

Boston & Maine Railroad
TERMINAL DIVISION

NORTH STATION

Track and Yard Book No. 37

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

In Effect 12.01 a.m. Sunday, May 21, 1944

NOTE

|| Not Shifted.

† Will not carry baggage.

* Will not carry passengers.

‡ Annulled May 30, June 17, July 4, Sept. 4, Oct. 12
Nov. 11, Nov. 23, Dec. 25, 1944.

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up.
F	51	Troy.....	2.20 am	20	Yard 4, ready 9.00 pm Track 16 Mondays.
P	101	Portland.....	2.30 am	7	Yard 3, ready 9.00 pm
NH	1	Concord, N. H.....	2.45 am	12	Yard 3, ready 10.00 pm
P	2501	Rockport.....	5.45 am	4	Yard 2, ready 9.30 pm
NH	303	Concord, N. H.....	6.00 am	11	Yard 3, ready 2.30 am
F	501	Fitchburg.....	6.25 am	17	Yard 2, ready 9.00 pm
P	2907	Intervale.....	6.40 am	3	Yard 2, ready 9.00 pm
*P	1301	Wakefield Ctr. (Will run June 17 and Oct. 12, Nov. 11, 1944..	6.45 am	10	Yard 2, ready 1.00 am
†NH	3303	Wilmington.....	6.45 am	11	Yard 3, ready 10.30 pm
‡F	3203	Bedford, via West Cambridge.....	6.57 am	21	No. 3202, due 6.18 am
P	2505	Rockport.....	7.00 am	9	Yard 2, ready 1.00 am
†P	1105	Medford.....	7.09 am	2	No. 2546, due 11.24 pm
*P	1305	Wakefield Center.....	7.25 am	8	Yard 2, ready 2.00 am
P	207	Portsmouth.....	7.30 am	7	Yard 2, ready 11.00 pm
NH	305	Concord, N. H.....	7.35 am	16	Yard 3, ready 2.40 am
*NH	3305	North Woburn.....	7.38 am	11	No. 3306, due 7.22 am Holidays 3302 due 6.27 am
P	1107	Medford.....	7.49 am	9	Yard 2, ready 9.00 pm
P	105	Lawrence.....	8.00 am	5	No. 104, due 6.20 am
F	55	Troy.....	8.05 am	15	Yard 4, ready 2.00 am
F	503	South Acton.....	8.08 am	17	Yard 2 ready 1.00 am
NH	3307	Woburn.....	8.11 am	11	No. 312, due 8.01 am Sats. No. 3310, due 7.53 am
P	2509	Rockport.....	8.19 am	3	No. 2500, due 7.09 am
P	107	Portland.....	8.30 am	12	Yard 4, ready 3.00 am
P	209	Portsmouth.....	9.00 am	6	No. 206, due 6.25 pm
NH	5	Concord, N. H.....	9.00 am	16	Yard 3, ready 8.15 am
F	5503	Bellows Falls.....	9.00 am	18	Yard 4, ready 1.00 am
†P	109	Reading.....	9.04 am	8	No. 2406, due 8.35 am
†P	2203	Marblehead.....	9.15 am	5	Yard 1, ready 8.45 am
P	11	Portland.....	9.40 am	13	Yard 4, ready 8.50 am
P	2515	Rockport.....	9.45 am	13	Yard 1, ready 9.15 am Holidays from Yard 2.
P	111	Reading.....	9.45 am	6	No. 182, due 11.22 pm
NH	3309	Lowell.....	10.00 am	17	Yard 3, ready 9.30 am
*NH	3349	Woburn.....	10.05 am	14	Yard 3 ready 9.40 am
P	113	Haverhill.....	10.15 am	9	Yard 1, ready 9.45 am Holidays from Yard 2.
P	213	Beverly.....	10.30 am	4	Yard 1, ready 10.00 am Holidays from Yard 2.

Departures. Week-days.

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up.
P	115	Lawrence.....	11.00 am	11	Yard 2, ready 10.15 am
NH	3311	Lowell.....	11.00 am	14	Yard 3, ready 10.25 am
F	57	Troy.....	11.10 am	19	Yard 4, ready 3.00 am
P	2205	Marblehead.....	11.20 am	5	Yard 1, ready 10.50 am
		Holidays from Yard 2.			
NH	3313	Wilmington.....	11.40 am	11	Spot 3320 due at 11.25 am
P	117	Reading.....	11.40 am	9	Yard 2, ready 11.15 am
P	15	Portland via Dover...	12.00 n'n	13	Yard 4 ready 11.05 am
P	2517	Rockport (Ex. Sats.)	12.00 n'n	4	Yard 2, ready 11.15 am
P	2407	Danvers, via Lynn (Sats. only).....	12.06 pm	4	Yard 1, ready 11.30 am
F	507	So. Acton.....	12.20 pm	20	Yard 3, ready 11.50 am
P	2519	Rockport (Sats. only)	12.25 pm	5	Yard 2, ready 11.50 am
NH	311	Lowell (Sats. only)...	12.25 pm	17	Yard 3, ready 11.50 am
P	2909	Intervale via Dover... First trip June 16, 1944 Last trip Oct. 14, 1944 Does not run Mondays Will run as an extra train Sept. 4.	12.25 pm	10	Yard 3, ready 11.30 am
P	191	Reading (Sats. only)...	12.26 pm	13	Yard 2, ready 11.50 am
P	119	Dover.....	12.30 pm	12	Yard 2, ready 11.40 am
P	217	Portsmouth.....	12.30 pm	3	Yard 2, ready 11.50 am
NH	307	Concord, N. H.....	12.30 pm	18	Yard 3, ready 11.40 am
P	2207	Marblehead (Sats. only)	12.35 pm	2	Yard 1, ready 12.05 pm
NH	3315	Woburn.....	12.40 pm	15	Yard 3, ready 12.10 pm
P	121	Reading (Sats. only)...	12.45 pm	10	Yard 2, ready 12.05 pm
P	2521	Rockport (Sats.)..... First trip June 3. Last trip Sept. 23, 1944.	12.45 pm	4	Yard 1, ready 12.15 pm
P	2409	Danvers, via Lynn (Ex. Sats.).....	1.00 pm	4	Yard 1, ready 12.25 pm
		Holidays from Yard 2.			
P	225	Newburyport (Sats. only).....	1.00 pm	6	Yard 1, ready 12.30 pm
F	509	So. Acton (Sats. only). Will run June 17, 1944	1.00 pm	20	Yard 3, ready 12.35 pm
NH	3317	Lowell (Sats. only)...	1.05 pm	18	Yard 3, ready 12.40 pm
P	2523	Rockport (Sats. only)	1.10 pm	4	Yard 1, ready 12.40 pm
NH	3403	Stoneham (Sats. only)	1.15 pm	15	Yard 3, ready 12.45 pm
P	123	Portland.....	1.15 pm	13	Yard 4, ready 12.30 pm
P	2603	Essex (Sats. only)....	1.15 pm	2	Yard 1, ready 12.45 pm
F	3105	Clinton (Sats. only) via W. Cambridge..	1.16 pm	20	Yard 3, ready 12.40 pm
P	2105	Lynn, via S. B. (Sats. only).....	1.17 pm	7	Yard 1, ready 12.55 pm

Departures. Week-days.

