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

The so called "fourth iron" extending from its connection with "THIRD IRON" at Walnut St. bridge to the entrance of inward yard 8 is a continuation of the Inward Freight Lead and the direction of traffic is Inward (southward).

OUTWARD (northward) movements over this FOURTH IRON may be made only on permission (verbal or hand signals) from tower man at Mystic Jct. OR UNDER FULL FLAG PROTECTION.

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

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

YARD 10 LEAD

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

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

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

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

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

Single Red..... Stop

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

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

Green Proceed at normal yard speed.

Yellow over Red. Back up.

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

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

Yard 8—Trimmer Signal

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

When Red it will signify to engine, yard and train crews occupying Tracks 1 to 39 inclusive, Shop Tracks and Scale Track at the upper (hump end) that humping is proceeding, and engines must not foul Hump Lead—but while Trimmer Signal shows Red engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engineman or fireman receives proper signal from a member of his crew.

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

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

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

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

YARD 9—TRIMMER SIGNAL

Mounted on signal pole (facing the Classification tracks) located at the apex of the Hump, is a single color light signal known as a Trimmer Signal, the indication of which shows either Red or Green. When Red it will signify to engine, yard and train crews occupying Classification Tracks 1 to 34 inclusive, and Receiving Tracks 19, 20, 21 and 22, at the upper (Hump) end, that humping is proceeding, and engines must not foul Hump Lead;—but while Trimmer Signal shows Red, engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engineman or fireman receives proper signal from a member of his crew.

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

Yard 9 Hump Lead extends from the apex of the Hump (where the pins are pulled and cars separated) to a dwarf signal located to the right of the Hump Lead about 600 feet north of the Northern Artery Bridge.

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

It shall be the duty of the Yard Foreman working the Hump engine to see that the switch leading from the Hump Lead to Receiving Tracks 1, 2, 3 and Caboose Track, and the switches leading from the Hump Lead to Track 35, are lined in normal position for the Hump Lead, before allowing any engine assigned to humping cars to move out of Classification Tracks 1 to 34 inclusive, or Receiving Tracks 19, 20, 21 and 22, to enter upon the Hump Lead. Any other crews using these switches must leave them properly lined for the Hump Lead after having been used.

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

USE OF AIR ON DRAFTS.

Air must be coupled and cut in on drafts moving to and from Mystic Wharf, and when shoved to Yard No. 13 via Fitchburg Route main line or via Yard No. 14, or the "Barrett" track.

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

MYSTIC BRANCH TRACKS

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

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

Trolley wires are over Mystic Branch tracks at Main St., crossing and employes are prohibited from riding on top of locomotive tender or car at that location.

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

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

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

MYSTIC WHARF.

At the Old Scrap Dock, Digger No. 1 is restricted to 231,000 lbs, and Digger No. 2 is restricted to 208,000 lbs.

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

520.

SPRING SWITCH SIGNAL

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

GATE PROTECTED CROSSINGS

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

METHOD OF CROSSING PROTECTION IN BOSTON YARDS

Location	Protection	Hours Protected	
		Weekdays	Sundays
East St. and "C"			
House, East Cambridge	Gates	24 hours	24 hours
Charlestown,			
Warren Ave.	Gates	(a) 6:30 a.m. to 2:30 p.m.	Crossing tender as required
Chas. Riv. Ave.	Flagged by crew	Flagged by crew	Flagged by crew
Mystic Branch, Charlestown			
Rutherford Ave.			
Manually controlled electric gates and flashers	Mon. to Fri. 24 hrs.	Saturday (a) 12:01a.-10p.	(a) 10p.-12 mid
Main Street	Gates Mon. to Fri. 24 hrs.	Saturday (a) 12:01a.-10p.	(a) 10p.-12 mid
Brockway			
Smith	Flasher signals	24 hours	24 hours
Wiggin Lumber Yards			
Revere Sugar (2 crossings)	Watchman with disc	(b) 6a.b.-4p.m.	(b) No protection
Wyman Allen	Gates	(b) 5:45a.-4:45p.	(b) No protection
N.E.C.&C. Co.	Watchman with disc	(b) 6a.b.-4p.m.	(b) No protection
Terminal St.	Watchman with disc	(b) 6a.m.-5p.m.	(b) No protection
Austin St.			
Yard 19	Flagged by crew	Flagged by crew	Flagged by crew
Foley St.,			
Yard 21	Flagged by crew	Flagged by crew	Flagged by crew
Ford Motor			
No. 2 track (outside track)			
Yard 21	Flagged by crew	Flagged by crew	Flagged by crew

(a) — During other hours crossing gateman must operate crossing protection as required.

(b) — During unprotected hours all movements over crossings to be made with engine under control and all care necessary to prevent accident.

Unprotected Yard Crossings.

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

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

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

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

Wellington.....Fifth Street.

About 300 feet west of crossing.

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

W. E. BARRETT, Supt.

TRAINMASTERS

G. W. MILLER

J. F. McLAUGHLIN

J. E. ROURKE

H. W. ERNST

L. F. MORSE

F. L. ESTEY, JR.

V. W. KRUEGER (Ass't)