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up
P	2211	Marblehead (Sats. only)	1.20 pm	3	Yard 1, ready 12.50 pm
P	1307	Topsfield (Sats. only) ..	1.20 pm	8	Yard 1, ready 12.50 pm
P	125	Lawrence (Sats. only) ..	1.25 pm	12	Yard 2, ready 12.55 pm
F	511	Fitchburg (Sats. only)	1.27 pm	17	Yard 2, ready 12.40 pm
P	127	Reading.....	1.30 pm	10	Yard 2, ready 12.55 pm
F	3207	Bedford (Sats. only).. via W. Cambridge..	1.32 pm	18	Yard 3, ready 12.55 pm
P	1109	Medford (Sats. only)...	1.40 pm	11	Yard 1, ready 1.15 pm
F	3107	Lancaster, Mass., via W. Cambridge.....	1.41 pm	19	Yard 3, ready 1.10 pm
NH	3319	Wilmington.....	1.45 pm	15	Yard 3, ready 1.15 pm
		Hols. Spot, 3324 at 1.19 pm			
P	2525	Rockport.....	1.45 pm	7	Yard 1, ready 1.15 pm
P	129	Reading (Sats. only)...	1.52 pm	8	Yard 2, ready 1.15 pm
NH	309	Lowell.....	2.00 pm	11	Yard 3, ready 1.30 pm
P	131	Reading.....	2.10 pm	10	Yard 2, ready 1.40 pm
P	2107	Lynn, via S. B. (Sats. only).....	2.13 pm	5	Yard 1, ready 1.40 pm
P	133	Haverhill.....	2.30 pm	12	Yard 2, ready 2.00 pm
NH	3321	Woburn..... Will run June 17, Oct. 12 and Nov. 11, 1944	2.31 pm	14	Yard 3, ready 2.00 pm
P	135	Reading.....	2.40 pm	5	Yard 1, ready 2.15 pm
P	2527	Rockport.....	2.45 pm	4	Yard 2, ready 2.00 pm
F	5507	Bellows Falls.....	3.00 pm	16	Yard 3, ready 10.00 am
P	137	Reading (Sats. only)...	3.01 pm	10	Yard 2, ready at 2.30 pm
NH	3323	Lowell.....	3.05 pm	14	Yard 3, ready 2.30 pm
P	139	Lawrence.....	3.30 pm	10	Yard 1, ready 2.50 pm
		Holidays from Yard 2.			
P	235	Portsmouth.....	3.30 pm	7	Yard 2, ready 2.45 pm
F	59	Troy.....	3.30 pm	21	Yard 4, ready 2.30 pm
P	2529	Rockport.....	3.45 pm	6	Yard 1, ready 3.15 pm
		Holidays from Yard 2.			
NH	3325	Wilmington.....	3.45 pm	14	Yard 3, ready 3.15 pm
P	2217	Marblehead.....	4.00 pm	4	Yard 1, ready 3.30 pm
		Holidays from Yard 2.			
P	141	Dover.....	4.00 pm	7	Yard 2, ready 3.25 pm
P	143	Reading.....	4.05 pm	8	Yard 2, ready 3.35 pm
P	2413	Danvers, via Lynn...	4.18 pm	6	Yard 1, ready 3.50 pm
		Holidays from Yard 2.			
F	513	Fitchburg.....	4.20 pm	20	Yard 4, ready 1.00 pm
NH	3327	Lowell.....	4.25 pm	16	Yard 3, ready 3.40 pm
P	145	Haverhill.....	4.27 pm	12	Yard 1, ready 4.00 pm
		Holidays from Yard 2.			
P	2531	Rockport (ex. Sats.)...	4.30 pm	2	Yard 1, ready 3.55 pm
		Holidays from Yard 2.			

Departures. Week-days.

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up.
♠F	3211	Bedford, via West Cambridge.	4.31 pm	19	Yard 3, ready 4.00 pm
		Will run Jun 17, Oct. 12 and Nov. 11, 1944			
♠P	239	Wenham.	4.32 pm	5	Yard 1, ready 4.05 pm
NH	313	Concord, N. H.	4.40 pm	18	Yard 4, ready 1.00 pm
♠NH	3329	Wilmington.	4.45 pm	14	Yard 3, ready 4.10 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944			
P	19	Portland via Eastern.	4.50 pm	13	Yard 4, ready 4.00 pm
♠F	3109	Lancaster, via West Cambridge.			
		Runs June 17, Oct. 12 and Nov. 11, 1944.	4.52 pm	17	Yard 3, ready 4.25 pm
P	147	Portland.	4.55 pm	10	Yard 2, ready 4.15 pm
P	241	Portsmouth.	4.55 pm	8	Yard 2, ready 4.30 pm
♠P	2535	Rockport (Ex. Sats.)	4.58 pm	6	Yard 1, ready 4.30 pm
		First trip May 31. Last trip Sept. 29, 1944.			
♠P	1311	Danvers (ex. Sats.)	4.58 pm	9	Yard 1, ready 4.25 pm
♠P	2219	Marblehead (ex. Sats.)	5.00 pm	5	Yard 1, ready 4.30 pm
♠P	149	Reading.	5.01 pm	11	Yard 2, ready 4.20 pm
♠P	2537	Rockport.	5.03 pm	4	Yard 2, ready 4.00 pm
♠NH	3331	Woburn.	5.05 pm	15	Spot No. 3334 due at 4.46 pm
♠P	245	Lynn.	5.05 pm	3	Yard 1, ready 4.45 pm
F	5509	Bellows Falls.	5.10 pm	20	Yard 10, ready at 4.15 pm
♠P	2109	Lynn, via S. B. (ex. Sats.)	5.12 pm	2	Yard 1, ready 4.40 pm
♠F	515	Fitchburg (ex. Sats.)	5.14 pm	19	Yard 2, ready 4.30 pm
P	151	Dover.	5.14 pm	12	Yard 2, ready 4.35 pm
♠NH	315	Nashua (ex. Sats.)	5.14 pm	16	Yard 3, ready 4.30 pm
♠NH	3333	Wilmington.	5.16 pm	14	Yard 3, ready 4.50 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944			
♠P	153	Reading (ex. Sats.)	5.16 pm	7	Yard 2, ready 4.30 pm
♠F	3111	Clinton (ex. Sats.)			
		via W. Cambridge.	5.17 pm	18	Yard 3, ready 4.50 pm
♠P	155	Reading.	5.17 pm	10	Yard 2, ready 4.45 pm
♠NH	317	West Medford (ex. Sats.)	5.18 pm	13	Yard 2, ready 4.30 pm
P	2415	Danvers, via Lynn.	5.19 pm	8	Yard 1, ready 4.20 pm
		Holidays from Yard 2.			
♠F	3215	Bedford, via West Cambridge (Ex. Sats.)	5.20 pm	21	Yard 3, ready 4.50 pm
P	2221	Marblehead.	5.22 pm	3	Yard 1, ready 4.55 pm
		Holidays from Yard 2.			
♠F	517	So. Acton (Ex. Sats.)	5.22 pm	20	Yard 3, ready 4.50 pm

Departures. Week-days.

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up.
♠P	1115	Medford (Ex. Sats.)	5.23 pm	6	No. 2534 due 5.07 pm
♠P	1313	Danvers (Sats. only)	5.28 pm	9	Yard 1, ready 5.05 pm
♠P	1315	Topsfield (Ex. Sats.)	5.28 pm	9	Yard 1, ready 5.05 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944.			Holidays from Yard 2.
♠NH	3413	Stoneham.	5.30 pm	15	Yard 3, ready 5.00 pm
♠P	2539	Rockport.	5.30 pm	4	Yard 1, ready 5.00 pm
					Holidays from Yard 2.
♠P	157	Lawrence (Ex. Sats.)	5.32 pm	11	Yard 2, ready 5.05 pm
♠P	247	Newburyport via Lynn (Ex. Sats.)			
		Will run June 17, Oct. 12 and Nov. 11, 1944.	5.34 pm	2	Yard 1, ready 5.05 pm
♠F	5205	Maynard.	5.35 pm	18	Yard 3, ready 5.05 pm
♠P	159	Reading.	5.35 pm	7	Yard 2, ready 5.05 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944.			
♠P	2113	Lynn, via Saugus Br. (Ex. Sats.)	5.37 pm	5	Yard 1, ready 5.00 pm
♠P	1317	Wakefield Center.	5.38 pm	8	Yard 1, ready 5.10 pm
♠NH	319	Lowell (Except Sats.)	5.40 pm	13	Yard 3, ready 5.10 pm
♠NH	321	Nashua (Runs Sats. and Holidays only)	5.40 pm	13	Yard 3, ready 5.10 pm
♠F	3217	Bedford, via West Cambridge.	5.43 pm	17	Yard 3, ready 5.10 pm
♠NH	3335	Wilmington.	5.45 pm	14	Yard 3, ready 5.20 pm
♠F	3117	Clinton via West Cambridge.	5.50 pm	20	No. 322 due 5.31 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944.			
♠P	2223	Marblehead.	5.54 pm	4	Yard 1, ready 5.25 pm
		Sats. Spot 2220 at 5.34 pm			
P	161	Haverhill.	5.54 pm	9	Yard 2, ready 5.25 pm
♠P	1117	Medford (Ex. Sats.)	5.56 pm	3	Yard 1, ready 2.00 pm
F	61	Greenfield.	6.00 pm	18	Yard 4, ready 5.20 pm
♠NH	3417	Stoneham.	6.00 pm	16	No. 3336, due 5.19 pm
P	251	Portsmouth.	6.01 pm	7	Yard 2, ready 5.30 pm
♠P	163	Reading.	6.01 pm	10	Yard 2, ready 5.30 pm
♠P	2119	Lynn via Saugus Br. Sats. Only	6.10 pm	2	Spot No. 242 due at 5.56 pm
♠NH	3337	Wilmington.	6.15 pm	14	No. 324, due Ex. Sats. 5.57 pm
		Yard 2, Saturdays only			
♠F	519	South Acton.	6.20 pm	13	Yard 3, ready 5.45 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944			
P	165	Reading.	6.20 pm	8	Yard 2, ready 5.40 pm

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up.
✠F	3223	Bedford (Ex. Sats.) via W. Cambridge	6.24 pm	18	Yard 4, ready 5.20 pm
P	2541	Rockport	6.25 pm	4	No. 242 due at 5.56 pm except Sats. Sats. back in from Yard 1.
✠P	2117	Lynn, via Saugus Br. (Ex. Sats.)	6.30 pm	5	No. 2220, due at 5.34 pm except Sats.
NH	323	Lowell	6.35 pm	17	No. 3338, due 6.13 pm Holidays, Yard 3.
P	167	Haverhill	7.00 pm	9	No. 1114, due 6.05 pm Hol's from yard 2. Sats yd 1
NH	3339	Wilmington	7.00 pm	16	No. 326, due 6.05 pm
P	21	Portland, via Eastern	7.00 pm	7	Yard 3, ready 6.00 pm
P	25	Portland	7.30 pm	6	Yard 3, ready 6.00 pm
		First trip, June 19; last trip, Sept. 23.			
F	5511	Bellows Falls	7.30 pm	12	Yard 3, ready 6.00 pm
✠P	169	Lawrence	7.50 pm	8	No. 164, due 6.20 pm
NH	3341	Lowell	7.50 pm	11	3342, due at 7.27 pm
P	2545	Rockport	7.55 pm	4	Yard 2, ready 7.20 pm
P	171	Haverhill	8.40 pm	9	Yard 2, ready 8.05 pm
NH	325	Concord, N. H.	8.45 pm	18	Yard 3, ready 7.00 pm
P	259	Newburyport	8.45 pm	4	Yard 2, ready 8.10 pm
NH	3351	Wilmington	8.50 pm	16	No. 3350 due at 7.50 pm
P	23	Portland, via Western (Ex. Sats.)	9.30 pm	13	Yard 4, ready 7.00 pm
P	27	Portland, via Western (Ex. Sats.)	9.45 pm	7	Yard 4, ready 7.00 pm
F	521	Worcester	9.45 pm	19	Yard 4, ready 6.10 pm
P	2547	Rockport	9.45 pm	5	Yard 2, ready 9.00 pm
P	175	Haverhill	9.50 pm	8	No. 176, due 7.54 pm
✠NH	3343	Lowell	9.50 pm	17	Yard 3, ready 9.20 pm
P	177	Haverhill	10.35 pm	9	No. 178 due 9.20 pm
P	263	Beverly	10.45 pm	6	Yard 2, ready 10.15 pm
NH	3345	Lowell	10.50 pm	16	No. 3344, due at 9.02 pm
F	63	Troy, N. Y. (Will not carry baggage be- yond Ayer)	11.05 pm	21	Yard 4, ready 6.01 pm
P	181	Reading	11.15 pm	9	Yard 2, ready 10.45 pm
P	265	Portland via Eastern	11.35 pm	13	Yard 4, ready 10.30 pm
NH	3347	Concord, N. H.	11.35 pm	18	Yard 3, ready at 10.55 pm
F	523	Fitchburg	11.45 pm	16	No. 3346 due at 10.55 pm
P	2549	Rockport	11.50 pm	6	Yard 2, ready 11.10 pm
P	183	Haverhill	11.55 pm	9	Yard 2, ready 11.15 pm
P	269	Portsmouth	11.57 pm	5	No. 2544 due at 9.43 pm

Div.	Tr'n No.	Denomination.	Time.	Track.	Disposition
*F	5500	Bellows Falls, Milk	1.00 am		Arrive at Tower H.
✠F	3202	Bedford, via W. Camb. Will run June 17, Oct. 12 and Nov. 11, 1944	6.18 am	14	Makes No. 3203 at 6.57 am
✠P	104	Reading	6.20 am	4	Makes No. 105 at 8.00 am
P	206	Portsmouth	6.25 pm	5	Makes No. 209 at 9.00 am
NH	3302	Lowell	6.27 am	13	Yard 3. Holidays shift for 3305 at 7.38 am
P	22	Portland, via Eastern	6.40 am	20	Yard 4. Park Pullmans 22.
P	106	Haverhill	6.44 am	4	Yard 1.
F	500	Worcester	6.45 am	14	Yard 4.
		Except Mondays			
P	2500	Rockport	7.09 am	10	Makes No. 2509 at 8.19 am
✠NH	3400	Stoneham	7.15 am	21	Yard 3.
✠P	110	Reading	7.17 am	4	Yard 2.
		Will run June 17, Oct. 12 and Nov. 11, 1944.			
✠NH	3306	Lowell	7.22 am	11	Makes No. 3305 at 7.38 am
✠P	2106	Lynn, via Saugus Br.	7.29 am	2	Yard 1.
✠F	3100	Clinton, via W. Camb. Will run June 17, Oct. 12 and Nov. 11, 1944	7.29 am	21	Yard 3.
✠P	112	Lawrence	7.29 am	9	Yard 2.
F	502	Fitchburg	7.35 am	10	Yard 2.
✠F	3206	Bedford, via W. Camb.	7.37 am	21	Yard 3.
✠P	208	Newburyport	7.41 am	2	Yard 1.
		Will run June 17, Oct. 12 and Nov. 11, 1944.			
✠P	1300	Danvers	7.43 am	8	Yard 1.
✠NH	3308	Wilmington	7.44 am	16	Yard 3.
✠P	1104	Medford	7.47 am	7	Yard 1.
✠NH	3404	Stoneham	7.53 am	13	Yard 3.
✠P	114	Reading	7.54 am	10	Yard 2.
NH	3310	Lowell	7.58 am	16	Yard 3. Sats. only makes No. 3307 at 8.11 am
P	116	Dover, Holidays Due 8.03 am	7.59 am	8	Yard 2.
✠NH	312	Lowell	8.01 am	11	Makes No. 3307 at 8.11 am, except Sats.
✠P	2404	Danvers, via Lynn	8.02 am	2	Yard 1.
✠P	2110	Lynn, via Saugus Br.	8.04 am	7	Yard 1.
NH	302	Concord, N. H.	8.05 am	14	Wyes for Yard 3.
✠F	3210	Bedford via W. Camb.	8.06 am	21	Yard 3.
✠P	1304	Wakefield Center	8.09 am	9	Yard 2.
		Will run June 17, Oct. 12 and Nov. 11, 1944.			

Arrivals. Week-days.

Div.	Tr'n No.	Denomination.	Time.	Track.	Disposition.
†P	2204	Marblehead.....	8.09 am	4	Yard 1.
†P	118	Reading.....	8.12 am	8	Yard 2.
P	214	Portsmouth.....	8.13 am	5	Yard 2.
NH	304	Wilmington.....	8.15 am	20	Yard 3.
F	506	Fitchburg.....	8.17 am	10	Yard 2. Holidays back to Yard 4.
†P	2504	Rockport.....	8.19 am	4	Yard 1.
†P	120	Lawrence.....	8.20 am	9	Yard 2.
NH	3408	Stoneham.....	8.25 am	17	Yard 3.
†P	122	Reading.....	8.28 am	3	Yard 2.
†F	3104	Clinton via W. Cambr.	8.30 am	22	Yard 3.
†P	1106	Medford.....	8.30 am	10	Yard 1.
†NH	3312	Wilmington.....	8.31 am	15	Yard 3.
		Will run June 17, Oct. 12 and Nov. 11, 1944			
†P	1306	Wakefield Center.....	8.33 am	7	Yard 2.
†NH	306	Nashua, N. H.....	8.34 am	13	Yard 3.
†F	5202	Maynard.....	8.35 am	21	Yard 3.
		Will run June 17, Oct. 12, and Nov. 11, 1944.			
†P	2406	Danvers, via Lynn.....	8.35 am	8	Makes No. 109 at 9.04 am
†P	1308	Topsfield.....	8.36 am	9	Yard 1. Holidays to Yard 2.
		Will run June 17, Oct. 12 and Nov. 11, 1944.			
P	2206	Marblehead.....	8.38 am	4	Yard 1.
†F	3212	Bedford, via W. Camb.	8.39 am	17	Yard 3.
†P	2112	Lynn, via Saugus Br.....	8.40 am	2	Yard 1.
P	124	Dover.....	8.40 am	12	Yard 2.
		Hols. due at 8.46 am			
†P	2506	Rockport.....	8.43 am	5	Yard 1.
F	5502	Bellows Falls.....	8.45 am	22	Yard 3.
P	8	Portland—Except Mondays	8.45 am	20	Yard 3.
NH	3314	No. Woburn.....	8.51 am	15	Yard 3.
†P	216	Hamilton.....	8.54 am	4	Yard 1.
†P	2508	Rockport.....	8.57 am	3	Yard 1.
		First trip May 31. Last trip Sept. 29, 1944.			
P	218	Portsmouth (Holidays due at 9.08 am).....	9.00 am	10	Yard 1. Holidays to Yard 2
†P	2208	Marblehead.....	9.04 am	7	Yard 1.
†P	126	Reading.....	9.05 am	9	Yard 2.
†F	3106	Lancaster, via W. Cam- bridge.....	9.10 am	17	Yard 3.
		Will run June 17, Oct. 12, and Nov. 11, 1944			

Arrivals. Week-days.

Div.	Tr'n No.	Denomination.	Time.	Track.	Disposition.
F	508	Greenfield.....	9.15 am	18	Yard 4.
NH	3316	Woburn.....	9.17 am	16	Yard 3.
P	2510	Rockport.....	9.23 am	7	Yard 2.
NH	308	Concord, N. H.....	9.25 am	15	Yard 3.
P	128	Haverhill.....	9.31 am	8	Yard 1.—Holidays to Yard 2.
P	224	Portsmouth.....	9.55 am	7	Yard 2.
P	130	Lawrence.....	9.55 am	10	Yard 1.—Holidays to Yard 2.
P	2514	Rockport.....	10.06 am	5	Yard 2.
NH	3318	Lowell.....	10.09 am	17	Yard 3.
P	132	Portland.....	10.13 am	12	Yard 2.
F	5504	Bellows Falls.....	10.15 am	20	Yard 4.
P	134	Portland via Dover.....	10.40 am	18	Yard 4.
P	2210	Marblehead.....	10.44 am	3	Yard 1.
†P	136	Reading.....	10.54 am	6	Yard 1.
†F	3112	Clinton, Mass., via W. Cambridge.....	10.55 am	20	Yard 3.
P	2914	Intervale.....	11.03 am	7	Yard 2.
NH	310	Concord, N. H.....	11.15 am	17	Yard 3.
P	138	Reading.....	11.17 am	8	Yard 2.
P	2516	Rockport.....	11.18 am	6	Yard 2.
NH	3320	Woburn.....	11.25 am	11	Spot for No. 3313 due out at 11.40 am
F	52	Troy.....	11.35 am	21	Yard 4.
P	226	Portsmouth.....	11.49 am	8	Yard 2.
†P	140	Haverhill.....	12.02 pm	7	Yard 2.
NH	3322	Lowell Except Sats.....	12.11 pm	14	Yard 3.
†F	512	So. Acton.....	12.15 pm	8	Yard 2.
†P	2518	Rockport.....	12.16 pm	4	Yard 1.—Yard 2 holidays.
		(Sats. Due at 12.22 pm)			
NH	3340	Lowell (Sats. only).....	12.30 pm	14	Yard 3.
P	142	Lawrence.....	12.46 pm	11	Yard 2.
P	228	Beverly.....	12.47 pm	5	Yard 1.
		(Sats. due at 12.52 pm)			
P	14	Portland.....	1.00 pm	21	Yard 4.
		First trip, June 19; last trip, Sept. 23.			
F	516	So. Acton.....	1.10 pm	14	Yard 2.
P	144	Reading.....	1.14 pm	11	Yard 2.
P	2214	Marblehead.....	1.14 pm	6	Yard 1.—Yard 2 holidays.
NH	3324	Lowell.....	1.19 pm	20	Yard 3. Holidays spot for 3319 at 1.45 pm
NH	316	Concord, N. H.....	1.30 pm	14	Yard 3.
P	146	Haverhill.....	1.31 pm	4	Yard 2.

Div.	Tr'n No.	Denomination.	Time.	Track.	Disposition.
P	2520	Rockport.....	1.32 pm	2	Yard 1.
P	10	Portland.....	1.55 pm	19	Yard 4.
F	54	Troy.....	2.00 pm	13	Yard 4.
P	148	Reading.....	2.09 pm	11	Yard 2.
†P	1108	Medford (Sats. only) .	2.24 pm	3	Yard 1.
†NH	3326	Woburn.....	2.28 pm	17	Yard 3.
P	2526	Rockport.....	2.33 pm	6	Yard 2.
†P	230	Newburyport, (Sats. only).....	2.37 pm	8	Yard 1.
†NH	3412	Stoneham (Sats. only).....	2.45 pm	11	Yard 3.
P	236	Portsmouth.....	2.50 pm	5	Yard 2.
F	520	Fitchburg.....	2.55 pm	17	Yard 3.
P	150	Lawrence.....	2.56 pm	8	Yard 2.
NH	3330	Lowell.....	2.58 pm	15	Yard 3.
P	2410	Danvers via Lynn....	3.15 pm	4	Yard 2.
†NH	318	Lowell (Sats. only) .	3.28 pm	16	Yard 3.
†P	152	Reading.....	3.32 pm	11	Yard 2.
†P	154	Reading (Sats. only) .	3.36 pm	10	Yard 2.
†NH	3332	Wilmington.....	3.41 pm	16	Yard 3.
P	2528	Rockport.....	3.45 pm	5	Yard 2.
P	234	Portland.....	4.10 pm	15	Yard 4.
NH	320	Concord, N. H.....	4.10 pm	21	Yard 3.
P	156	Haverhill.....	4.14 pm	7	Yard 2.
†P	522	So. Acton.....	4.15 pm	22	Yard 4.
P	238	Newburyport.....	4.39 pm	2	Yard 1. Yard 2 holidays.
†P	158	Reading.....	4.40 pm	7	Yard 2.
†NH	3334	Woburn.....	4.46 pm	15	Spot for No. 3331 at 5.05 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944			Holidays back to Yard 3.
P	2534	Rockport.....	5.07 pm	6	Makes No. 1115 due out at 5.23 pm. Sats and holidays back to yard 2.
F	5508	Bellows Falls.....	5.15 pm	22	Yard 4.
NH	3336	Lowell.....	5.19 pm	16	Makes No. 3417 at 6.00 pm. Holidays Spot for No. 5205 at 5.35 pm
P	160	Haverhill.....	5.19 pm	12	Yd. 2.
		due holidays at 5.25 pm.			
F	58	Troy.....	5.20 pm	19	Yard 4.
†NH	322	Wilmington.....	5.31 pm	20	Makes No. 3117 at 5.50 pm
†P	2220	Marblehead.....	5.34 pm	3	Makes No. 2117 at 6.30 pm
					Sats. makes 2223 at 5.54 pm
†P	162	Reading.....	5.36 pm	11	Yard 2.
†P	242	Beverly.....	5.56 pm	4	Spots for No. 2541 at 6.25 pm ex. Sats. Sats. makes 2119 at 6.10 pm

Div.	Tr'n No.	Denomination.	Time.	Track.	Disposition.
*NH	324	West Medford (Ex. Sats.).....	5.57 pm	14	Makes No. 3337 at 6.15 pm
*†P	1114	Medford (ex. Sats.)...	6.05 pm	10	Makes No. 167 at 7.00 pm
NH	326	Lowell.....	6.05 pm	16	Makes No. 3339 at 7.00 pm
†NH	3338	Woburn.....	6.13 pm	18	Makes No. 323 at 6.35 pm
P	2536	Rockport.....	6.15 pm	11	Yard 2.
P	164	Haverhill.....	6.20 pm	10	Makes No. 169 at 7.50 pm
P	168	Portland.....	6.31 pm	13	Yard 4.
NH	332	Concord, N. H.....	6.50 pm	14	Wyes for Yard 3.
†P	1116	Medford (ex. Sats.)...			Pull into Yard 2 at Tower C.
P	246	Portsmouth.....	6.58 pm	5	Yard 2.
†P	1310	Wakefield Center.....	7.00 pm	10	Yard 2.
F	5510	Bellows Falls.....	7.15 pm	16	Yard 4.
P	12	Portland.....	7.20 pm	20	Yard 4.
†NH	3342	Wilmington.....	7.27 pm	11	Makes No. 3341 at 7.50 pm
		Will run June 17, Oct. 12 and Nov. 11, 1944			
P	2538	Rockport.....	7.41 pm	6	Yard 2.
F	524	So. Acton.....	7.45 pm	15	Yard 3.
NH	3350	Wilmington.....	7.50 pm	14	Makes No. 3351 at 8.50 pm
†P	176	Reading.....	7.54 pm	10	Makes No. 175 at 9.50 pm
NH	20	Concord, N. H.....	7.55 pm	17	Yard 3.
†F	3218	Bedford (ex Sats.) via West Camb.....	7.55 pm	20	Yard 3.
P	248	Beverly.....	8.06 pm	5	Yard 2.
P	174	Dover.....	8.06 pm	11	Yard 2.
P	250	Portland.....	8.55 pm	18	Yard 4.
†NH	3344	Wilmington.....	9.02 pm	17	Makes No. 3345 at 10.50 pm
F	60	Troy.....	9.05 pm	15	Yard 3.
P	178	Haverhill.....	9.20 pm	10	Makes No. 177 at 10.35 pm
P	2544	Rockport.....	9.43 pm	10	Makes No. 269 at 11.57 pm
NH	24	Concord, N. H.....	10.30 pm	19	Yard 3.
P	16	Portland via Dover...	10.30 pm	17	Yard 4.
P	2924	Intervale (ex. Mons.)	10.45 pm	15	Wyes for Yard 3.
		Runs June 16 to Oct. 15, 1943.			
		(Will run as an extra Sept. 4.)			
NH	3346	Wilmington.....	10.55 pm	16	Makes No. 523 at 11.45 pm
F	62	Troy, N. Y.....	11.00 pm	14	Shift out and back on 15.
P	182	Haverhill.....	11.22 pm	10	Makes No. 111 at 9.45 am
P	2546	Rockport.....	11.24 pm	8	Makes No. 1105 at 7.09 am
P	256	Portland.....	11.36 pm	15	Yard 3.

DEPARTURES. SUNDAYS.

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up.
P	1001	Portland.....	1.10 am	5	Leaves "A" House, ready at 1.00 am.
NH	3001	Concord, N. H.....	1.30 am		Leaves "A" House, ready in yard 3 at 8.00 pm.
P	1003	Portland.....	2.10 am		Leaves "A" House, at 2.00 am, ready in yard 4 at 8.00 pm.
F	65	Troy.....	2.30 am		Leaves "A" House, ready in yard 3 at 8.00 pm.
P	2001	Portsmouth.....	3.30 am	16	Leaves "A" House, at 3.20 am, ready in yard 4 at 8.00 pm
P	2555	Rockport.....	8.00 am	2	Yard 2, ready 11.15 am
P	1013	Dover.....	8.00 am	7	Yard 2, ready 10.00 pm
F	67	Troy.....	8.10 am	17	Yard 4, ready 10.00 pm
P	2003	Portsmouth.....	8.20 am	5	No. 2546 due at 11.24 pm
†P	2951	Intervale via Dover .. Runs June 18 to Oct. 15.	9.00 am	10	Yard 3, ready 8.00 am
P	1005	Portland.....	9.00 am	13	Yard 4, ready 2.20 am
NH	5	Concord, N. H.....	9.00 am	16	Yard 3, ready 8.10 am
P	2005	Portland via Ports- mouth..... Runs June 25 to Sept. 3, 1944. Will run as an extra July 4 and Sept. 4.	9.00 am	8	Yard 2, ready 3.00 am
F	5503	Bellows Falls.....	9.00 am	18	Yard 4, ready 2.00 am
P	2007	Salem..... Will not run from June 11 until Sept. 17, 1944.	9.30 am	7	No. 2550, due 7.55 am
P	2251	Marblehead..... First trip June 11. Last trip Sept. 17, 1944.	9.30 am	7	No. 2550, due 7.55 am
NH	3361	Lowell.....	10.00 am	9	No. 1000 due at 7.53 am
P	2557	Rockport.....	10.25 am	4	No. 206, due at 6.25 am
P	1007	Haverhill.....	10.30 am	6	No. 182, due 11.22 pm
P	2559	Rockport.....	12.30 pm	4	Yard 2, ready 11.50 am
NH	307	Concord, N. H.....	12.30 pm	18	Yard 3, ready 11.30 am
P	1009	Reading.....	12.45 pm	10	No. 3362, at 12.20 pm
P	123	Portland.....	1.15 pm	14	Yard 4, ready 12.25 pm
P	2013	Portsmouth.....	1.30 pm	7	No. 2006, at 12.36 pm
†NH	3363	Nashua, N. H.....	2.00 pm	14	Yard 3, ready 1.25 pm
P	1043	Lawrence.....	2.00 pm	9	No. 1008, at 12.02 pm
F	5003	Fitchburg.....	2.15 pm	18	Yard 3, ready 1.45 pm
P	2561	Rockport.....	2.45 pm	4	No. 2558, at 1.09 pm
NH	3365	Lowell.....	3.30 pm	10	Yard 3, ready 2.45 pm

DEPARTURES. SUNDAYS.

Div.	Tr'n No.	Denomination.	Time.	Track.	Made Up.
P	1019	Haverhill.....	3.30 pm	8	No. 1020, at 2.41 pm
F	59	Troy.....	3.30 pm	21	Yard 4, ready 2.45 pm
P	2019	Hamilton.....	3.45 pm	5	No. 2004, at 11.40 am
P	1021	Reading.....	4.40 pm	9	No. 1018, at 3.34 pm
P	2565	Rockport.....	4.45 pm	4	Yard 2, ready 4.15 pm
NH	3367	Wilmington.....	5.00 pm	17	Yard 3, ready 4.30 pm
F	5509	Bellows Falls, Milk...	5.10 pm	15	Yard 10, ready 4.25 pm
P	1023	Dover.....	5.10 pm	8	Yard 2, ready 4.30 pm
P	2257	Marblehead..... First trip June 11. Last trip Sept. 17, 1944.	5.15 pm	4	Yard 2, ready 4.45 pm
NH	3009	Concord, N. H.....	6.00 pm	17	Yard 3, ready 5.20 pm
P	2567	Rockport.....	6.10 pm	5	No. 2528, at 3.45 pm
P	1027	Portland.....	6.10 pm	13	Yard 4, ready 4.00 pm
P	1025	Reading.....	6.17 pm	9	Yard 2, ready 5.45 pm
F	95	Greenfield.....	6.20 pm	18	Yard 4, ready 2.00 pm
F	5005	Fitchburg.....	6.50 pm	18	Yard 3, ready 6.10 pm
P	21	Portland, via Eastern.	7.00 pm	7	Yard 4, ready 2.30 pm
P	1029	Haverhill.....	7.10 pm	9	No. 1030 6.00 pm
NH	3371	Lowell.....	7.15 pm	17	No. 3372, due 6.37 pm
P	25	Portland..... First trip, June 25; last trip, Sept. 17, 1944.	7.30 pm	6	Yard 3, ready 2.30 pm
F	5557	Bellows Falls.....	8.05 pm	11	Yard 3, ready 2.00 pm
P	2569	Rockport.....	8.10 pm	4	No. 2564, at 5.21 pm
NH	3051	Concord, N. H.....	8.40 pm	21	Yard 3, ready at 4.00 pm
P	1035	Haverhill.....	8.45 pm	9	No. 1034, at 7.13 pm
NH	325	Concord, N. H.....	8.45 pm	20	Yard 3, ready 1.00 pm
P	2023	Beverly.....	9.00 pm	5	Yard 2, ready 8.25 pm
P	23	Portland, via Western	9.30 pm	13	Yard 4, ready 7.00 pm
F	3159	Clinton, via W. Camb.	9.30 pm	19	3160 due at 8.40 pm
P	2025	Portsmouth.....	9.30 pm	5	Yard 2, ready 9.00 pm
P	27	Portland, via Western	9.45 pm	7	Yard 4, ready at 7.00 pm
P	1037	Reading.....	9.50 pm	11	Yard 2, ready 9.00 pm
†NH	3343	Lowell.....	9.50 pm	15	Yard 3, ready 8.50 pm
P	2571	Rockport.....	10.45 pm	3	No. 2566, at 7.36 pm
P	2027	Newburyport.....	11.00 pm	7	Yard 2, ready 10.30 pm
NH	3011	Concord, N. H.....	11.10 pm	18	Yard 3, ready 10.30 pm
F	97	Troy, N. Y. (Does not carry baggage beyond Ayer)	11.15 pm	21	Yard 4, ready 9.00 pm
P	1039	Haverhill.....	11.30 pm	9	No. 2568, due 8.52 pm
NH	3377	Lowell.....	11.35 pm	15	Yard 3, ready 11.00 pm
P	265	Portland, via Ports- mouth.....	11.35 pm	13	Yard 4, ready 10.30 pm
P	269	Portsmouth.....	11.57 pm	4	No. 2570, due at 11.00 pm

ARRIVALS. SUNDAYS.

Div.	Tr'n No.	Denomination.	Time.	Track.	Disposition.
*F	5552	Bellows Falls, Milk...	1.00 am		Arrives at Tower H.
P	206	Portsmouth...	6.25 am	4	Makes No. 2557 at 10.25 am
P	22	Portland, via Eastern...	6.40 am	20	Yard 4. Park Pullmans on 21.
P	1000	Haverhill...	7.53 am	9	Makes No. 3361 at 10.00 am
P	2550	Rockport...	7.55 am	12	Makes No. 2007 at 9.30 am.
NH	302	Concord, N. H.	8.05 am	11	Wyes for Yard 3.
P	8	Portland via Western...	8.45 am	20	Yard 4.
F	5502	Bellows Falls...	8.45 am	22	Yard 3.
NH	3358	Lowell...	9.22 am	15	Yard 3.
P	2000	Portsmouth...	9.34 am	18	Yard 3.
F	5000	Worcester...	9.40 am	7	Yard 4.
F	5004	Greenfield...	9.50 am	17	Yard 4.
P	1006	Dover...	10.00 am	10	Yard 2.
†NH	3360	Nashua, N. H.	10.08 am	16	Yard 3.
P	2556	Rockport...	11.05 am	6	Yard 2.
NH	3006	Concord, N. H.	11.30 am	14	Yard 3.
P	2004	Beverly...	11.40 am	6	Makes No. 2019 at 3.45 pm
P	1010	Portland...	11.45 am	16	Yard 3.
P	1008	Reading...	12.02 pm	9	Makes No. 1043 at 2.00 pm
NH	3362	Lowell...	12.20 pm	10	Makes No. 1009 at 12.45 pm
P	2006	Portsmouth...	12.36 pm	6	Makes No. 2013 at 1.30 pm
F	64	Troy, N. Y.	1.05 pm	19	Shift to Track 12.
P	1016	Haverhill...	1.06 pm	10	Yard 2.
P	2558	Rockport...	1.09 pm	6	Makes No. 2561 at 2.45 pm
NH	3364	Lowell...	1.49 pm	17	Yard 3.
P	10	Portland...	1.55 pm	16	Yard 4.
P	2560	Rockport...	2.30 pm	10	Yard 2.
P	1020	Reading...	2.41 pm	8	Makes No. 1019 at 3.30 pm
NH	3366	Concord, N. H.	3.15 pm	17	Yard 3.
P	1018	Haverhill...	3.34 pm	9	Makes No. 1021 at 4.40 pm

ARRIVALS. SUNDAYS.

Div.	Tr'n No.	Denomination.	Time.	Track.	Disposition.
P	2528	Rockport...	3.45 pm	8	Makes No. 2567 at 6.10 pm
P	2010	Newburyport...	4.21 pm	8	Yard 2.
F	5006	Fitchburg...	4.23 pm	19	Yard 3.
P	1028	Dover...	4.41 pm	10	Yard 2.
F	58	Troy...	5.20 pm	19	Yard 4.
P	2564	Rockport...	5.21 pm	8	Makes No. 2569 at 8.10 pm
NH	3368	Lowell...	5.36 pm	15	Yard 3.
P	1030	Reading...	6.00 pm	10	Makes No. 1029 at 7.10 pm
P	1040	Portland...	6.10 pm	15	Yard 4.
P	2012	Hamilton...	6.14 pm	8	Yard 2.
F	5008	Fitchburg...	6.33 pm	19	Yard 3.
P	2018	Portsmouth...	6.35 pm	8	Yard 2.
NH	3372	Wilmington...	6.38 pm	17	Makes No. 3371 at 7.15 pm
NH	332	Concord, N. H.	6.50 pm	13	Wyes for Yard 3.
F	5512	Bellows Falls...	7.00 pm	19	Yard 4.
P	1034	Haverhill...	7.13 pm	10	Makes 1035 at 8.45 pm
P	2566	Rockport...	7.36 pm	5	Makes No. 2571 at 10.45 pm
NH	20	Concord, N. H.	7.55 pm	15	Wyes for Yard 3.
P	1036	Reading...	8.11 pm	8	Yard 2.
F	68	Troy...	8.20 pm	19	Yard 4.
P	1042	Portland...	8.35 pm	18	Yard 4.
P	2256	Marblehead...	8.39 pm	6	Yard 2.
First trip June 11. Last trip Sept. 17, 1944.					
F	3160	Clinton, via West Cambridge...	8.40 pm	19	Makes 3159 at 9.30 pm
P	2568	Rockport...	8.52 pm	8	Makes No. 1039 at 11.30 pm
NH	3376	Lowell...	9.26 pm	17	Yard 3.
P	1044	Portland...	9.40 pm	20	Yard 4.
P	2022	Portland, via Portsmouth...	9.44 pm	6	Yard 2.
First trip June 25. Last trip Sept. 3, 1944.					
P	1556	Manchester...	10.05 pm	8	Yard 2.
P	2024	Portsmouth...	10.30 pm	6	Yard 2.
P	1048	Haverhill...	10.40 pm	5	Makes 105 at 8.00 am
NH	* 26	Concord, N. H.	10.45 pm	20	Yard 3.
P	2924	Intervale...	10.45 pm	17	Wyes for Yard 3.
First trip June 18. Last trip Oct. 15.					
P	2570	Rockport...	11.00 pm	4	Makes No. 269 at 11.57 pm
F	66	Troy, N. Y.	11.00 pm	14	Shift out and back on 15.

GENERAL SPECIAL INSTRUCTIONS

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

STANDARD CLOCKS

Boston — North Station, East Wing.
Charlestown, Mass. — Engine Dispatcher's Office
East Somerville — Crew Dispatcher's Office.
Mystic Junction — Crew Dispatcher's Office.

Rule No. 33. At all Public crossings protected only by bells or automatic signals protect as follows:

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

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

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

AUTOMATIC CROSSING PROTECTION.

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

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

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

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

(Crossing at Fifth Street, Wellington has automatic flasher protection with cut-out device, and flasher signals are equipped for reverse running.)

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

98a. SPEED RESTRICTIONS

The application of brakes on drawbridges should be avoided except in case of emergency.

The speed of light engines, or engines with caboose only, must not exceed 35 miles per hour on any portion of the road.

The speed of engines running backward, without cars, or with freight equipment, must not exceed 20 miles per hour.

The speed of any passenger train, the engine of which is running backward, must not exceed 25 miles per hour.

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

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

Scale Test Car 3586 may be run in through trains next ahead of the caboose at normal speed.

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

Speed of switch engines without lead trucks in road service on main lines must not exceed 25 miles per hour and on branch lines 20 miles per hour.

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

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

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

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

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

4. Flagmen must definitely know that the whistle recall signal has been sounded, that it was their equipment sounding it, and that it was

intended for them before withdrawing flag for the passage of a train or engine. They must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

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

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

7. It is the duty of the Crane Engineer when shutting down for meal periods, and/or when quitting work for the day to:—

1. Tie down the crane.
2. Set all brakes.

3. Engage clamps at rear of crane fastening boiler to frame of crane so that equipment cannot swing to foul adjacent tracks.

8. It is the duty of M. of W. Foreman to know that Crane Engineer complies with the above instructions, and to notify Conductor in charge of work train or protection when it has been done, and crane is secure.

9. Conductors assigned work equipment will not withdraw flag protection, or release themselves either for lunch periods as at end of day until they have been advised by M. of W. Foreman in charge that equipment is secured, and will not be used further.

10. Cranes secured as required in Paragraph 7 will not be unlocked and put into service until M. of W. Foreman has advised Conductor assigned that he is ready to go to work, and been advised by Conductor that necessary protection is being provided.

104.

SPRING SWITCHES.

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

Trains trailing through and stopping on switch must not take slack until points have been thrown by hand. Flying switches must not be attempted. When necessary to throw the switch the switch lever should

be operated slowly, keeping a steady pressure on the handle, otherwise handle is liable to snap back, and injure party throwing switch.

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

GENERAL RULE 104A — LAST SENTENCE CHANGED TO READ:

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

104(g) — When a train or engine enters a siding or other track, the switch used in entering must not be changed until the train or engine is clear of the fouling point.

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 Timetable Instructions of connecting divisions.

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

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

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

501a. General Rule 501a, last paragraph changed to read:

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

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

Such occurrence must be reported to the Superintendent.

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

513. General Rule 513 revised:

Before entering a main track protected by Block Signals, trains or

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

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

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

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

CHANGE OF INDICATION AND NEW SIGNAL ASPECTS:

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

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

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

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

COLOR LIGHT DWARF INTERLOCKING SIGNALS.

- (G) Indication. (Name:—Clear)
(G) Proceed.
(Y) Approach next signal at (Name:—Approach
(G) medium speed, medium)
(Y) Approach next signal at (Name:—Approach
(Y) slow speed. slow)

- (Y) Prepare to stop at next signal.
(R) Train exceeding medium (Name:—Approach
speed must at once reduce stop)
to that speed.
(G) Proceed through crossovers (Name:—Medium
(R) or turnout at medium speed. clear)
Then resume normal speed.
(R) Proceed through crossovers
(G) or (G) or turnout at slow speed. (Name:—Slow clear)
Then resume normal speed.
(R) Proceed through crossovers (Name:—Slow ap-
(Y) or turnout at not exceeding proach stop)
slow speed prepared to
stop at next signal.
(Dark) Proceed at restricted speed. (Name:—Restricting)
(Y) or (Y)
(R)
(R) or (R) Stop. (Name:—Stop)

KEY.

- (G) — Green.
(Y) — Yellow.
(R) — Red.

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

Refer to definition of **Restricted Speed** in General Rules—The maximum allowable speed for any train or engine when operating at restricted speed is 15 miles per hour.

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

Boston.....Dr. J. H. Knowles, Industrial Building.

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 engineer, man, 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 movements of double-end rail motor cars shall be made by changing control to the end that is the head-end in the direction the car is to be moved, except that 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.

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

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

Class 200—4000 to 4024, inclusive, 3002 to 3029, and 2900 to 2925, with booster.

Class 175—3002 to 3029, and 2900 to 2925, inclusive, without booster, 4100-4117 inclusive.

Class 135—3710-3719 inclusive.

Class 115—2641 to 2734, inclusive.

Class 100—3700 to 3709, inclusive; 3696 to 3699, inclusive.

Class 85—2386 to 2429, inclusive.

Class 70—1363 to 1498, inclusive, 3600 to 3689, inclusive.

Class 65—1333, 2074, 2075, 2100 to 2129, inclusive.

Class 60—3205 to 3244, inclusive.

TONNAGE RATING CLASSIFICATION OF SWITCHERS.

Class 210—648, 649.

Class 140—640 to 647, 650 to 654, inclusive.

Class 125—600 to 631, inclusive.

Class 85—430 to 452, inclusive.

Class 80—400 and 429.

Class 60—200 to 309, inclusive.

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

FREIGHT TRAINS.

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

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

PASSENGER TRAIN.

Leading Engine		Second Engine	
Locomotive Class	Tonnage Rating Class	Locomotive Class	Tonnage Rating Class
A, B, C, J.	35 to 70	A, B, C, J.	35 to 70
P-1ab, P-2bcd	70	P-1ab, P-2bcd	70
P-3a	100	P-3a	100
P-4	185		
		P-1ab, P-2bc	70
A, B, C, J.	35 to 70	P-3a	100
Electric two units	B, C, J P-2bcd P-3a, P-4		60-65-70 70 100
Motor Cars 1140	All classes except H-3 with booster, K-8 with booster, R-1abc, S-1abc, T-1ab. All Maine Central Classes except Classes 110 and 115.		

In emergency K-7 or 8 engines can be used ahead of P-class engines, but if when so double-headed electric units are coupled ahead, only the P-class engine shall work steam in starting.

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

TERMINAL DIVISION.

SPECIAL INSTRUCTIONS.

Terminal Division extends from Boston, Western Route, to a point 1000 feet east of the cross-over switch east of Wilmington Junction: Medford Branch, Newburyport Branch from Wakefield Junction to end of line located about 3000 feet east of Topsfield Station, and Salem Branch. Eastern Route to a Limit Board 6350 feet east of Beverly Station; the Saugus, Swampscott, Marblehead, Danvers and Gloucester Branches. To Ayer division limits and including Watertown Branch and Marlboro Branch; and to a point 2500 feet north of North Billerica Station, Lexington Branch, Stoneham Branch, Wilmington Jct. Branch, and on the Mass. Central to a point just west of Clinton Jct. Limit posts define line between Terminal Division and Portland, Fitchburg and New Hampshire divisions.

Boston yard employees working within Boston yard limits — excepting enginemen — will not be required to have current Time Table in their possession while on duty, but will be required to have copy of current "North Station Track and Yard Book" in their possession while on duty.

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

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

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

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

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

SPEED RESTRICTIONS.

(Both Directions)	Miles per Hour
Between North Station and Hoosac Tunnel Diamond.	15
Between Hoosac Tunnel Diamond and Draw No. 7, E. Somerville	40
Over Drawbridge No. 7.	20

Between Hoosac Tunnel Diamond and Draw No. 8. E. Somerville	40
Over Drawbridge No. 8	20
Between Hoosac Tunnel Diamond and Tower "H".	20
Between Hoosac Tunnel Diamond and Washington Street underpass at Mystic Junction	35
Between Washington Street underpass at Mystic Junction and Winter Hill Passenger trains	50
Freight trains	40
Highway Crossings on Mystic Branch.	12

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

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

SIGNALS FOR MOVEMENTS AGAINST CURRENT OF TRAFFIC

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

SIGNAL INDICATIONS — TOWER "C"

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

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

OTHER SPECIAL INSTRUCTIONS. SPRING SWITCHES.

Spring switch at 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.

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. 7, train stopped by semi-automatic color light dwarf interlocking signals may proceed over Drawbridge on hand signal given by drawtender or, in his absence, must be preceded by a flagman. After passing over drawbridge, train may proceed at restricted speed as per General Rule 509-B.

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

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

SWITCH CONNECTING BOSTON ELEVATED SIDING.

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

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

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

Established Current of Traffic on the Medford Track.

The Medford Track is signalled for Eastward (Outward) movements from Draw 8 to Medford Jct., and the current of traffic is Eastward (Outward).

Movements against the current of traffic between Medford Jct. and Draw 8 may only be made when authorized by Tower Director at Tower "C" or under pilot or flag protection.

SPECIAL RULES.

The following Special Rules apply only within Boston yard limits.

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

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

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

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

3a. No engineer qualified in Boston Passenger Yard and North Station territory, who has not operated an engine in the territory in the previous six months, will be permitted to do so until he has reviewed the physical characteristics and special rules with Road Foreman, Passenger Yardmaster at Boston, or Chief Examiner.

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

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

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

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

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

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

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

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

The Engineman on receiving the signal to release will note that there has been a reduction made in brake pipe pressure after which he will release and have brake pipe pressure fully restored before starting the backup movement.

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

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

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

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

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

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

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

Backup man will then return to rear car of draft and after attaching the riding hose will comply with the provision of General Rule No. 843, and Rules and Instructions governing the use and care of air brake and air signal equipment.

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

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

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

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

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

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

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

On all trains ENTERING trainshed, 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 trainshed 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 trainshed to make sure that cars to be left are uncoupled should move carefully and only enough to make sure drawbars are unlocked, so that passengers boarding trains will not be inconvenienced.

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

13. Enginemen of drafts between trainshed 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 trainshed until passengers have alighted.

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

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

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

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

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

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

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

19. Closets of all cars on inward trains must be locked before trains reach Prison Pt. Bridge and be kept locked while cars remain in or near trainshed. Closets of all cars on outward trains must be kept locked until cars have passed Prison Pt. Bridge.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Restrictions Governing Switching of Oil Plants

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

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

Switching Restrictions — 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 — 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.

Other at North End of Engine House, Running Track and the Farm Lead. The normal position of this switch will be for movements on the running track.

Switches at New Engine Terminal

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

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

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

Spring switches are located at west end of engine house running tracks No. 17 and 18 and between No. 18 and Diesel track No. 19 at west end of yard 15. 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 19 is a Diesel storage and servicing track.

Movements in reverse direction on tracks 17 and 18 must only be made UNDER FLAG PROTECTION.

A color-light dwarf signal operated from Tower "H" located to the right of outward running track No. 17, about 170 feet east of spring switch, **governs only outward** movements over the spring switch from track No. 17 to yard 15 lead.

A color-light dwarf signal operated from Tower "H" located to the right of Diesel track No. 19, about 180 feet east of spring switch, **governs only outward** movements over the spring switch from track No. 19 to yard 15 lead. Indications of these dwarf signals do not relieve the enginemen from knowing that all trains and engines are into clear of the spring switches before accepting signal indications. When engines are stopped by stop signal indications on above signals, member of crew will use telephone near signal on track No. 17 at westerly end of New Engine Terminal to inform Tower "H" that engine is awaiting move.

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

All hand thrown switches west end Yd. 15 must be left lined for Engine House Lead after having been used.

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

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

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

One located in cabin at west end of Yd. 15 connecting with Tower "H". Trains or engines being stopped for no apparent reason at west end of Yd. 15 will immediately use this telephone to notify Tower "H" their engine number and destination.

BOARDING CARS AND WORK EQUIPMENT

Work-cars not occupied of steel underframe construction may be handled in the train in their proper classification.

Work-cars of wooden underframe or steel center-sill construction and any equipment when occupied must be handled next caboose.

Cranes, derricks, etc., are covered by General Rule (798) and must be handled next caboose in compliance with the Rule.

Boarding cars, camp cars, cranes and all such Engineering Dept. Equipment, whether occupied or not, should be handled the same as caboose cars:—set off and put away before switching or humping the cut.

Do not kick, or allow such cars to run, but shove them to rest; and do not allow other cars to be switched or kicked onto tracks occupied by such Equipment.

FREIGHT YARDS 8, 9 AND 10, MYSTIC JUNCTION

Clearance Marks Hump Yard Classification Tracks.

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

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

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

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

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

Inward Freight Trains Doubling at Boston:

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

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

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

Track skates will be placed on the lower end of all classification tracks in Yard 8 and 9.

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

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

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

Note:—On the so-called "Slot" Tracks, Nos. 10, 11 and 12 in Yard 8, two sets of skates will be used: one set at lower end of track and one

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

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.

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

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

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

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

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

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

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

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

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

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

Indications of these humping signals facing north are as follows:

Single RedStop.

Single YellowProceed at normal humping speed about 3 miles per hour.

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

GreenProceed at normal yard speed.

Yellow over Red..Back up.

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

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

Yard 8—Trimmer Signal

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

When red indication is shown on this Trimmer Signal, it will signify to engine, yard and train crews occupying Classification Tracks 1 to 38 inclusive, and Receiving Tracks 16 and 39 and Shop Tracks and Scale Track at the upper (hump end) that humping is proceeding, and their engines must not foul Hump Lead—but while Trimmer Signal shows red engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engineer or fireman receives proper signal from a member of his crew.

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

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

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

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

Yard 9—Trimmer Signal

Suspended from the south side of the Humping Signal (facing the Classification tracks) located at the apex of the Hump, is a single color light signal known as a Trimmer Signal, the indication of which shows either red or green.

When red indication is shown on this Trimmer Signal, it will signify to engine, yard and train crews occupying Classification Tracks 1 to 34 inclusive, and Receiving Tracks 19, 20, 21 and 22, at the upper (Hump) end, that humping is proceeding, and their engines must not foul Hump Lead;—but while Trimmer Signal shows red, engines occupying these tracks may move on other than Hump Lead only when switches are properly lined and after engineer or fireman receives proper signal from a member of his crew.

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

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

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

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

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

HEAD END — DIESEL SWITCH ENGINES

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

BETWEEN MYSTIC JUNCTION AND MYSTIC WHARF.

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

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

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

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

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

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

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

METHOD OF CROSSING PROTECTION IN BOSTON YARDS

(A) Hours of Protection at Manually Protected Crossings

Location	Weekdays	Sundays and Holidays
E. Cambridge, East St.	Continuous Protection.	{ No Protection, 11 P.M. { Sat. to 11 P. M. Sun.
Charlestown, Warren Ave.	6.00 A.M. to 4.00 P.M.	No Protection.
Chas. Riv. Ave.	8.00 A.M. to 4.00 P.M.	No Protection.
Yd. 19, Austin St.	3.00 A.M. to 10.00 A.M.	No Protection.
near 18 Hou.	6.00 P.M. to 9.30 P.M.	No Protection.
Yd. 20, Hickey's Crossing	7.00 A.M. to 3.00 P.M.	No Protection.
Mystic Branch (Chas'n)		
Rutherford Ave. ..	Continuous Protection.	No Protection, 7.00 A.M. to 11 P.M.
Main St.	Continuous Protection.	No Protection. 7.00 A.M. to 11 P.M.
Wiggin Lumber Yd. ..	7.00 A.M. to 5.00 P.M.	No Protection.
Revere Sugar	7.00 A.M. to 6.00 P.M.	No Protection.
Wyman-Allen	7.00 A.M. to 6.00 P.M.	No Protection.
N. E. C. & Coke Co. ..	7.00 A.M. to 5.00 P.M.	No Protection.
Terminal St	7.00 A.M. to 6.00 P.M.	No Protection.

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

(B) Unprotected Yard Crossings

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

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

W. E. BARRETT, Supt.

J. M. SULLIVAN, Asst. Supt.

TRAINMASTERS

G. W. MILLER

L. F. MORSE

T. F. McGUANE

J. F. SWEENEY

B. W. SWITZER